Governments
SANBAG
Working Together

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SANBAG

Budget Appendix Fiscal Year 2008-2009

San Bernardino Associated Governments

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SAN BERNARDINO ASSOCIATED GOVERNMENTS

2008/2009 BUDGET APPENDIX

The 2008/2009 SANBAG Budget is the policy level document which provides broad funding, personnel, and program level presentations. This 2008/2009 SANBAG Budget Appendix itemizes the various 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 2008/2009 SANBAG Budget is located on the following page.

The SANBAG budget is organized using an eight digit task numbering system based upon the following structure:

Job - **The first three digits of each task is 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 to provide for tracking of information on that project over multiple years.**

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 2008/2009 will be "09."**

Subtask - **The last three digits in a task are used to break down a project into smaller subdivisions for administrative purposes. Subdivision of a job is not required of all tasks. Tasks will have a series of zeros when subdivision is not required or reported in the Budget Appendix.**

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 6/30/08"* and *"Unbudgeted Obligations in Contracts Approved prior to FY 2008/2009."*

The *"Total Anticipated Encumbrances on 6/30/08"* represents the estimated amount of budgeted funds supporting approved contracts that will be carried over into the 2008/2009 task budget at the beginning of FY 2008/2009.

The *"Unbudgeted Obligations in Contracts Approved prior to FY 2008/2009"* 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

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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

San Bernardino Associated Governments
Task Listing
Fiscal Year 2008/2009

Regional & Quality of Life Program

Task	Task Description	Mgr.
10109000	Air Quality Planning	TS
10209000	Air Quality Implementation	MK
11009000	Regional Transportation Planning	TS
11109000	Freight Movement	TS
11209000	Regional Growth Forecast Development	TS
11609000	Inland Trans. Corridor Plan/CETAP	TS
40609000A	Rideshare Management	MK
40609000B	Inland Empire Commuter Services	MK
40609000C	Rideshare Incentive Programs	MK
40609000D	Regional Rideshare Programs	MK
70209000	Call Box System	MK
70409000	Freeway Service Patrol/State	MK
70609000	Intelligent Transportation Systems	MK
70709000	Freeway Service Patrol/SR-60/I-215	MK
81209000	Clean Fuels Implementation	MK

Subregional Trans. Planning & Programming Prog.

Task	Task Description	Mgr.
20209000	Transportation Modeling & Forecasting	TS
20309000	Congestion Management	TS
21309000	High Desert Corridor Studies	DRB
37309000	Federal/State Fund Administration	TS
40409000	Comprehensive Transportation Plan	TS
40509000	TMEE Program Development	TS
40909000	Data Development & Management	TS
41009000	Non-Motorized Transportation Plan	TS
50009000	Transportation Improvement Program	TS
52609000	Subregional Transportation Monitoring	TS
60109000	County Trans. Commission – General	TS
60909000	Agency Strategic Planning	TS
61009000	Measure I 2010-2040 Project Advance.	TS
61209000	***Local Project Technical Assistance***	***TS***
70109000	Valley Signal Coordination Program	TS
94109000	Mt./Desert Planning & Project Develop.	DRB
94509000	Victor Valley Area Trans. Study	DRB

Project Development Program

Task	Task Description	Mgr.
81509000	Measure I Program Management	GC
81809000	Rt. 71 Landscape Design/Const.	GC
82009000	SR 210 Final Design	GC
82209000	SR 210 Right of Way Acquisition	GC
82409000	SR 210 Construction	GC
82509000	I-10 Corridor Project Development	GC
82609000	***I-10/Citrus/I-10 Cherry Interchanges***	***GC***
83009000	I-215 SanRiv Project Development	GC
83409000	I-215 Final Design	GC
83609000	I-215 Right of Way Acquisition	GC
83809000	I-215 Construction	GC
84009000	I-215 Barton Road Interchange	GC
84109000	I-10 Riverside Interchange	GC
84209000	I-10 Tippecanoe Interchange	GC
84309000	I-10 Live Oak Canyon	GC
84509000	I-215 Mt. Vernon/Washington Interchange	GC
85009000	***Alternative Project Financing***	***DRB***
86009000	I-10 Lane Addition – Redlands	GC
86209000	I-10 Westbound Lane Addition–Yucaipa	GC
87009000	Hunts Lane Grade Separation	GC
87109000	State St./Univ. Parkway Grade Sep.	GC
87209000	Ramona Avenue Grade Separation	GC

Project Development Program (Cont'd.)

Task	Task Description	Mgr.
87309000	***Valley Boulevard Grade Separation***	***GC***
87409000	***Palm Avenue Grade Separation***	***GC***
87509000	***Main Street Grade Separation***	***GC***
87909000	Colton Cross. BNSF/UPRR Grd. Sep.	GC
88009000	I-15/I-215 Devore Interchange	GC
93109000	Debt Service – Major/97 Issue	CFO
94409000	Debt Service – Major/96 Issue	CFO
94809000	Debt Service – Major/01 Issue A	CFO
94909000	Debt Service – Major/01 Issue B	CFO

Transit/Commuter Rail Program

Task	Task Description	Mgr.
30909000	General Transit	MAB
31509000	Omnitrans	MAB
31609000	Barstow-County Transit	MAB
31709000	Victor Valley Transit	MAB
31809000	Morongo Basin Transit	MAB
31909000	Social Service Transportation Plan	MAB
32009000	Needles Transit	MAB
32109000	Mountain Area Transit	MAB
35209000	General Commuter Rail	MAB
37709000	Commuter Rail Operating Expenses	MAB
37809000	Speedway Rail Operating Expenses	MAB
37909000	Commuter Rail Capital Expenses	MAB
38009000	Redlands Rail Extension	MAB
38109000	Gold Line Phase II	MAB
50109000	Federal/Transit Act Programming	MAB

Transportation Programs & Fund Admin. Program

Task	Task Description	Mgr.
50209000	TDA Administration	MAB
50409000	Measure I Admin - Valley	CFO
50509000	Measure I Admin - Mt./Desert General	DRB
50609000	Local Transportation Fund	MAB
50709000	State Transit Assistance Fund	MAB
51309000	Measure I Valley E & D	MAB
90709000	Debt Service - Big Bear/92 Issue	CFO
90809000	Debt Svc. - Mt./Unincorp./92 Issue	CFO
91800000	Valley Measure I Local	CFO
91801000	Mountain/Desert Measure I Local	CFO
94609000	Debt Service - Barstow/96	CFO
95009000	Debt Svc.-Yucca Valley/01 Issue B	CFO

Program Support/Council of Governments Prog.

Task	Task Description	Mgr.
10409000	Intergovernmental Relations	JF
49009000	Council of Govts. New Initiatives	DRB
50309000	Legislation	JF
60509000	Publications & Public Outreach	DRB
80509000	Building Operations	CFO
80609000	Building Improvements	CFO
94209000	Financial Management	CFO

BOLD ITALICS = NEW TASK FY 08/09

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TASK: 10109000 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 annual $PM_{2.5}$ and 8 hour ozone SIP and SIP implementation strategies. 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**
	$77,654	**Environmental Enhancement Fund**
	$77,654	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 10109000 Air Quality Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	16,888	19,421	23,929
Fringe Allocation	14,274	13,744	13,845
Indirect Allocation	25,923	29,772	32,780
Contributions/Other Agencies	0	6,000	6,000
Meeting Expense	43	500	500
Mileage Reimb/SANBAG Only	152	250	100
Office Expense	0	100	100
Postage	32	50	50
Printing – Internal Only	2	100	100
Printing – Miscellaneous	0	50	50
Travel – Other	682	200	200
Total New Budget	**$0**	**$0**	**$77,654**
Total Actual/Planned Budget	**$57,996**	**$70,187**	**$77,654**

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TASK: 10209000 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:	**$ 9,085**	**Local Transportation Fund – Planning**
		Measure I Valley Traffic Management and
	$81,767	**Environmental Enhancement Fund**
	$90,852	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 10209000 AIR QUALITY IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	16,813	18,801	25,798
Fringe Allocation	14,210	13,305	14,927
Indirect Allocation	25,808	28,822	35,341
CNG Van	0	465	412
Commissioner's Fees	600	1,200	1,200
Consulting Fees	0	10,000	10,000
Meeting Expense	0	250	250
Mileage Reimb/SANBAG Only	205	1,400	824
Office Expense	0	150	150
Postage	3	250	250
Printing – Internal Only	27	50	100
Printing - Miscellaneous	0	250	250
Professional Services	135	500	500
Training/Membership	0	500	500
Travel – Other	0	100	100
Travel – Air	0	250	250
Total New Budget	**$0**	**$0**	**$90,852**
Total Actual/Planned Budget	**$57,801**	**$76,293**	**$90,852**

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TASK: 10409000 INTERGOVERNMENTAL RELATIONS

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

ACCOMPLISHMENTS: SANBAG and the Riverside County Transportation Commission (RCTC) also to hold periodic legislative luncheons for field representatives of state and federal office holders. SANBAG and RCTC co-hosted the state's Business, Transportation and Housing Agency's hearing on TCIF, the Assembly Select Committee on Inland Empire Transportation Issues, and the Senate Select Committee on Alameda Corridor East, all held in San Bernardino. For each of these hearings, SANBAG prepared board members by providing background information and talking points.

Throughout the year, SANBAG has also continued to engage cities and the County of San Bernardino by hosting the City/County Managers Technical Advisory Committee to provide information on and promote some of the region's most pressing issues.

Additionally, SANBAG has maintained representation at the California Association of Council of Governments (CALCOG) executive meetings and with the California League of Cities. SANBAG is also developing closer ties with the California State Association of Counties.

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 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**
	$ 4,205	**Measure I Mountain/Desert Administration Fund**
	$500,470	**Measure I Valley Administration Fund**
	$533,328	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations for Contracts Approved Prior to FY 2008/2009**

MANAGER: Jennifer Franco

TASK NO. 10409000 Intergovernmental Relations
MANAGER: Jennifer Franco

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	80,965	114,000	125,870
Fringe Allocation	68,431	80,678	72,828
Indirect Allocation	124,280	174,763	172,430
CNG Van	0	100	200
Communications	0	300	500
Contributions/Other Agencies	0	5,368	6,000
Meeting Expense	4,798	2,500	2,500
Mileage Reimb/Nonemployee	127	0	100
Mileage Reimb/SANBAG Only	200	2,500	2,500
Office Expense	112	1,000	1,500
Postage	131	300	400
Printing – Internal Only	121	500	500
Printing – Miscellaneous	0	100	500
Professional Services	6,566	70,000	77,000
Subscriptions	0	500	500
Training/Membership	8,881	40,000	45,000
Travel – Air	2,280	14,000	14,000
Travel - Other	3,757	7,500	9,000
Travel – Other/Nonemployee	1,480	0	1,000
Travel – Air/Nonemployee	463	0	1,000
Total New Budget	**$0**	**$0**	**$533,328**
Total Actual/Planned Budget	**$302,592**	**$514,109**	**$533,328**

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TASK: 11009000 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, 2004, and 2008 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 Plans and Programs Technical Advisory Committee and Subregional Coordinators Committee. The countywide Comprehensive Transportation Plan serves as a basis for SANBAG's input to Regional Transportation Plan updates (see Task 40409000). 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 for incorporation in the Regional Transportation Plan. Regional goods movement issues to be addressed through regional transportation planning efforts are detailed in the description of Task 11109000. 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:	**$82,692**	**Local Transportation Fund – Planning**
	$82,692	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 11009000 Regional Transportation Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	27,031	24,543	27,706
Fringe Allocation	22,846	17,369	16,031
Indirect Allocation	41,492	37,624	37,955
Meeting Expense	93	200	200
Mileage Reimb/SANBAG Only	64	300	300
Office Expense	0	50	50
Postage	8	50	50
Printing – Internal Only	0	50	50
Printing – Miscellaneous	0	50	50
Travel – Other	384	300	300
Total New Budget	**$0**	**$0**	**$82,692**
Total Actual/Planned Budget	**$91,918**	**$80,536**	**$82,692**

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TASK: 11109000 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, 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. Project nominations were submitted for Proposition 1B Trade Corridors Improvement Funds.

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 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:	**$ 25,000**	**Local Transportation Fund – Planning**
		Measure I Valley Traffic Management and
	$185,077	**Environmental Enhancement Fund**
	$210,077	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 11109000 Freight Movement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	67,414	61,429	60,565
Fringe Allocation	56,978	43,473	35,043
Indirect Allocation	103,480	94,171	82,969
Consulting Fees	1,818	0	0
Contributions/Other Agencies	5,000	25,000	25,000
Meeting Expense	9	1,000	1,000
Mileage Reimb/SANBAG Only	446	1,000	1,000
Postage	24	500	500
Printing – Internal Only	30	0	0
Printing – Miscellaneous	500	1,000	1,000
Professional Services	405	500	500
Training/Membership	225	1,000	1,000
Travel – Air	976	1,000	1,000
Travel – Other	1,250	500	500
Total New Budget	**$0**	**$0**	**$210,077**
Total Actual/Planned Budget	**$238,555**	**$230,573**	**$210,077**

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TASK: 11209000 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 & 2008 RTP's. 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 also worked proactively with jurisdictions to provide local input into the growth forecasts prepared for the 2007 RHNA and 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. Provide technical support to SCAG delegates representing San Bernardino County on these issues. Manage an effort with San Bernardino County Museum to develop and improved habitat mapping system that can be used by SANBAG for more comprehensive planning of biological mitigation for transportation projects.

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.

7. Manage work with County Museum to improve habitat mapping.

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:	**$73,553**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$10,000	**Local Transportation Fund – Planning**
	$83,553	**TOTAL NEW BUDGET**
	$89,852	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approve Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 11209000 Regional Growth Forecast Development
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$89,852**
Professional Services			89,852
Line Item			
Salaries	21,830	30,897	27,998
Fringe Allocation	17,927	21,866	16,200
Indirect Allocation	33,073	47,365	38,355
Communications	0	50	50
Contributions/Other Agencies	250,000	0	0
Meeting Expense	359	500	500
Mileage Reimb/SANBAG Only	66	200	200
Office Expense	0	100	100
Postage	0	100	100
Printing – Internal Only	51	50	50
Professional Services	12,786	127,148	0
Travel – Other	324	0	0
Total New Budget	**$0**	**$0**	**$83,553**
Total Actual/Planned Budget	**$336,416**	**$228,276**	**$173,405**

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TASK: 11609000 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 will include additional project development on at least two of the corridors between Riverside County and San Bernardino County. This will include 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:		
	$24,980	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$24,980	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 11609000 Inland Transportation Corridor Plan/CETAP
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/2007 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	2,659	8,803	8,269
Fringe Allocation	2,247	6,230	4,784
Indirect Allocation	4,081	13,495	11,327
Meeting Expense	0	100	100
Mileage Reimb/SANBAG Only	9	100	100
Office Expense	0	100	100
Postage	0	100	100
Printing – Miscellaneous	0	200	200
Total New Budget	**$0**	**$0**	**$24,980**
Total Actual/Planned Budget	**$8,996**	**$29,128**	**$24,980**

TASK: 20209000 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 2035 update to the RivSan model will be completed in FY 2008/2009, based on the update of the SCAG regional model being completed in FY 2007/2008. 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 2008 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 2008/2009. 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:	**$ 94,322**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 14,322	**Local Transportation Fund - Planning**
	$108,644	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 20209000 Transportation Modeling & Forecasting
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	28,313	35,929	22,311
Extra Help	820	7,360	7,360
Fringe Allocation	23,929	25,427	12,909
Indirect Allocation	44,141	55,079	30,564
Contributions/Other Agencies	0	20,000	20,000
Inventorial Equipment	0	0	3,000
Mileage Reimb/SANBAG Only	278	0	0
Printing – Internal Only	617	0	0
Printing – Miscellaneous	0	500	500
Software	0	1,000	12,000
Travel – Other	22	0	0
Total New Budget	**$0**	**$0**	**$108,644**
Total Actual/Planned Budget	**$98,120**	**$145,295**	**$108,644**

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TASK: 20309000 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, 2005, and 2007. 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 40409000). Model improvements for the CMP (the CTP model and other subarea models, see Task 20209000) 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. The development mitigation program was updated in 2007.

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. Provide technical oversight and review of Traffic Impact Analysis Reports prepared in rural Mountain/Desert subarea's.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 Fiscal Year 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:	**$138,674**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 39,286	**Local Fund – Mountain/Desert Jurisdictions Reimbursement**
	$177,960	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 20309000 Congestion Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	31,310	70,719	59,660
Fringe Allocation	26,463	50,049	34,520
Indirect Allocation	48,061	108,415	81,730
Consulting Fees	0	20,000	0
Meeting Expense	12	150	200
Mileage Reimb/SANBAG Only	52	100	200
Office Expense	0	500	500
Postage	998	400	400
Printing – Internal Only	117	50	250
Printing – Miscellaneous	0	500	500
Professional Services	6,533	13,636	0
Travel – Other	0	50	0
Total New Budget	**$0**	**$0**	**$177,960**
Total Actual/Planned Budget	**$113,546**	**$264,569**	**$177,960**

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TASK: 21309000 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 2008/2009. 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. The Counties of San Bernardino and Los Angeles are pursing an independent effort to develop the segment between the Antelope Valley and U.S. 395 through a public-private partnership. SANBAG is represented on the technical committee for that independent effort.

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 2008/2009.

FUNDING SOURCES:	**$19,259**	**Local Transportation Fund - Planning**
	$19,259	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 21309000 High Desert Corridor Studies
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	3,887	6,407	6,362
Fringe Allocation	3,285	4,534	3,681
Indirect Allocation	5,966	9,822	8,715
CNG Van	12	100	100
Mileage Reimb/SANBAG Only	40	400	400
Postage	0	100	0
Professional Services	68	1,000	1
Total New Budget	**$0**	**$0**	**$19,259**
Total Actual/Planned Budget	**$13,258**	**$22,363**	**$19,259**

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TASK: 30909000 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 2008 Regional Transportation Plan; 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 2006/2007. 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 2006/2007 half of the transit systems lost ridership (BAT -7.0%, NAT -1.4%; and Omnitrans - 0.1%). The other three transit systems experienced growth in ridership (VVTA +5.3%, MBTA +5.3%, and MARTA +3.5%). Overall, nearly 17.3 million passengers were carried by transit, representing an increase of 0.3% over the prior year. Total revenue vehicle hours decreased by 2.6% to 1.05 million - with MBTA, and Omnitrans reporting a reduction in hours. However, productivity, measured in terms of passengers per revenue vehicle hour increased by 2.9% to 16.4. Total operating expenses were $78.0 million, a .01% decrease over the prior year. Fare revenue totaled $14.9 million, an increase of 4.7%, covering 19.4% 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 89% of the total ridership. Omnitrans experienced a 0.1% decrease in ridership, but still carried 15.5 million passengers during Fiscal Year 2006/2007. Mountain/Desert systems experiencing growth in annual ridership included: VVTA carrying 1.1 million passengers (up 5.3%); MBTA carrying 317,500 passengers (up 5.3%); MARTA carrying 176,900 passengers (up 3.5%); NAT carrying 37,600 passengers (down 1.4%); and BAT carrying 206,600 passengers (down 7.07%).

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 was initiated 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.

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 recommendations 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 will be of benefit to the operators and SANBAG. Providing technical assistance to the various transit operators as required. The development of the Long Range Transit Plan for the County, including the development of a transit-supportive land use alternative for the Valley will be completed in Fiscal Year 2008/2009.

FUNDING SOURCES:	**$322,103**	**Local Transportation Fund – Planning**
	$322,103	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 30909000 General Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	41,831	66,294	66,102
Fringe Allocation	35,355	46,916	38,247
Indirect Allocation	64,210	101,629	90,554
Consulting Fees	125,343	214,018	75,000
Meeting Expense	144	900	900
Mileage Reimb/SANBAG Only	520	850	850
Office Expense	14,505	21,000	21,000
Postage	54	150	150
Printing – Internal Only	284	550	550
Professional Services	25,732	1,600	1,600
Subscriptions	736	500	500
Training/Membership	3,485	10,000	10,000
Travel – Air	637	2,600	2,750
Travel – Other	5,462	7,500	8,000
Travel – Air/Nonemployee	0	1,400	1,400
Travel – Other/Nonemployee	0	4,500	4,500
Total New Budget	**$0**	**$0**	**$322,103**
Total Actual/Planned Budget	**$318,298**	**$480,407**	**$322,103**

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TASK: 31509000 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 amendments to 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 2007/2008, Omnitrans will select a consulting firm to begin Project Development of the Bus Rapid Transit (BRT) along the "E" Street corridor. The "E" Street BRT is the first high intensity transit service to be implemented with the San Bernardino Valley. Several other corridors are under consideration as part of the Long Range Transit Plan.

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 2008/2009, Omnitrans will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2012/2013 SRTP. 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 as the "E" Street Corridor BRT enters 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 Fiscal Year 2007/2008 to 2012/2013 SRTP and the Fiscal Year 2008/2009 Operating and Capital Budget.

4. Provide fund estimates for the development of the Omnitrans Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

5. Review and critique the Omnitrans Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 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 Fiscal Year 2007/2008 to 2012/2013 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the Omnitrans Fiscal Year 2009/2010 to 2013/2014 SRTP and the Omnitrans Fiscal Year 2009/2010 Operating and Capital Budget.

FUNDING SOURCES:	**$64,244**	**Local Transportation Fund - Planning**
	$64,244	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 31509000 Omnitrans
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	17,355	17,439	21,702
Fringe Allocation	14,668	12,342	12,557
Indirect Allocation	26,640	26,734	29,730
Mileage/Reimb SANBAG Only	64	80	80
Postage	0	50	50
Printing – Internal	17	50	50
Travel – Other	6	75	75
Total New Budget	**$0**	**$0**	**$64,244**
Total Actual/Planned Budget	**$58,750**	**$56,770**	**$64,244**

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TASK: 31609000 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 and Trona.

ACCOMPLISHMENTS: With input from the City of Barstow and the County of San Bernardino, provided assistance in the development and review of amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 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. In addition, during Fiscal Year 2007/2008, SANBAG funded an operations analysis of the Barstow Area Transit system that is expected to be completed in the Spring of 2008.

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 2008/2009 a new Barstow-County SRTP will be prepared covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. 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 systems administered by the City of Barstow.

WORK ELEMENTS:

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

2. Provide technical assistance for the development and review of amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP and the Fiscal Year 2008/2009 Transit Operating and Capital Budget.

3. Provide fund estimates for the development of the Barstow-County Fiscal Year 2009/2010 to 2013/2014 SRTP and 2009/2010 Transit Operating and Capital Budget.

4. Review and critique the Barstow-County Transit Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the Barstow-County Fiscal Year 2009/2010 to 2013/2014 SRTP and the Barstow-County Fiscal Year 2009/2010 Operating and Capital Budget.

FUNDING:

SOURCES:	**$42,652**	**Local Transportation Fund – Planning**
	$42,652	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Approved Contracts Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 31609000 Barstow-County Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	7,709	7,569	14,179
Fringe Allocation	6,516	5,357	8,204
Indirect Allocation	11,834	11,604	19,424
Consulting	0	100,000	0
Office Expense	0	0	30
Postage	0	25	40
Printing -Internal	10	25	25
Professional Services	0	0	200
Mileage Reimb/SANBAG Only	584	350	300
Travel – Other	201	250	250
Total New Budget	**$0**	**$0**	**$42,652**
Total Actual/Planned Budget	**$26,854**	**$125,180**	**$42,652**

TASK: 31709000 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 amendments to the Victor Valley Transit Authority (VVTA) Fiscal Year 2007/2008 to 2011/2012 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. SANBAG has provided technical and financial assistance to a comprehensive study of the VVTA regional fixed route service that was completed in Fiscal Year 2006/2007.

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 2008/2009, VVTA will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. 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. Also during Fiscal Year 2008/2009, a consultant will be retained to prepare a study of the commuter needs between the Victor and San Bernardino Valleys. The study will identify cost-effective alternatives for commuters traveling between the Victor and San Bernardino Valleys.

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 Fiscal Year 2007/2008 to 2011/2012 SRTP and the Fiscal Year 2008/2009 VVTA Operating and Capital Budget.

3. Provide fund estimates for the development of the VVTA Fiscal Year 2009/2010 to 2013/2014 SRTP and 2009/2010 Operating and Capital Budget.

4. Review and critique the VVTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

5. Develop and issue Request for Proposal and select consultant to conduct the Victor Valley Long-Distance Commuter Needs Study.

6. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the VVTA Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 VVTA Operating and Capital

Budget, the VVTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the VVTA Fiscal Year 2009/2010 Operating and Capital Budget.

FUNDING SOURCES:	**$138,038**	**Local Transportation Fund - Planning**
	$138,038	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 31709000 Victor Valley Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	10,741	11,286	15,894
Fringe Allocation	9,078	7,987	9,196
Indirect Allocation	16,487	17,301	21,773
Consulting Fees	0	0	90,000
Postage	1	25	25
Printing – Internal	20	50	50
Mileage Reimb/SANBAG Only	682	950	950
Travel – Other	30	150	150
Total New Budget	**$0**	**$0**	**$138,038**
Total Actual/Planned Budget	**$37,039**	**$37,749**	**$138,038**

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TASK: 31809000 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 amendments to the Morongo Basin Transit Authority (MBTA) Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (SRTP). 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.

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 2008/2009 MBTA will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. Consultant assistance was sought for a review of current operations and the preparation of recommendations for improving system performance. The study was completed during Fiscal Year 2006/2007 and formed the basis for the Fiscal Year 2008/2009 to 2011/2012 SRTP. 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 Fiscal Year 2007/2008 to 2011/2012 SRTP and the MBTA Fiscal Year 2008/2009 MBTA Operating and Capital Budget.

3. Provide fund estimates for the development of the MBTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

4. Review and critique MBTA Fiscal Year 2009/10 to 2013/14 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

6. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MBTA Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the MBTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the MBTA Fiscal Year 2009/2010 Operating and Capital Budget.

FUNDING SOURCES:

	$39,090	Local Transportation Fund - Planning
	$39,090	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/08
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Michael Bair

TASK NO. 31809000 Morongo Basin Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	6,335	9,163	12,893
Fringe Allocation	5,354	6,485	7,460
Indirect Allocation	9,724	14,047	17,662
Consulting Fees	87,444	0	0
Mileage Reimb/SANBAG Only	352	750	750
Postage	37	50	50
Printing – Internal	2	25	25
Travel – Other	15	250	250
Total New Budget	**$0**	**$0**	**$39,090**
Total Actual/Planned Budget	**$109,264**	**$30,770**	**$39,090**

TASK: 31909000 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 of "unmet transit needs" and "reasonable to meet"; 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. During Fiscal Year 2007/2008 SANBAG, through a consultant assisted effort developed a Public Transit-Human Services Transportation Coordination Plan for the County. The coordination plan provides the foundation for the submittal of grant applications under the FTA Sections 5310, 5316 and 5317 Programs.

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 51309000.

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 implementation of the recommendations from the Public Transit-Human Services Transportation 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 Sections 5310, 5316 and 5317 funding. Included under consulting fees is a work effort to assist in exploring the institutional structure for a proposed Consolidated Transportation Service Agency (CTSA) for the San Bernardino Valley portion of the County and the establishment of the CTSA In addition, the consideration of the institutional structure and formation of the CTSA will require the professional services of legal counsel.

WORK ELEMENTS:

1. Attend and provide assistance in staffing PASTACC meetings.

2. Obtain review and comment from PASTACC relating to Fiscal Year 2009/2010 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, begin the implementation of recommendation developed in the Public Transit–Human Services Transportation Coordination Plan for San Bernardino County.

8. Develop and issue Request for Proposal and select consultant to assist in the formation of a CTSA within the San Bernardino Valley.

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 beginning of implementing the recommendations from the Public Transit–Human Services Transportation Coordination Plan for San Bernardino County. The formation of a CTSA within the San Bernardino Valley.

FUNDING SOURCES:	**$ 60,000**	**Job Access and Reverse Commute - FTA Section 5316**
	$ 20,000	**New Freedom Initiatives - FTA Section 5317**
	$165,257	**Local Transportation Fund - Planning**
	$245,257	**TOTAL NEW BUDGET**
	$ 10,000	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 31909000 Social Service Transportation
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$10,000**
Professional Services			10,000
Line Item			
Salaries	16,528	16,420	21,794
Fringe Allocation	13,969	11,620	12,610
Indirect Allocation	25,370	25,172	29,856
Consulting Fees	60,722	38,978	100,000
Contributions/Other Agencies	0	0	3,780
Meeting Expense	474	750	750
Mileage Reimb/SANBAG Only	243	300	350
Postage	1,287	2,400	500
Printing – Internal Only	83	200	200
Professional Services	65,044	171,902	74,567
Travel – Air	0	450	450
Travel – Other	152	350	400
Total New Budget	**$0**	**$0**	**$245,257**
Total Actual/Planned Budget	**$183,872**	**$268,542**	**$255,257**

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TASK: 32009000 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 in the development and review of amendments to the Needles Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (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 2008/2009, the City of Needles will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014. 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 Fiscal Year 2007/2008 to 2011/2012 SRTP and Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.

3. Provide fund estimates for the development of the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Transit Operating and Capital Budget.

4. Review and critique the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

PRODUCT: Memoranda to Board regarding amendments to the Needles Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Transit Operating and Capital Budget, the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and the Needles Fiscal Year 2009/2010 Transit Operating and Capital Budget.

FUNDING SOURCES:	**$19,813**	**Local Transportation Fund - Planning**
	$19,813	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 32009000 Needles Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	4,845	4,381	6,347
Fringe Allocation	4,095	3,100	3,672
Indirect Allocation	7,437	6,716	8,694
Mileage/Reimb/SANBAG Only	711	700	700
Postage	0	25	25
Printing – Internal	0	25	25
Travel – Other	357	350	350
Total New Budget	**$0**	**$0**	**$19,813**
Total Actual/Planned Budget	**$17,445**	**$15,297**	**$19,813**

TASK: 32109000 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 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.

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 2008/2009, MARTA will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. Consultant assistance was sought for a review of current operations and the preparation of recommendations for improving system performance. The study was completed in Fiscal Year 2006/2007 and formed the basis for the Fiscal Tear 2007/2008 to 2011/2012 SRTP. 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 Fiscal Year 2007/2008 to 2011/2012 SRTP and the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.

3. Provide fund estimates for the development of the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

4. Review and critique the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MARTA Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the MARTA Fiscal Year 2009/2010 Operating and Capital Budget.

FUNDING SOURCES:	**$39,015**	**Local Transportation Fund - Planning**
	$39,015	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 32109000 Mountain Area Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	7,814	9,163	12,893
Fringe Allocation	6,604	6,485	7,460
Indirect Allocation	11,994	14,047	17,662
Consulting Fees	71,133	0	0
Meeting Expense	0	0	25
Mileage Reimb/SANBAG Only	365	550	550
Postage	33	50	50
Printing – Internal	5	25	25
Travel – Other	71	350	350
Total New Budget	**$0**	**$0**	**$39,015**
Total Actual /Planned Budget	**$98,019**	**$30,670**	**$39,015**

TASK: 35209000 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 2006/2007, the Metrolink San Bernardino Line transported 3.4 million annual passengers, representing an 8.5% decrease over the prior year. Operating expenses, which are shared by SANBAG and the Los Angeles County Metropolitan Transportation Authority (LACMTA) totaled $30.4 million. Revenues used to offset cost, including passenger fares and railroad fees, totaled $21.9 million and resulted in a revenue recovery rate of 72.4%. 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 0.4% over the last year. Operating expenses, which are shared by SANBAG, LACMTA and the Riverside County Transportation Commission (RCTC), totaled $12.7 million. Revenues used to offset cost totaled $7.3 million and resulted in a revenue recovery rate of 57.5%. 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 1.3 million annual passengers, representing an increase of 4.1% over the prior year. Operating expenses, which are shared by SANBAG, RCTC and the Orange County Transportation Authority (OCTA), totaled $13.6 million. Revenues used to offset costs totaled $8.3 million and resulted in a revenue recovery rate of 60.8%. The average subsidy per passenger mile on this line equaled $0.15. 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.

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 2008/2009 in an attempt to increase passenger train service in exchange for a reasonable public investment in capital improvements. During Fiscal Year 2008/2009 SANBAG will prepare a new Passenger Rail Short Range Transit Plan (SRTP) covering Fiscal Years 2009/2010 through 2013/2014. The Passenger Rail SRTP provides the necessary justification for SANBAG approval of Federal, State and local funds for Metrolink operations and 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 2008/2009 and APTA Annual Rail Conference in the Spring of 2009.

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 2008/2009 that may be required due to changing circumstances.

7. Develop the Fiscal Year 2009/2010 to 2013/2014 Passenger Rail SRTP.

8. Participate in negotiations with host railroads for the operations of additional passenger trains.

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

FUNDING SOURCES:	**$643,783**	**Local Transportation Fund - Planning**
	$643,783	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 35209000 General Commuter Rail
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	77,849	84,298	88,751
Extra Help	70	0	0
Fringe Allocation	65,797	59,658	51,351
Indirect Allocation	119,422	129,229	121,581
Commissioners Fees	3,100	5,600	6,500
Meeting Expense	533	1,500	1,500
Mileage Reimb/Nonemployee	265	600	600
Mileage Reimb/SANBAG Only	662	1,850	1,850
Office Expense	66	0	0
Postage	224	350	250
Printing – Internal Only	2,012	2,000	2,000
Professional Services	140,206	904,337	350,000
Subscriptions	937	800	750
Training/Membership	1,575	3,500	3,750
Travel – Air	617	1,700	2,400
Travel – Other	2,603	6,500	6,500
Travel – Air/Nonemployee	657	1,400	1,500
Travel – Other/Nonemployee	1,938	4,500	4,500
Total New Budget	**$0**	**$0**	**$643,783**
Total Actual/Planned Budget	**$418,533**	**$1,207,822**	**$643,783**

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TASK: 37309000 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 Proposition 1B Bond 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 allocation, obligation, implementation, and completion, and serve as a resource to member agencies in navigating the State and federal funding processes.

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 conducting the process of project selection, prioritization, and allocation of funds to projects to be funded through the STIP, STP, CMAQ, and TE Programs listed above. SANBAG has developed project tracking procedures to guard against loss of State and federal funds administered by SANBAG because of failure to achieve timely obligation. In addition, SANBAG acts as a liaison between Caltrans and local agencies 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 through workshops or presentations to the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC).

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

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

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:	**$261,505**	**Local Transportation Fund - Planning**
	$310,442	**Planning, Programming and Monitoring Fund**
	$571,947	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 37309000 Federal/State Fund Administration
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	99,003	134,447	190,892
Fringe Allocation	83,676	95,148	110,450
Indirect Allocation	151,967	206,107	261,505
Consulting Fees	2,735	95,000	5,000
Meeting Expense	0	200	200
Mileage Reimb/SANBAG Only	314	600	600
Office Expense	0	300	200
Postage	84	200	200
Printing – Internal Only	401	150	500
Printing – Miscellaneous	0	100	100
Training/Membership	0	400	400
Travel – Air	477	2,000	1,200
Travel – Other	266	700	700
Total New Budget	**$0**	**$0**	**$571,947**
Total Actual/Planned Budget	**$338,923**	**$535,352**	**$571,947**

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TASK: 37709000 COMMUTER RAIL OPERATING EXPENSES

OBJECTIVE: To assist in reducing 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 current 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 another year. 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 2008/2009 include: 1) for the San Bernardino/Los Angeles Line, an increase of two off-peak round trips for a total of nineteen during the weekdays; ten round trips on Saturday, and an increase from six to seven 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 two 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 and perhaps leasing additional equipment, the delivery of new locomotives this year coupled with significant increases in fuel cost; the increased weekday service on the San Bernardino Line; 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 2007/2008. 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 the San Bernardino and IEOC Lines 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 2008/2009 will see continued efforts to negotiate higher levels of passenger train service in exchange for reasonable 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) 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:	**$9,185,600**	**Local Transportation Fund - Rail**
	$9,185,600	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 37709000 Commuter Rail Operating Expense
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Contributions/Other Agencies	6,893,006	8,200,000	8,885,000
Mileage Reimb/SANBAG Only	4	0	0
Postage	2	0	50
Printing – Internal Only	60	0	50
Printing – Miscellaneous	48,786	150,000	150,000
Professional Services	91,864	386,817	150,000
Utilities	207	500	500
Total New Budget	**$0**	**$0**	**$9,185,600**
Total Actual/Planned Budget	**$7,033,929**	**$8,737,317**	**$9,185,600**

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TASK: 37809000 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 market and 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. During the September race up to eight trains have been provided.

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 2008 and one in the spring of 2009. A total of up to eight charter trains from Oxnard, Lancaster, Fullerton and Oceanside may 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. Based on the prior years' trend in ridership and revenue, the Fiscal Year 2008/2009 budget will require a significant draw from the $150,000 in LTF held for operational support.

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:	**$ 80,500**	**Local Transportation Fund - Rail**
	$100,000	**Speedway Ticket Sales Revenue**
	$180,500	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 37809000 Speedway Rail Operating Expenses
MANAGER: Michael Bair

BUDGT COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Contributions/Other Agencies	126,966	180,000	180,000
Meeting Expense	38	600	200
Mileage Reimb/SANBAG Only	237	250	250
Office Expense	275	0	0
Printing – Internal Only	39	50	50
Printing – Miscellaneous	241	0	0
Professional Services	1,702	0	0
Total New Budget	**$0**	**$0**	**$180,500**
Total Actual/Planned Budget	**$129,498**	**$180,900**	**$180,500**

TASK: 37909000 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 SCRRA awarded a contract for the delivery of expansion passenger rail cars and rebuilt locomotives. The new locomotives will be delivered during 2008 and the passenger cars will begin delivery in 2009. 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. Fiscal Year 2007/2008 will see the completion of the East Ontario and Montclair station projects. SCRRA has also initiated the phased design of a new equipment maintenance facility known as the Eastern Area Maintenance Facility (EAMF) and awarded a contract for the first phase in Fiscal Year 2007/2008.

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 LA Metro 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 $5.2 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. The second program is the establishment of a rolling stock replacement fund. Under this program SANBAG will contribute $315,600 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, sealed corridor improvements on the San Gabriel Subdivision and a reserve of $675,000 for the future purchase and installation of an automatic passenger counting system. The majority of funding for the above projects will be comprised of Federal and State funds including $4.17 million in FTA rail modernization funds (§5309), $2.14 million in Congestion Mitigation and Air Quality (CMAQ) funds, $1.11 million State Transit Assistance Funds and $0.74 million in Local Transportation 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 $5.2 million as local match for the new Federal funds. In addition, more than $10,914,403 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:	**$ 1,414,600**	**Local Transportation Fund – Rail**
	$ 1,118,600	**State Transit Assistance Funds**
	$ 2,533,200	**TOTAL NEW BUDGET**
	$10,914,403	**Total Anticipated Encumbrances as of 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 37909000 Commuter Rail Capital Expenses
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$10,904,403**
Contributions/Other Agencies			10,904,403
Line Item			
Contributions/Other Agencies	3,496,307	18,710,853	2,533,200
Professional Services	0	1,570,000	0
Total New Budget	**$0**	**$0**	**$2,533,200**
Total Actual/Planned Budget	**$3,496,307**	**$20,280,853**	**$13,447,603**

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TASK: 38009000 REDLANDS RAIL EXTENSION

OBJECTIVE: Using information from the initial feasibility study of extending passenger rail service between San Bernardino and Redlands and the station area plan, complete the necessary additional work, including the adoption of a Locally Preferred Alternative (LPA) 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 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. In January 2008, the Board awarded a contract to prepare the San Bernardino to Redlands Corridor Regionally Significant Transportation Investment Study (RSTIS) and Environmental Assessment (EA).

DESCRIPTION: The next step for this project is to meet the 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 and the development of the station area plans will be used during the preparation of the RSTIS and EA. The completion of the RSTIS and EA is expected by February 2009. The submittal of an application for Small Starts funding from the FTA will follow the adoption of the LPA.

WORK ELEMENTS:

1. **Manage contract for the alternatives analysis (RSTIS) work and environmental clearance (EA).**

2. **Coordinate all planning efforts with the affected cities, SCRRA, SCAG, Federal, State and local regulatory and resource agencies and the 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 (RSTIS) 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. This work will also produce a preliminary environmental document and an application for Small Starts funding from the FTA.

FUNDING SOURCES:	**$ 99,772**	**Local Transportation Fund - Planning**
	$ 99,772	**TOTAL NEW BUDGET**
	$600,000	**Total Anticipated Encumbrances as of 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 38009000 Redlands Rail Extension
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$600,000**
Consulting Fees			600,000
Line Item			
Salaries	8,351	15,377	32,982
Fringe Allocation	7,058	10,882	19,083
Indirect Allocation	12,818	23,573	45,182
Consulting Fees	170,201	1,000,000	0
Meeting Expense	235	250	250
Mileage Reimb/SANBAG Only	59	150	200
Postage	182	100	100
Printing – Internal Only	45	75	75
Professional Services	68	500	500
Travel – Air	0	600	1,200
Travel – Other	6	200	200
Total New Budget	**$0**	**$0**	**$99,772**
Total Actual/Planned Budget	**$199,023**	**$1,051,707**	**$699,772**

TASK: 38109000 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 and consider preliminary alternatives to extend further east to the Los Angeles/Ontario International Airport.

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 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 L.A./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. Funding for a preliminary analysis of alternative alignments to extend Gold Line to the airport was included in the Fiscal Year 2007/2008 and a consulting firm has been retained by the Construction Authority. 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; attending the L.A./Ontario international Airport technical and policy committee meetings.

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 inclusion of the project in LACMTA's Long Range Transit Plan.

3. Provide comments on preliminary alternatives for extending the Gold Line to the L.A./Ontario International Airport.

4. Participate on the Metro Gold Line Extension to the Ontario International Airport (OIA) technical and policy committees.

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

FUNDING SOURCES:	**$50,457**	**Local Transportation Fund – Planning**
	$50,457	**TOTAL NEW BUDGET**
	$60,000	**Total Anticipated Encumbrances as of 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 38109000 Gold Line Phase II
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$60,000**
Contributions/Other Agencies			60,000
Line Item			
Salaries	3,427	11,734	16,782
Fringe Allocation	2,896	8,304	9,710
Indirect Allocation	5,260	17,988	22,990
Contributions/Other Agencies	295,464	281,672	0
Mileage Reimb/SANBAG Only	41	750	500
Postage	0	50	50
Printing – Internal Only	10	75	75
Professional Services	68	0	200
Travel – Other	28	100	150
Total New Budget	**$0**	**$0**	**$50,457**
Total Actual/Planned Budget	**$307,194**	**$320,673**	**$110,457**

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TASK: 40409000 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, 2004, and 2008 Regional Transportation Plans and a foundation for the development of the Expenditure Plan for the reauthorization 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 2035, 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 20209000). Consultant services may be used to augment staff resources in updating the CTP, including planned transportation projects to the forecast year of 2035 to extend the basis for policy and fiscal decisions regarding mobility investments throughout the County. For FY 2008/2009, 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 Project Development 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:	**$ 20,483**	**Local Transportation Fund – Planning**
	$120,484	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$140,967	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 40409000 Comprehensive Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	18,493	36,661	45,164
Fringe Allocation	15,631	25,945	26,132
Indirect Allocation	28,387	56,201	61,871
Consulting Fees	0	29,762	0
Meeting Expense	0	800	800
Mileage Reimb/SANBAG Only	230	500	500
Office Expense	6	0	0
Postage	1	200	250
Printing – Internal Only	438	200	200
Printing – Miscellaneous	0	1,000	1,250
Training/Membership	495	1,500	2,500
Travel – Air	0	900	1,500
Travel – Other	160	600	800
Total New Budget	**$0**	**$0**	**$140,967**
Total Actual/Planned Budget	**$63,841**	**$154,269**	**$140,967**

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TASK: 40509000 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**
	$2,196	**Environmental Enhancement Fund**
	$2,196	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 40509000 Traffic Management and Environmental Enhancement Program Development

MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	123	585	643
Fringe Allocation	104	414	372
Indirect Allocation	188	897	881
Meeting Expense	0	200	200
Office Expense	0	50	50
Printing – Internal Only	73	0	0
Printing – Miscellaneous	0	50	50
Total New Budget	**$0**	**$0**	**$2,196**
Total Actual/Planned Budget	**$488**	**$2,196**	**$2,196**

TASK: 40609000-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. Two more leased PNRs were opened in FY 2006/2007 and the PNR adjacent to the Inland Empire Transportation Management Center, in Fontana, is scheduled to open in late FY 2007/2008. An additional tool was added to the regional website, www.comutesmart.info, which through Google Maps allows commuters to quickly identify and locate Park'N'Ride lots.

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, two locations in the City of 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, 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:	**$665,070**	**Congestion Mitigation/Air Quality Funding**
	$145,229	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$810,299	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 40609000-A RIDESHARE MANAGEMENT
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	46,656	57,290	55,203
Fringe Allocation	39,433	40,544	31,940
Indirect Allocation	71,616	87,826	75,623
CNG Van	0	700	744
Consulting Fees	8,353	25,000	25,000
Meeting Expense	175	1,500	1,500
Mileage Reimb/SANBAG Only	443	3,375	3,584
Office Expense	0	250	250
Printing – Internal Only	270	500	500
Printing – Miscellaneous	5,613	40,000	40,000
Postage	149	500	500
Professional Services	21,489	611,705	570,655
Training/Membership	575	2,000	2,000
Travel – Air	0	3,250	1,500
Travel – Other	1,388	3,250	1,300
Total New Budget	**$0**	**$0**	**$810,299**
Total Actual/Planned Budget	**$196,160**	**$877,690**	**$810,299**

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TASK: 40609000-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.
In Fiscal Year 2007/2008, all marketing materials were revamped. An on line tool to assist employers with the implementation of their programs was also implemented.

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:		
	$413,347	Congestion Mitigation/Air Quality Funding
	$ 53,553	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$466,900	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/08
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Michelle Kirkhoff

TASK NO. 40609000-B INLAND EMPIRE COMMUTER SERVICES
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Inland Empire Commuter Svcs	324,957	426,600	466,900
Total New Budget	**$0**	**$0**	**$466,900**
Total Actual/Planned Budget	**$324,957**	**$426,600**	**$466,900**

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TASK: 40609000-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:	**$588,725**	**Congestion Mitigation/Air Quality Fund**
	$ 76,276	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$665,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO: 40609000-C RIDESHARE INCENTIVE PROGRAMS
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Option Rideshare	481,925	470,600	484,000
Team Rideshare	142,567	156,500	181,000
Total New Budget	**$0**	**$0**	**$665,000**
Total Actual/Planned Budget	**$624,492**	**$627,100**	**$665,000**

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TASK: 40609000-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:	**$267,244**	**Congestion Mitigation/Air Quality Fund**
	$ 34,624	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$301,868	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 40609000-D RIDESHARE MANAGEMENT / REGIONAL MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Information Services	48,309	67,400	99,000
Regional Ridematch Database	40,121	56,800	51,368
Ridematch	65,027	86,300	87,800
Special Projects	31,644	68,500	63,700
Total New Budget	**$0**	**$0**	**$301,868**
Total Actual/Planned Budget	**$185,101**	**$279,000**	**$301,868**

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TASK: 40909000 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 2007/2008, staff developed or updated the following data sets:

Revised Growth Forecasts for 2005, 2010, 2015, 2020 and 2025, 2030, 2035
General Plan Coverage
Circulation Element Coverage
Existing Land Use (2006)
Regional Transportation Improvement Program Coverage
Congestion Management Program Mitigation Coverage
Densified Model Network Coverage for TAZ Restructuring
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)
Victor Valley Area Transportation Study
Traffic Collision Database

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:	**$ 35,465**	**Local Transportation Fund - Planning**
	$155,464	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$190,929	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 40909000 Data Development & Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	34,385	37,339	42,959
Extra Help	5,570	7,360	7,364
Fringe Allocation	29,062	26,425	24,856
Indirect Allocation	57,414	57,241	58,850
Consulting Fees	0	2,000	1,000
Inventorial Equipment	3,633	0	0
Maintenance of Equipment	253	7,000	7,000
Meeting Expense	18	200	200
Mileage Reimb/SANBAG Only	836	1,000	1,000
Office Expense	91	500	500
Postage	54	100	100
Printing – Internal Only	55	100	100
Printing – Miscellaneous	1,724	500	500
Software	35,274	43,000	40,000
Training/Membership	225	3,000	2,500
Travel – Air	253	400	400
Travel – Other	2,956	3,600	3,600
Total New Budget	**$0**	**$0**	**$190,929**
Total Actual/Planned Budget	**$171,803**	**$189,765**	**$190,929**

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TASK: 41009000 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. The Non-Motorized Transportation Plan will need updating in the 2009/10 fiscal year when the plan expires.

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:	**$1,924**	**Local Transportation Fund – Planning**
	$1,924	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$3,848	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 41009000 Non-Motorized Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	538	3,218	1,305
Fringe Allocation	455	2,277	755
Indirect Allocation	827	4,933	1,788
Meeting Expense	0	100	0
Printing – Internal Only	0	2,000	0
Travel – Air	0	120	0
Travel – Other	0	50	0
Total New Budget	**$0**	**$0**	**$3,848**
Total Actual/Planned Budget	**$1,820**	**$12,698**	**$3,848**

TASK: 49009000 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 2008/2009, $28,654 of the general assessment dues has been budgeted in Task No. 10409000, 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:	**$344,926**	**Local Funds – Carry Over FY 2007/08**
	$ 73,303	**Local Funds – FY 2007/08 Additional Increment of General Membership Dues**
	$418,229	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 49009000 Council of Governments New Initiatives
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Contributions/Other Agencies	$279,843	344,926	418,229
Total New Budget	**$0**	**$0**	**$418,229**
Total Actual/Planned Budget	**$279,8430**	**$344,926**	**$418,229**

TASK: 50009000 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE: In cooperation with other County Transportation Commissions, the California Transportation Commission (CTC), Caltrans, and the Southern California Association of Governments (SCAG), prepare accurate, timely County Transportation Improvement Program (TIP) 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 State and federal fiscal constraint and air quality conformity requirements.

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

DESCRIPTION: Conduct all activities associated with preparation of the County TIP, submit projects from the County TIP for inclusion in the RTIP and the 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 SANBAG Nexus Study and Measure I Expenditure Plan, the Regional Transportation Plan (RTP), 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 database and upload completed information to SCAG; 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 State and 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 CTC 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 and STIP, review amendment requests for eligibility and completeness, transmit amendment requests as approporiate to the SANBAG Board for approval, prepare and transmit RTIP amendment requests to

SCAG and STIP amendment requests to Caltrans District 8, prepare a financial report for each amendment, and track amendment requests through the amendment process.

4. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' (RTPA) and CTC meetings and the California Federal Programming Group meetings.

5. Respond to inquiries from Board members, local 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 SANBAG Nexus Study and Measure I Expenditure Plan 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 for San Bernardino County; inclusion of SANBAG priority projects in the adopted STIP; and effective countywide representation at forums where programming issues are addressed.

FUNDING SOURCES:	**$103,082**	**Local Transportation Fund – Planning**
	$130,186	**Planning, Programming and Monitoring Fund**
	$233,268	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 50009000 Transportation Improvement Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	63,949	63,256	75,248
Fringe Allocation	54,049	44,766	43,538
Indirect Allocation	98,160	96,971	103,082
Meeting Expense	0	1,100	100
Mileage Reimb/SANBAG Only	471	2,000	2,000
Office Expense	0	300	300
Postage	105	600	300
Printing – Internal Only	77	600	600
Printing – Miscellaneous	0	100	0
Training/Membership	0	500	500
Travel – Air	292	800	3,600
Travel – Other	1,075	700	4,000
Total New Budget	**$0**	**$0**	**$233,268**
Total Actual/Planned Budget	**$218,178**	**$211,693**	**$233,268**

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TASK: 50109000 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 to support and improve transit operating and capital investments.

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/Santa Ana, Riverside/San Bernardino and Victorville/Hesperia/Apple Valley UZA Section 5307 (Urban Bus Formula and Fixed Guideway), Los Angeles/Long Beach/Santa Ana, Riverside/San Bernardino Section 5309 (Rail Modernization) and County Section 5311 (rural bus formula) apportionments, grant applications and balances. During Fiscal Year 2007/2008 over $19.8 million in Section 5307 formula funds and more than $4.2 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 completed 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:

$110,664	**Local Transportation Fund - Planning**	
$110,664	**TOTAL NEW BUDGET**	
$ 0	**Total Anticipated Encumbrances as of 06/30/08**	
$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**	

MANAGER: Michael Bair

TASK NO. 50109000 Federal Transit Act Programming
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	20,868	21,202	23,686
Fringe Allocation	17,637	15,005	13,705
Indirect Allocation	32,032	32,503	32,448
Auditing	8,000	31,500	40,000
Mileage Reimb/SANBAG Only	4	75	100
Postage	5	25	25
Printing – Internal Only	23	50	50
Training/Membership	145	0	0
Travel – Air	191	0	450
Travel - Other	12	150	200
Total New Budget	**$0**	**$0**	**$110,664**
Total Actual/Planned Budget	**$78,917**	**$100,510**	**$110,664**

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TASK: 50209000 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: Since 1993/94 all TDA administrative functions were transferred 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 bus stop access improvement projects. In February 2008 the Board approved an apportionment of LTF for Fiscal Year 2008/2009 in the amount of $76.1. These funds will be made available for transportation planning, fund administration, pedestrian and bicycle, transit and street improvements. The LTF apportionment reflects a decline in sales tax receipts due to the slowing economy. It is anticipated that more than $10 million in State Transit Assistance Funds (STAF) will be made available to San Bernardino County for transit capital projects during Fiscal Year 2008/2009. The TDA requires a performance audit of the six transit operators/claimants and the commission every three years. The last performance audits were completed Fiscal Year 2005/2006. The next performance audits will be conducted during Fiscal Year 2008/2009.

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. This task will also include the award of a contract for the triennial performance audits of the six transit operators/claimants and the commission.

WORK ELEMENTS:

1. For Fiscal Year ending June 30, 2008, prepare State Controller report of LTF and STAF, coordinate with SANBAG auditor for audit of LTF and STAF funds and monitor contract auditor work and final product for TDA claimants.

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

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

4. Maintain TDA monitoring systems which 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 bus stop access improvement 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 2008/2009 if needed and prepare the LTF estimate and apportionments for Fiscal Year 2009/2010 for Board approval.

8. Coordinate with contract auditor the conducting of fiscal and compliance audit of all claimants receiving TDA funds during Fiscal Year 2007/2008. Review all draft audits for accuracy.

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

10. Prepare and issue a Request for Proposal for the triennial performance audit of the six transit operators/claimants and commission. Obtain Board approval to award of contract for the audits. Review and comment on contractor's work. Obtain Board approval of audits when completed and transmit commission audit to the State.

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

FUNDING SOURCES:	**$550,000**	**Local Transportation Fund - Administration**
	$550,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances as of 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 50209000 TDA Administration
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	37,907	41,024	58,833
Fringe Allocation	32,038	29,033	34,041
Indirect Allocation	58,186	62,890	80,596
Auditing	93,555	221,398	236,530
Consulting Fees	35,829	0	137,550
Meeting Expense	698	1,500	50
Mileage Reimb/SANBAG Only	237	400	200
Office Expense	42	0	0
Postage	394	500	50
Printing – Internal Only	600	700	100
Printing – Miscellaneous	1,343	1,500	0
Professional Services	63	2,500	500
Travel – Air	452	3,280	1,200
Travel – Other	81	1,603	350
Total New Budget	**$0**	**$0**	**$550,000**
Total Actual/Planned Budget	**$261,425**	**$366,328**	**$550,000**

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TASK: 50309000 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: Throughout this year, SANBAG worked with its state and federal advocates to reach out to the advocacy firms of our member cities and county to reinforce SANBAG's unified message.

At the state level, a major accomplishment of the Legislative Program was the development of a legislative advocacy strategy, and the creation of a video and two sets of professionally designed facts sheets concerning SANBAG's most pressing transportation needs. SANBAG also sponsored Senate Concurrent Resolution 16, to name the Route 30/Interstate 215 interchange in honor of Gary Moon, former SANBAG director of freeway construction, which was chaptered. Additionally, SANBAG strengthened its advocacy efforts on goods movement-related issues by partnering with the Southern California Consensus Group. Collectively, the Southern California Consensus Group, which is comprised of thirteen entities, has been well received in Sacramento and provided a more unified message while advocating for funding from the Trade Corridors Improvement Fund (TCIF). The Director met with elected officials in Sacramento, participated in meetings, conference calls, sought support letters and assisted in coordinating briefings held in Sacramento to promote SANBAG's priorities for TCIF.

In Washington, D.C., SANBAG worked hand-in-hand with Congressional representatives with the federal appropriations process. For FY2008, SANBAG was successful in advocating and securing earmarks for I-15/Base Line Road Interchange and Needles Highway. Currently, SANBAG has successfully submitted earmark requests for nine highway and transit projects.

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.

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. The number of trips also includes trips taken by the executive director related to this task.**
- **b. Two Sacramento trips monthly.**
- **c. Three trips per year for advocates to attend SANBAG meetings.**

2. Convening periodic meetings with state, federal and local government legislative staff members:

- **a. Federal staff briefing, mid-January, second or third Friday.**
- **b. Periodic state legislative staff issues briefings--lunch meetings.**
- **c. SANBAG advocacy trip in D.C. for up to seven 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 advocate for transportation-related issues under consideration in the state Legislature and Congress.

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 2008/09 SANBAG legislative program, actions will be taken to seek federal earmarks, maintain funding at the state and federal level, and solicit legislative support.

FUNDING SOURCES:	**$443,474**	**Measure I Valley Administration Fund**
	$ 4,205	**Measure I Mountain/Desert Administration Fund**
	$447,679	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 50,000	**Unbudgeted Obligations for Contracts Approved Prior to FY 2008/2009**

MANAGER: Jennifer Franco

TASK NO. 50309000 Legislation
MANAGER: Jennifer Franco

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	42,549	69,982	70,774
Extra Help	2,092	0	11,514
Fringe Allocation	35,962	49,526	40,950
Indirect Allocation	67,052	107,282	96,954
Communications	0	1,000	2,000
Meeting Expense	472	3,500	4,500
Mileage Reimb/SANBAG Only	325	500	1,000
Office Expense	191	500	1,000
Postage	423	500	500
Printing – Internal Only	299	500	500
Printing - Miscellaneous	0	200	500
Professional Services	191,595	155,935	172,487
Subscriptions	1,989	5,000	5,000
Training/Membership	603	1,000	2,000
Travel - Other	4,982	6,000	6,000
Travel – Other/Nonemployee	2,287	0	10,000
Travel - Air	3,319	12,000	12,000
Travel – Air/Nonemployee	2,962	0	10,000
Total New Budget	**$0**	**$0**	**$477,679**
Total Actual/Planned Budget	**$357,102**	**$413,425**	**$447,679**

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TASK: 50409000 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 Board of Equalization (BOE) payment, run the Measure I distribution program.

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

3. 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 distribution checks and annual audit reports.

FUNDING SOURCES:	**$205,031**	**Measure I Valley Administration Fund**
	$205,031	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 50409000 Measure I Administration - Valley
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	12,097	19,841	23,073
Fringe Allocation	10,225	14,041	13,350
Indirect Allocation	18,569	30,416	31,608
Auditing	21,220	60,000	63,000
Commissioners Fees	18,000	22,800	23,000
Meeting Expense	0	1,200	0
Mileage Reimb/SANBAG Only	0	150	0
Office Expense	248	150	500
Postage	78	150	500
Professional Services	94	60,000	50,000
Total New Budget	**$0**	**$0**	**$205,031**
Total Actual/Planned Budget	**$80,531**	**$208,748**	**$205,031**

TASK: 50509000 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. 50509000, 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 2008/2010 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 2007/2008. This task will also produce documents necessary for the initiation of Measure I 2010-2040.

FUNDING SOURCES:	**$183,376**	**Measure I Mountain/Desert Administration Fund**
	$183,376	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 50509000 Measure I Administration - Mountain/Desert General
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	15,677	25,430	32,958
Fringe Allocation	13,250	17,997	19,069
Indirect Allocation	24,064	38,984	45,149
Auditing	33,905	40,000	50,000
Commissioners Fees	11,100	12,000	12,000
Mileage Reimb/SANBAG Only	200	500	500
Office Expense	8	2,000	2,000
Postage	159	200	200
Printing –Internal Only	489	0	0
Professional Services	9,600	21,500	21,500
Travel – Other	229	0	0
Total New Budget	**$0**	**$0**	**$183,376**
Total Actual/Planned Budget	**$108,681**	**$158,611**	**$183,376**

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TASK: 50609000 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 2008 the Board approved an apportionment of $76.14 million for Fiscal Year 2008/2009.

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:

$65,533,332	**Local Transportation Fund Pass-Through**
$65,533,332	**TOTAL NEW BUDGET**
$25,210,500	**Total Anticipated Encumbrances on 06/30/08**
$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 50609000 Local Transportation Fund
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$25,210,500**
Contributions/Other Agencies			25,210,500
Line Item			
Contributions/Other Agencies	56,959,854	71,734,310	65,533,332
Total New Budget	**$0**	**$0**	**$65,533,332**
Total Actual/Planned Budget	**$56,959,854**	**$71,734,310**	**$90,743,832**

TASK: 50709000 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 allocates funds to transit agencies and operators for capital projects based on the Board approved Short Range Transit Plans (SRTP) and Budgets or amendments thereto from each operator and to SANBAG for rail capital projects in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations

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 preliminary estimate of STAF to be available for allocation during Fiscal Year 2008/2009 is $10.1 million. The amount shown as New Budget Pass Through is based on the approved transit operator SRTPs.

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:

$ 2,660,805	**State Transit Assistance Fund Pass-Through**
$ 2,660,805	**TOTAL NEW BUDGET**
$35,865,000	**Total Anticipated Encumbrances on 06/30/08**
$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 50709000 STATE TRANSIT ASSISTANCE FUND
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$35,865,000**
Contributions/Other Agencies			35,865,000
Line Item			
Contributions/Other Agencies	3,928,575	12,975,000	2,660,805
Total New Budget	**$0**	**$0**	**$2,660,805**
Total Actual/Planned Budget	**$3,928,575**	**$12,975,000**	**$38,525,805**

TASK: 51309000 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 session.

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:	**$7,308,800**	**Measure I Valley Elderly & Disabled Fund**
	$7,308,800	**TOTAL NEW BUDGET**
	$ 124,281	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 51309000 Measure I Valley Elderly & Disabled
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$124,281**
Contributions/Other Agencies			124,281
Line Item			
Salaries	358	0	0
Fringe Allocation	303	0	0
Indirect Allocation	549	0	0
Contributions/Other Agencies	7,071,059	7,348,146	7,303,800
Professional Services	5,000	5,000	5,000
Total New Budget	**$0**	**$0**	**$7,308,800**
Total Actual/Planned Budget	**$7,077,269**	**$7,353,146**	**$7,433,081**

TASK: 52609000 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. The GIS based collision records and analysis system, including a 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:	**$ 8,913**	**Local Transportation Fund Planning**
	$ 8,914	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$17,827	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 52609000 Subregional Transportation Monitoring
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	3,120	2,701	3,494
Extra Help	6,680	7,360	7,364
Fringe Allocation	2,637	1,911	2,022
Indirect Allocation	10,347	4,140	4,787
Consulting Fees	11,200	0	0
Mileage Reimb/SANBAG Only	126	0	160
Travel – Other	75	0	0
Total New Budget	**$0**	**$0**	**$17,827**
Total Actual/Planned Budget	**$34,185**	**$16,112**	**$17,827**

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TASK: 60109000 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 more than 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:	**$230,000**	**Measure I Valley Administration Fund**
	$ 25,000	**SAFE Vehicle Registration Fees Fund**
	$167,037	**Local Transportation Fund - Planning**
	$422,037	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 60109000 County Transportation Commission - General
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	71,893	85,075	88,050
Extra Help	0	1,000	520
Fringe Allocation	60,763	60,208	50,946
Indirect Allocation	110,354	130,421	120,621
Commissioners Fees	49,500	0	115,000
Communications	0	100	100
Consulting Fees	0	55,000	0
Contributions/Other Agencies	5,000	5,000	6,000
Meeting Expense	8,973	13,000	14,000
Mileage Reimb/Nonemployee	9,799	0	10,000
Mileage Reimb/SANBAG Only	604	1,000	1,000
Office Expense	35	100	200
Postage	525	500	500
Printing – Internal Only	2,872	3,000	2,000
Printing – Miscellaneous	0	100	100
Professional Services	2,301	1,000	1,000
Training/Membership	2,380	2,000	2,000
Travel – Air	3,472	4,000	6,000
Travel – Air Nonemployee	0	1,000	0
Travel – Other	3,522	3,000	3,000
Travel – Other Nonemployee	0	12,500	1,000
Total New Budget	**$0**	**$0**	**$422,037**
Total Actual/Planned Budget	**$331,993**	**$378,004**	**$422,037**

TASK: 60509000 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:	**$510,812**	**Measure I Valley Administration Fund**
	$ 1,682	**Measure I Mountain/Desert Administration Fund**
	$512,494	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 60509000 Publications and Public Outreach
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	103,511	110,795	125,485
Fringe Allocation	86,718	78,410	72,606
Indirect Allocation	158,248	169,849	171,903
CNG Van	0	500	500
Consulting Fees	30,165	37,500	37,500
Maintenance of Equipment	0	1,500	1,500
Meeting Expense	90	4,000	4,000
Mileage Reimb/SANBAG Only	700	1,000	1,000
Office Expense	183	500	500
Postage	2,877	3,000	3,000
Printing – Internal Only	1,000	0	0
Printing – Miscellaneous	4,551	3,000	3,000
Professional Services	19,686	30,000	35,000
Public Information Activities	4,576	10,500	10,500
Subscriptions	384	1,500	1,500
Training/Membership	10,820	24,000	44,500
Travel – Air	372	0	0
Travel – Other	1,158	0	0
Total New Budget	**$0**	**$0**	**$512,494**
Total Actual/Planned Budget	**$425,039**	**$476,054**	**$512,494**

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TASK: 60909000 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. To date the SANBAG Board has approved 18 Project Advancement Agreements. Policies and procedures for fund allocation and management begun in 2007 and 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 cash flow 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:	**$444,325**	**Measure I Valley Administration Fund**
	$ 1,000	**Measure I Mountain/Desert Administration Fund**
	$445,325	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 60909000 Agency Strategic Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	56,343	41,792	98,724
Fringe Allocation	47,620	29,576	57,122
Indirect Allocation	86,485	64,067	135,243
Consulting Fees	0	0	150,000
Meeting Expense	136	500	1,500
Mileage Reimb/SANBAG Only	0	100	486
Office Expense	0	50	250
Postage	0	100	400
Professional Services	45,328	235,286	500
Project Mgmt. Indirect Allocation	4,356	0	0
Printing – Internal Only	219	50	500
Printing – Miscellaneous	0	50	500
Travel – Other	0	100	100
Total New Budget	**$0**	**$0**	**$445,325**
Total Actual/Planned Budget	**$240,487**	**$371,671**	**$445,325**

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TASK: 61009000 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/Major Local Highway 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 2008, the SANBAG Board had approved three Valley interchange project advancement agreements, representing four percent of estimated future Measure I 2010-2040 revenues for the Valley Interchange Program, sixteen Valley major street project advancement agreements, representing six percent of the Valley Major Street Projects Program, and two Victor Valley interchange project advancement agreements, representing eight percent of the Victor Valley Major Local Highway Projects.

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:	**$18,221**	**Measure I Valley Administration Fund**
	$ 682	**Measure I Mountain/Desert Administration Fund**
	$18,903	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 61009000 Project Advancement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	3,774	6,360
Fringe Allocation	0	2,671	3,680
Indirect Allocation	0	5,786	8,713
Postage	0	50	50
Printing – Miscellaneous	0	100	100
Total New Budget	**$0**	**$0**	**$18,903**
Total Actual/Planned Budget	**$0**	**$12,381**	**$18,903**

TASK: 61209000 Local Project Technical Assistance

OBJECTIVE: The purpose of this task is to provide assistance from the SANBAG Planning and Programming Department to San Bernardino Valley jurisdictions involved in planning and project development for projects contained in the SANBAG Development Mitigation Nexus Study.

ACCOMPLISHMENTS: New project.

DESCRIPTION: This SANBAG Development Mitigation Nexus Study lists a set of regional arterial roadways, railroad grade separation projects, and freeway interchanges to be delivered through a combination of state, federal, Measure I, and development mitigation funds. These projects are managed by local jurisdiction lead agencies, with SANBAG management of railroad grade separation and interchange projects on an exception basis. The Measure I 2010-2040 Strategic Plan will provide for a comprehensive fiscal, policy, and institutional framework for the management, administration, and delivery of those projects. The delivery of arterial, grade separation, and interchange projects is dependent on the ability of lead agencies to effectively manage projects and to balance operational effectiveness with project costs. SANBAG staff will provide technical assistance to San Bernardino Valley jurisdiction lead agencies through traffic modeling support (in conjunction with SCAG), operational review, participation in Project Development Teams, and Value Analyses, as appropriate.

WORK ELEMENTS:

15. **Participate on Project Development Teams, with a focus on railroad grade separation and freeway interchange projects.**

16. **Provide travel demand modeling support to local project sponsors.**

17. **Participate in the review of alternatives and value analyses to foster operational efficiency and cost consciousness in Nexus Study project development.**

FUNDING SOURCES:	**$27,342**	**Measure I Valley Administration Fund**
	$50,000	**Planning, Programming, & Monitoring Fund**
	$77,342	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 61209000 Measure I Local Project Technical Assistance
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	25,281
Fringe Allocation	0	0	14,628
Indirect Allocation	0	0	34,633
Meeting Expense	0	0	500
Mileage Reimb/SANBAG Only	0	0	1,000
Postage	0	0	300
Printing – Miscellaneous	0	0	500
Training/Membership	0	0	500
Total New Budget	**$0**	**$0**	**$77,342**
Total Actual/Planned Budget	**$0**	**$0**	**$77,342**

TASK: 70109000 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 1,200 traffic signals on regionally significant arterial segments to achieve interjurisdictional traffic signal 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 and design of these Tiers will commence in Summer 2008.

DESCRIPTION: Begin three years of monitoring of signal operation and timing plan effectiveness of Tiers 1 and 2 of the Valleywide Coordinated Signal Program. Begin design and environmental approval 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. Begin design and environmental approval of Tiers 3 and 4.

4. Work with participating jurisdictions to develop a cooperative agreement that defines the expectations of each agency in the maintenance of the coordinated system.

PRODUCT: Tiers 1 through 4 of the Valley Signal Coordination Program includes creation of traffic signal timing and coordination plans, and the necessary hardware and communication upgrades for about 1,200 traffic signals along major arterial roadways and at freeway interchanges 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:		
	$ 73,909	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 73,909	**TOTAL NEW BUDGET**
	$3,460,120	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Ty Schuiling

TASK NO. 70109000 Valleywide Signal Coordination Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$3,460,120**
Consulting Fees			3,460,120
Line Item			
Salaries	5,580	10,262	20,963
Fringe Allocation	4,716	7,262	12,129
Indirect Allocation	8,565	15,731	28,717
Building Operating Expenses	15,000	4,500	0
Consulting Fees	2,408,204	6,446,091	0
Meeting Expense	0	100	100
Mileage Reimb/SANBAG Only	0	200	200
Office Expense	0	300	300
Printing – Internal Only	115	200	200
Printing – Miscellaneous	7,416	10,000	10,000
Postage	99	200	200
Professional Services	865	0	0
Training/Membership	0	200	200
Travel – Air	0	0	300
Travel – Other	0	100	600
Total New Budget	**$0**	**$0**	**$73,909**
Total Actual/Planned Budget	**$2,450,559**	**$6,495,146**	**$3,534,029**

TASK: 70209000 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. In Fiscal Year 2006/2007, the agency began to improve the system to provide better access to persons with physical/mobility disabilities as well as began the installation of devices to assist persons with hearing/speech impairments. In FY 2007/2008, the agency added 15 call boxes to the newly opened segment of the SR 210 and continued its upgrade of call boxes to assist persons with hearing/speech impairments. In addition, because analog cellular service was terminated in February 2008, the remaining call boxes with an analog signal were either upgraded to digital or removed from service.

DESCRIPTION: Maintain the existing network of approximately 1,400 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. 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. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.

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

5. 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.

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

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

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

9. 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:	**$1,539,877**	**SAFE Vehicle Registration Fees Fund**
	$1,539,877	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 633,390	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 70209000 CALL BOX SYSTEM
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	64,763	77,371	80,127
Fringe Allocation	54,737	54,755	46,361
Indirect Allocation	99,409	118,610	109,766
CNG Van	0	350	371
Communications	103,735	116,184	109,200
Consulting Fees	1,285	30,000	30,000
MACB Technical Services	1,614	330,183	0
Maintenance of Equipment	1,261,164	847,856	991,854
Meeting Expense	0	1,000	1,000
Mgt. & Tech. Services	125,536	166,046	101,500
Mileage Reimb/Nonemployee	0	500	530
Mileage Reimb/SANBAG Only	272	1,250	1,318
Office Expense	0	500	5,500
Postage	106	350	350
Printing – Internal Only	120	50	150
Printing – Miscellaneous	284	2,000	2,000
Professional Services	27,169	107,000	35,000
Project Mgmt Indirect Alloc.	158	0	0
Project Mgmt. Staff	1,940	20,000	20,000
Record Equipment/Storage	1,501	2,000	2,000
Training/Membership	0	250	250
Travel – Air	253	1,250	1,250
Travel – Other	46	1,350	1,350
Total New Budget	**$0**	**$0**	**$1,539,877**
Total Actual/Planned Budget	**$1,744,092**	**$1,878,855**	**$1,539,877**

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TASK NO.: 70409000 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.

DESCRIPTION: SANBAG will continue to operate the eight beats identified above throughout this upcoming Fiscal Year (FY). 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 devices to monitor and report mobile data terminals, and automatic 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:	**$1,237,581**	**State Freeway Service Patrol (FSP) Funds**
		Local Fund – Mobile Source Air Pollution
	$ 451,586	**SAFE Vehicle Registration Fees Fund**
	$1,689,167	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$1,055,966	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 70409000 FREEWAY SERVICE PATROL / STATE
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	86,768	84,184	103,795
Fringe Allocation	73,335	59,577	60,056
Indirect Allocation	133,187	129,054	142,190
CNG Van	0	250	250
Communications	59,697	48,999	61,570
Consulting Fees	24,563	35,000	30,000
Maintenance of Equipment	0	5,000	5,000
Meeting Expense	97	1,000	500
Mgt. & Tech. Services	60,518	94,606	149,453
Mileage Reimb/SANBAG Only	838	1,500	1,500
Office Expense	414	500	750
Postage	553	500	1,000
Printing – Internal Only	922	1,500	500
Printing – Miscellaneous	24,211	28,469	30,768
Professional Services	999,925	1,092,935	1,098,535
Training/Membership	0	300	300
Travel – Air	764	1,500	1,500
Travel – Other	690	1,000	1,500
Total New Budget	**$0**	**$0**	**$1,689,167**
Total Actual/Planned Budget	**$1,466,482**	**$1,585,874**	**$1,689,167**

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TASK: 70609000 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, final design, securing California Transportation Commission funding for project construction and approving a contract for utility and other early work in preparation for the beginning of building construction in 2009. 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. In FY 2007/2008, SANBAG worked with Caltrans to design detection/monitoring stations for State Route 30, and those six stations were constructed at the end of the fiscal year.

DESCRIPTION: Continue participation in developing and implementing ITS strategies within the County. Continue work on the Project Development Team for the construction of the IE TMC and monitor progress and assist as needed until construction is completed by the end of 2010. Continue to implement other projects contained within the Inland Empire and Regional Architecture Plans, which may include, but not be limited to: continuing the expansion of the detection/monitoring network especially in the more rural areas of the county, as well as implementing strategies to complete the regional 511 traveler information system. 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 the construction of the TMC and resolve any other related issues, as needed.

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:	**$ 95,368**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 10,596	**Local Transportation Fund - Planning**
	$105,964	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 70609000 INTELLIGENT TRANSPORTATION SYSTEMS
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	10,909	21,183	25,042
Fringe Allocation	9,220	14,991	14,489
Indirect Allocation	16,746	32,473	34,305
CNG Van	0	350	185
Consulting Fees	0	25,000	25,000
Meeting Expense	0	250	250
Mileage Reimb/SANBAG Only	158	850	443
Office Expense	0	150	100
Postage	1	150	100
Printing – Internal Only	1	50	50
Printing – Miscellaneous	0	500	250
Professional Services	0	500	500
Training/Membership	1,725	2,500	2,500
Travel – Air	0	2,500	1,250
Travel – Other	1,165	3,000	1,500
Total New Budget	**$0**	**$0**	**$105,964**
Total Actual/Planned Budget	**$39,925**	**$104,447**	**$105,964**

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TASK NO.: 70709000 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:

1. **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.**

2. **Prepare quarterly reports and invoices to the MSRC and to the State for funding reimbursement.**

3. **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 Freeway Service Patrol (FSP) Funds**
	$400,931	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$200,467	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 70709000 FREEWAY SERVICE PATROL / I-215 / SR-60
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Professional Services	0	400,931	400,931
Total New Budget	**$0**	**$0**	**$400,931**
Total Actual/Planned Budget	**$0**	**$400,931**	**$400,931**

TASK: 80509000 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 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:	**$65,000**	**Rail Lease Assets**
	$65,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 80509000 Building Operations
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Building Operating Expenses	51,181	8,308	60,000
Professional Services	101	60,000	5,000
Total New Budget	**$0**	**$0**	**$65,000**
Total Actual/Planned Budget	**$51,282**	**$68,308**	**$65,000**

TASK: 80609000 BUILDING IMPROVEMENTS

OBJECTIVE: To provide the necessary administrative services to actively manage the building improvements to the historic Santa Fe Depot.

ACCOMPLISHMENTS: SANBAG received Federal Grant Funds which have been set aside for the repair and painting of the historic Santa Fe Depot structure. The contract will be awarded by May 2008. The work should be completed by early Fiscal Year 2009. Tenant improvement work was done to the second floor of the Depot to create additional office space for SANBAG employees; and tenant improvements were also completed for the main downstairs lobby in preparation for the coffee vendor.

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.

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: Capital improvements identified for the Santa Fe Depot for 2008/2009 will the repaving of the South and East parking lots.

FUNDING SOURCES:	**$108,680**	**Federal Transit Administration Grant, Section 5309**
	$ 27,170	**Rail Lease Assets**
	$135,850	**TOTAL NEW BUDGET**
	$245,000	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 80609000 Building Improvements
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$245,000**
Structure & Improvements			245,000
Line Item			
Structure & Improvements	0	515,499	135,850
Total New Budget	**$0**	**$0**	**$135,850**
Total Actual/Planned Budget	**$0**	**$515,499**	**$380,850**

TASK: 81209000 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, Victorville, and San Bernardino, and additional LNG/CNG stations are in the planning/construction stages in the Morongo Basin and Rancho Cucamonga.

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 look at alternatives for CNG redundancy and consider hydrogen blends. Assist cities in implementing street and highway signage, alerting motorists as how to locate the fueling stations. 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 stakeholders with the development and funding of LNG and/or CNG fueling stations. 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:	**$ 9,216**	**Local Transportation Fund – Planning**
	$82,945	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$92,161	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Michelle Kirkhoff

TASK NO. 81209000 CLEAN FUELS IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	8,860	15,851	15,645
Fringe Allocation	7,488	11,218	9,052
Indirect Allocation	13,600	24,300	21,432
CNG Van	0	475	247
Consulting Fees	25,000	50,000	40,000
Meeting Expense	0	250	250
Mileage Reimb/SANBAG Only	69	350	185
Office Expense	0	150	150
Postage	2	150	150
Printing – Internal Only	2	50	50
Printing – Miscellaneous	0	500	500
Professional Services	0	500	500
Training/Membership	349	2,000	2,000
Travel – Air	0	1,250	1,250
Travel – Other	21	1,500	750
Total New Budget	**$0**	**$0**	**$92,161**
Total Actual/Planned Budget	**$55,391**	**$108,544**	**$92,161**

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TASK: 81509000 MEASURE I PROGRAM MANAGEMENT

OBJECTIVE: The primary objective of this Task for Fiscal Year 2008/09 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 I-10 High Occupancy Vehicle (HOV), (West), the Route 71 Mainline, the I-10 Widening and Truck Climbing Lane, and SR-210 Mainline. Additional accomplishments include progress on the development of the I-215 widening (North), development of additional I-10 (East) projects, and various interchange and grade separation projects. A more thorough explanation of accomplishments can be found in the task specific narratives.

DESCRIPTION: The overall 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, the Fluor management contract, postage, printing, communications, travel and training, etc.

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 plans.**

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:**
    a. **Mainline Projects - Proceed with all activities necessary to conclude construction, including construction management, of the eastern portion of SR-210 (from Sierra to I-215); continue development of preliminary engineering activities, including all aspects of environmental evaluation, for the I-10 High Occupancy Vehicle (HOV) Extension (from Haven in Ontario to Ford Street in Redlands); complete planning**

activities for I-215 Widening (from 60/91/215 interchange in Riverside County to Orange Show in San Bernardino County).

b. Freeway Segment Projects – Proceed with all activities necessary to conclude construction, including construction management, of the I-10 Widening (through Redlands) and the I-215 Widening "Early" project (5th Street Bridge); continue development of detailed engineering activities, including all aspects of right-of-way acquisition and utility relocation, for the I-10 Westbound Widening (from Live Oak Canyon in Yucaipa to Ford Street in Redlands) and for I-215 Widening (from Rialto to Massachusetts in San Bernardino).

c. Interchange Projects - Proceed with all activities necessary to conclude construction, including construction management of the I-10 and Live Oak Canyon interchange (in Yucaipa); continue development of preliminary engineering activities, including all aspects of environmental evaluation, for the I-10 and Cherry/Citrus interchange (in Fontana and San Bernardino County), I-10 and Riverside interchange (in Rialto), I-10 and Tippecanoe interchange (in Loma Linda and San Bernardino), I-215 and Barton (in Grand Terrace), and, I-215 and SR-210 Connectors (in San Bernardino); complete planning activities for I-15 and I-215 interchange (in Devore) and I-215 and Mt Vernon/Washington interchange (in Colton)

d. Grade Separation Projects - Proceed with all activities necessary to conclude construction, including construction management, for the State St/University and Burlington Northern Santa Fe Railroad (BNSF) grade separation (in San Bernardino County) and for the Ramona Ave and Union Pacific Railroad (UPRR) grade separation (in Montclair); continue development of preliminary engineering activities, including all aspects of environmental evaluation, for the Hunts Lane and Union Pacific Railroad grade separation (in Colton and San Bernardino) and for the Union Pacific Railroad and Burlington Northern Santa Fe Railroad grade separation (in Colton); complete planning activities for the Valley Blvd and Burlington Northern Santa Fe Railroad grade separation (in Colton), the Palm Ave and Burlington Northern Santa Fe Railroad grade separation (in San Bernardino) and the Main St and Burlington Northern Santa Fe Railroad grade separation (in Grand Terrace).

6. 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.

7. 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.

8. Participate on Project Development Teams for projects funded by Regional Improvement Program (RIP) funds or by other funds programmed by SANBAG.

PRODUCT: The product of this work effort will be completion and issuance of planning documents, including Project Study Reports; issuance of preliminary engineering documents,

including environmental technical studies; receipt of environmental clearances as applicable; issuance of detailed engineering documentation, including final plans, specifications and estimates; receipt of right-of-way certification as necessary; completion of construction activities, including construction management; "opened to traffic" of new and modified transportation infrastructure; and, periodic issuance of all related cost and schedule reporting and related administrative support documents.

FUNDING SOURCES:	**$2,104,298**	**Measure I Valley Major Projects Fund**
	$2,104,298	**TOTAL NEW BUDGET**
	$ 40,000	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 81509000 Measure I Program Management
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$40,000**
Professional Services			40,000
Line Item			
Salaries	223,215	287,748	195,695
Extra Help	157	0	0
Fringe Allocation	188,659	203,640	113,229
Indirect Allocation	342,761	441,119	268,084
Commissioners Fees	11,500	16,000	16,000
Communications	232	8,000	8,000
Meeting Expense	1,600	2,000	2,000
Mileage Reimb/Nonemployee	855	1,500	1,500
Mileage Reimb/SANBAG Only	1,810	1,500	1,500
Office Expense	57	22,400	22,400
Postage	3,413	5,500	5,500
Printing – Internal Only	5,938	2,000	7,000
Printing – Miscellaneous	12,697	15,602	5,000
Professional Services	33,695	488,000	160,000
Project Mgmt. Indirect Allocation	31,077	44,000	96,900
Project Mgmt. Staff	444,317	550,000	1,149,990
Public Information Activities	45,685	18,047	15,000
Records Storage	2,518	6,000	6,000
Software	6,395	10,000	10,000
Subscriptions	0	7,500	7,500
Training/Membership/Registration	3,240	5,000	5,000
Travel – Air	953	4,000	4,000
Travel – Other	1,661	4,000	4,000
Total New Budget	**$0**	**$0**	**$2,104,298**
Total Actual/Planned Budget	**$1,362,435**	**$2,143,556**	**$2,144,298**

TASK: 81809000 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 was completely turned over to Caltrans in the 2006/07 fiscal year.

DESCRIPTION: During Fiscal Year 2008/2009, 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. **Produce completed As-Built drawings.**

2. **Litigation related activities.**

PRODUCT: A completed landscape project.

FUNDING SOURCES:	**$47,102**	**Measure I Valley Major Projects Fund**
	$47,102	**TOTAL NEW BUDGET**
	$57,200	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO.: 81809000 Route 71 Landscape Design/Construction
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$57,200**
Professional Services			57,200
Line Item			
Salaries	0	18,503	8,751
Fringe Allocation	0	0	5,063
Indirect Allocation	0	0	11,988
Highway Construction	243,989	1,355	0
Postage	117	0	0
Printing – Internal Only	19	0	0
Printing – Miscellaneous	0	35,026	0
Professional Services	255,529	431,338	5,000
Project Mgmt. Indirect Allocation	5,499	13,000	10,100
Project Mgmt. Staff	87,461	150,000	6,200
Total New Budget	**$0**	**$0**	**$47,102**
Total Actual/Planned Budget	**$592,614**	**$649,222**	**$104,302**

TASK: 82009000 SR-210 FINAL DESIGN

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to complete final design of the SR-210 Segment 11 Contract 3 integrating it with design plans for I-215 Segment 5. I-215 Segment 5 is part of Task 83409000. 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: The entire stretch of SR-210 from LA County Line to I-215 is now open to traffic. The last segments east of Alder Avenue in Rialto were opened in summer of 2007. Design for Segment 11 Contract 3 is 95% complete and will proceed to construction integrated with Segment 5 of I-215 in June 2009.

DESCRIPTION: SANBAG and Caltrans are working closely to 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. The integrated project also includes replacement of Highland Avenue Overcrossing and Massachusetts Avenue Overcrossing bridges and addition of mixed flow and auxiliary lanes from south of Massachusetts Ave to SR-210. New money is provided for existing contract to complete the design of this project. No new contracts are anticipated during Fiscal Year 2009/10.

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 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 I-215 Segment 5 design.**
5. **Perform independent quality assurance of all final plans.**
6. **Negotiate and execute construction cooperative agreement 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:	**$261,303**	**Measure I Valley Major Projects Fund**
	$261,303	**TOTAL NEW BUDGET**
	$ 58,200	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 82009000 SR-210 Final Design
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$58,200**
Consulting Fees			58,200
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Consulting Fees	662,453	375,092	0
Postage	1	0	0
Printing – Internal Only	11	0	0
Printing – Miscellaneous	253	4,417	0
Professional Services	139,254	132,365	173,400
Project Mgmt. Indirect Allocation	8,840	7,000	5,800
Project Mgmt. Staff	117,758	85,000	69,200
Total New Budget	**$0**	**$0**	**$261,303**
Total Actual/Planned Budget	**$892,570**	**$603,874**	**$319,503**

TASK: 82209000 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 the 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-call 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:	**$344,603**	**Measure I Valley Major Projects Fund**
	$344,603	**TOTAL NEW BUDGET**
	$118,700	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 82209000 SR-210 Right Of Way Acquisition
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$118,700**
Professional Services			118,700
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Professional Services	0	250,000	324,700
Project Mgmt. Indirect Allocation	6,938	7,000	500
Project Mgmt. Staff	90,446	85,000	6,500
Total New Budget	**$0**	**$0**	**$344,603**
Total Actual/Planned Budget	**$97,384**	**$342,000**	**$463,303**

TASK: 82409000 SR-210 CONSTRUCTION

OBJECTIVE: The objective of this Task is to construct SR-210.

ACCOMPLISHMENTS: In August 2001, a section of SR-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 section from Alder Avenue to I-215 was opened for traffic in July, 2007.

DESCRIPTION: This work is the actual construction of remaining portions of the SR-210 freeway. A large number of separate construction contracts are nearing completion with ongoing final "punch list" and clean-up activities finishing.

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:	**$ 6,904,358**	**Measure I Valley Major Projects Fund**
	$ 375,000	**Transportation Enhancement Activity**
	$ 7,279,358	**TOTAL NEW BUDGET**
	$ 585,500	**Total Anticipated Encumbrances on 06/30/08**
	$15,423,527	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 82409000 SR-210 Construction
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$585,500**
Highway Construction			515,200
Professional Services			70,300
Line Item			
Salaries	0	22,930	38,785
Fringe Allocation	0	16,228	22,441
Indirect Allocation	0	35,152	53,132
Building Operating Expenses	116,700	121,300	0
Highway Construction	56,194,957	17,695,270	6,716,200
Meeting Expense	29	0	0
Office Expense	0	2,000	15,000
Postage	154	2,000	2,000
Printing – Internal Only	788	0	0
Printing – Miscellaneous	13,232	4,645	0
Professional Services	8,136,819	3,597,547	100,000
Project Mgmt. Indirect Allocation	33,073	27,000	7,100
Project Mgmt. Staff	1,284,446	1,080,000	284,000
Public Information Activities	1,360	1,629	40,000
Right Of Way	3,206,937	0	0
Total New Budget	**$0**	**$0**	**$7,279,358**
Total Actual/Planned Budget	**$68,988,495**	**$22,605,701**	**$7,864,858**

TASK: 82509000 I-10 CORRIDOR PROJECT DEVELOPMENT

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to make substantial progress towards completing preliminary engineering and the environmental document for the I-10 High Occupancy Vehicle (HOV) Lane project.

ACCOMPLISHMENTS: In late 2006, Caltrans approved the Project Study Report for the I-10 HOV Lane project. The project consists of adding a carpool lane in both the eastbound and westbound directions on I-10 from Haven Avenue in Ontario to Ford Street in Redlands, a distance of over 25 miles. The Board approved a consultant contract to proceed with the preliminary engineering and environmental document development in July 2007. Significant progress has been made since the award of consultant contract in the areas of data collection, mapping and surveying, initial geotechnical and environmental investigations, and traffic modeling. The first Public Open Houses to seek public input were held in February 2008.

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.

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 an approved Project Study Report (PSR), Geometric Approval Drawings (GAD's) and an approved Environmental Document (ED).

FUNDING SOURCES:	**$6,097,746**	**Measure I Valley Major Projects Fund**
	$6,097,746	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$2,644,000	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 82509000 I-10 Corridor Project Development
MANAGER: Gary Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	9,919
Fringe Allocation	0	0	5,739
Indirect Allocation	0	0	13,588
Consulting Fees	0	3,500,000	0
Professional Services	675	0	6,000,000
Project Mgmt Indirect Allocation	779	2,000	5,300
Project Mgmt. Staff	11,791	80,000	63,200
Total New Budget	**$0**	**$0**	**$6,097,746**
Total Actual/Planned Budget	**$13,245**	**$3,582,000**	**$6,097,746**

TASK: 82609000 I-10 CHERRY/CITRUS INTERCHANGES

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to make substantial progress toward final engineering design for the Cherry Ave and Citrus Ave Interchanges on I-10.

ACCOMPLISHMENTS: Over the last several years, the City of Fontana and the County of San Bernardino have made steady progress on project development activities for the I-10/Citrus and the I-10/Cherry interchanges respectively. They expect final approved Project Reports and Environmental Documents (PR/ED) by fall of 2008. Caltrans District 8 was also working on project development for addition of auxiliary lanes from approximately Etiwanda Ave to Riverside Ave. The Board approved issuing a Request for Qualifications (RFQ) in October 2007 for consultant selection to prepare final engineering documents for the two interchanges and to integrate these interchanges with the Caltrans design Auxiliary Lanes project. A consultant contract for these activities was approved by the Board in February 2008.

DESCRIPTION: Existing bridges at both Citrus and Cherry Avenues over I-10 will be replaced with wider structures and existing bridges at both locations over the Union Pacific Railroad tracks will be widened. On and off ramps will be widened and the interchange configuration will be changed in one quadrant from a tight diamond to loop at both interchanges. Related improvements will be constructed generally from intersections of Citrus and Cherry Avenues at Slover Ave and Valley Blvd. The final construction bid documents will be for a single contract for both interchanges and the addition of auxiliary lanes to I-10 from approximately Etiwanda Ave to Riverside Ave. Funding for design of the interchanges is being provided by the City of Fontana and the County of San Bernardino. Caltrans I-10 Auxiliary Lanes Addition component is a Corridor Mobility Improvement Account (CMIA), funded project.

WORK ELEMENTS:

1. **Fontana and County of San Bernardino to continue with preliminary engineering with Project Report and Environmental Document approvals expected by fall of 2008.**

2. **Start final engineering design concurrently with the preliminary engineering and make substantial progress in this fiscal year.**

3. **Start Right of Way acquisition activities upon approval of Environmental Documents.**

PRODUCT: The product of this task will be a set of construction bid documents and agreements between SANBAG and the City of Fontana and the County of San Bernardino.

FUNDING SOURCES:	**$ 115,703**	**Measure I Valley Major Projects Fund**
	$4,225,000	**Local – City of Fontana**
	$2,275,000	**Local – County of San Bernardino**
	$6,615,703	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$2,000,000	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 82609000 I-10 Cherry/Citrus Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Consulting Fees	0	0	6,500,000
Project Mgmt. Indirect Allocation	0	0	8,000
Project Mgmt. Staff	0	0	94,800
Total New Budget	**$0**	**$0**	**$6,615,703**
Total Actual/Planned Budget	**$0**	**$0**	**$6,615,703**

TASK: 83009000 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 to complete the final Environmental Impact Statement/Report (EIS/R).

ACCOMPLISHMENTS: The 2007/08 fiscal year focused efforts on the traffic study/analysis which was completed in December 2007. The project is under development and alternatives are being developed. The preliminary purpose and need statement for the environmental document has been drafted and will be finalized.

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. The EIS/R is anticipated to be completed by the end of 2012. The Riverside County Transportation Commission (RCTC) has acted to fund their share of the project through Project Approval and Environmental Documentation (PA&ED). SANBAG will proceed 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:	**$ 145,203**	**Measure I Valley Major Projects Fund**
	$ 145,203	**TOTAL NEW BUDGET**
	$1,648,500	**Total Anticipated Encumbrances on 06/30/08**
	$5,567,711	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK: 83009000 I-215 San/Riv Project Development
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,648,500**
Professional Services			1,648,500
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Printing – Internal Only	3	0	0
Printing – Miscellaneous	167	0	0
Professional Services	58,645	1,800,309	63,500
Project Mgmt. Indirect Allocation	4,085	12,000	5,300
Project Mgmt. Staff	52,611	150,000	62,000
Total New Budget	**$0**	**$0**	**$145,203**
Total Actual/Planned Budget	**$115,511**	**$1,962,309**	**$1,793,703**

TASK: 83409000 I-215 FINAL DESIGN

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to complete the final design of I-215 reconstruction/widening project from south of Rialto Avenue to the SR-210/I-215 interchange; finalize construction bid packages in anticipation of advertising for construction bids; and finalize interagency agreements and obtain final permits, agency clearances, and funding approvals.

ACCOMPLISHMENTS: SANBAG consultants and project management staff have continued coordination with Caltrans as they completed design of Segment 3, which started construction at the end of 2007. SANBAG consultants and project management staff have integrated near final designs for Segments 1 and 2, and have integrated the near final design for Segment 5 with the design of SR-210 Segment 11 Contract 3 (high speed connectors between SR-210 and I-215).

DESCRIPTION: Work on this Task during Fiscal Year 2008/09 will consist of completing the design for Segments 1, 2, and 5, obtaining final approvals and clearances for the packages, preparing construction bid packages, and putting the packages out to bid.

WORK ELEMENTS:

1. **Complete final design activities for Segments 1, 2, and 5, with special emphasis on early delivery of right of way requirements.**

2. **Prepare construction bid packages for the two distinct projects.**

3. **Put final packages out to bid.**

PRODUCT: The product of this Task will be a development of the final Plans, Specifications and Estimates (PS&E), package for I-215 Segments 1 & 2 and a final PS&E package for I-215 Segment 5 integrated with SR-210 Segment 11, Contract 3.

FUNDING SOURCES:	**$1,664,203**	**Measure I Valley Major Projects Fund**
	$1,664,203	**TOTAL NEW BUDGET**
	$ 631,500	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 83409000 I-215 Final Design
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$631,500**
Consulting Fees			631,500
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Consulting Fees	0	1,767,316	1,485,700
Printing – Internal Only	26	0	0
Professional Services	1,993,262	1,320,987	0
Project Mgmt. Indirect Allocation	5,100	11,000	12,900
Project Mgmt. Staff	79,849	140,000	152,700
Total New Budget	**$0**	**$0**	**$1,664,203**
Total Actual/Planned Budget	**$2,078,237**	**$3,239,303**	**$2,295,703**

TASK: 83609000 I-215 RIGHT OF WAY ACQUISITION

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 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 work includes submitting final right of way requirements for Segments 1, 2, and 5. 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 2008/09 will consist of continuing 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. SANBAG consultants and project management staff will address design questions related to right of way acquisition.

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 complete property acquisition for all remaining parcels necessary to accommodate construction of the remaining segments of the I-215 corridor.

FUNDING SOURCES:	**$ 2,642,003**	**Measure I Valley Major Projects Fund**
	$ 2,835,600	**Congestion Management Air Quality Program**
	$ 6,196,000	**Project of National and Regional Significance**
	$11,673,603	**TOTAL NEW BUDGET**
	$21,260,600	**Total Anticipated Encumbrances on 06/30/08**
	$ 3,581,547	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 83609000 I-215 Right of Way Acquisition
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$21,260,600**
Right of Way			21,260,600
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Postage	102	0	0
Printing – Internal Only	35	0	0
Printing – Miscellaneous	128	0	0
Professional Services	0	0	0
Project Mgmt. Indirect Allocation	4,366	11,000	9,200
Project Mgmt. Staff	69,849	140,000	109,600
Right of Way	11,878,427	36,763,675	11,541,900
Total New Budget	**$0**	**$0**	**$11,673,603**
Total Actual/Planned Budget	**$11,952,907**	**$36,914,675**	**$32,934,203**

TASK: 83809000 I-215 CONSTRUCTION

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to manage and construct SANBAG's first I-215 project, the 5th Street Bridge, coordinate with Caltrans on the first I-215 Mainline segment under construction; 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 Development of the final Plans, Specifications and Estimates (PS&E), packages in advance of going out to bid.

ACCOMPLISHMENTS: Construction on the 5th Street Bridge is continuing on schedule. The existing bridge has been demolished and the north half of the new bridge has been constructed and opened for traffic. Construction work by Caltrans on the first mainline section, Segment 3, started at the end of 2007. SANBAG field staff has been providing ongoing coordination of closures and detours with Caltrans between projects. SANBAG assisted Caltrans with the final PS&E package for Segment 3 to insure it was ready to bid as well as working out the funding scenario for this construction package.

DESCRIPTION: Work on this task during Fiscal Year 2008/09 will consist of comprehensive construction management activities for the 5th Street Overcrossing, coordination with Caltrans with their mainline segment construction, and preconstruction activities related to the Segments 1/2 bid package and the Segments 5/SR-210 Segment 11, Contract 3 bid package.

WORK ELEMENTS:

5. **Manage on-going construction including utility relocations.**
6. **Continue public information activities and coordination with the City of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.**
7. **Continue coordination with Burlington Northern Santa Fe (BNSF) for the portion of the construction of the Bridge in BNSF right of way.**
8. **Preconstruction activities for Segments 1/2 bid package and Segment 5/SR-210 Segment 11, Contract 3**

PRODUCT: The product of this year's task will be completion of the 5th Street Bridge project and completed bid packages for the Segments 1/2 and Segment 5/SR-210 Segment 11, Contract 3.

FUNDING SOURCES:	**$17,772,559**	**Measure I Valley Major Projects Fund**
	$ 6,400,000	**Transportation Congestion Regional Program**
	$ 200,000	**Burlington Northern Santa Fe**
	$24,372,559	**TOTAL NEW BUDGET**
	$ 2,016,400	**Total Anticipated Encumbrances on 06/30/08**
	$11,301,698	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 83809000 I-215 Construction
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$2,016,400**
Professional Services			2,016,400
Line Item			
Salaries	0	47,268	54,658
Fringe Allocation	0	33,452	31,625
Indirect Allocation	0	72,462	74,876
Building Operating Expenses	23,862	66,271	0
Consulting Fees	152,395	77,605	0
Contributions/Other Agencies	1,152,977	20,355,063	0
Highway Construction	5,313,859	8,633,903	23,807,500
Meeting Expense	195	0	0
Postage	910	0	0
Printing – Internal Only	207	0	0
Printing – Miscellaneous	8,770	14,125	0
Professional Services	308,963	2,836,881	100,000
Project Mgmt. Indirect Allocation	5,519	8,000	23,600
Project Mgmt. Staff	198,652	387,000	280,300
Public Information Activities	1,805	0	0
Total New Budget	**$0**	**$0**	**$24,372,559**
Total Actual/Planned Budget	**$7,168,114**	**$32,532,030**	**$26,388,959**

TASK: 84009000 I-215 BARTON ROAD INTERCHANGE

OBJECTIVE: The objective of this task is to complete the Project Report and Environmental Document (PR&ED) phase of the I-215/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 I-215.

ACCOMPLISHMENTS: Caltrans completed the Project Study Report (PSR) phase of the project in April 2007. SANBAG's efforts on the Project Report and Environmental Document (PR&ED) phase commenced in June 2007 and the project alternatives are being developed. The PR&ED phase is anticipated to be complete by early 2010. 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 2008/09 will focus on drafting the Project Report and Environmental Document.

WORK ELEMENTS:

1. **Preliminary engineering and activities related to the development and evaluation of design alternatives and development of the project report.**

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:	**$335,503**	**Measure I Valley Major Projects Fund**
	$ 87,300	**Local Fund - Riverside County Transportation Commission**
	$422,803	**TOTAL NEW BUDGET**
	$ 99,900	**Total Anticipated Encumbrances on 06/30/08**
	$308,241	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 84009000 I-215 Barton Road Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$99,900**
Professional Services			99,900
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Consulting Fees	0	750,000	349,300
Professional Services	15,515	159,083	0
Project Mgmt. Indirect Allocation	2,020	6,000	5,000
Project Mgmt. Staff	26,268	80,000	55,600
Total New Budget	**$0**	**$0**	**$422,803**
Total Actual/Planned Budget	**$43,803**	**$995,083**	**$522,703**

TASK: 84109000 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. Environmental clearance was obtained in April 2008 and design completion by spring 2008.

DESCRIPTION: This is an interchange replacement project that will widen the Riverside Avenue Overcrossing from five existing lanes to nine lanes, add one lane to all four on and off ramps, and construct related improvements between the interchange and Valley Blvd. Work this year will include completion of right of way acquisition and federal funding procurement with a target completion of August 2008. Award of construction contract is anticipated by the end of 2008. About $1.6 million of Federal Demonstration funds, $2.9 million of Federal Interstate Maintenance Discretionary (IMD) funds, and $1.5 million of State Transportation Improvement Program (STIP) funds are available for construction. Remaining funds are provided by the City. The City will pay the invoices with local funds and then seek reimbursement from the various aforementioned funding sources. SANBAG is providing Project Management services which is Measure I funded. Total estimated construction cost, including construction management, is $29 million.

WORK ELEMENTS:

1. **Select Construction Management consultant.**
2. **Manage completion of bid package.**
3. **Complete Right of Way acquisition, and arrangements for Utility relocation. Utilities relocation will be concurrent with interchange construction.**
4. **Proceed with Advertise, Award, and Administering the Construction contract.**

PRODUCT: Award of construction contract for the I-10/Riverside interchange.

FUNDING SOURCES:		
	$ 291,603	**Measure I Valley Major Projects Fund**
	$11,400,000	**Local Fund – City of Rialto**
	$11,691,603	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$16,600,000	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 84108000 I-10 Riverside Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries			4,376
Fringe Allocation			2,532
Indirect Allocation			5,995
Highway Construction	0	0	11,400,000
Printing – Internal Only	4	0	0
Professional Services	439	0	0
Project Mgmt. Indirect Allocation	9,022	6,000	21,700
Project Mgmt. Staff	121,415	80,000	257,000
Total New Budget	**$0**	**$0**	**$11,691,603**
Total Actual/Planned Budget	**$130,880**	**$86,000**	**$11,692,903**

TASK: 84209000 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 PR&ED for the I-10/Tippecanoe Interchange, with approval expected in late 2008. Approximately $40 million of federal demonstration and Safe, Accountable, Flexible, Efficient Transportation Equity Act (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 2008/09 and into future years. Total construction cost is expected to be in the range of $20 to $30 million, with right of way costs in the same range.

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:

$ 360,000	Long Life Pavement
$ 61,154	Federal Demo Funding
$ 342,984	Measure I Valley Major Projects Fund
$ 764,138	TOTAL NEW BUDGET
$ 59,800	Total Anticipated Encumbrances on 06/30/08
$2,600,000	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Garry Cohoe

TASK NO. 84209000 I-10/Tippecanoe Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$59,800**
Consulting Fees			59,800
Line Item			
Salaries	0	0	10,934
Fringe Allocation	0	0	6,326
Indirect Allocation	0	0	14,978
Consulting Fees	0	125,000	627,700
Printing – Internal Only	18	0	0
Professional Services	343,744	71,275	0
Project Mgmt. Indirect Allocation	4,119	5,000	8,100
Project Mgmt. Staff	59,252	60,000	96,100
Total New Budget	**$0**	**$0**	**$764,138**
Total Actual/Planned Budget	**$407,133**	**$261,275**	**$823,938**

TASK: 84309000 I-10 LIVE OAK CANYON

OBJECTIVE: The objective of this task for Fiscal Year 2008/09 is to complete construction and construction management activities for the Live Oak Canyon/I-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, updating the right of way mapping, acquiring right of way, and advertising for the construction contract. In 2007/2008 the construction contract was awarded and construction commenced.

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. Construction and Construction Management are the primary activities in this task for Fiscal Year 2008/09. The project design, right of way, construction and construction management is fully funded from TCRP and the City of Yucaipa. SANBAG is providing Project Management services which is Measure I funded.

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 the completion of the Live Oak/I-10 interchange reconstruction.

FUNDING SOURCES:	**$ 333,690**	**Measure I Valley Major Projects Fund**
	$2,160,686	**Transportation Congestion Relief Program**
	$5,583,320	**Local Fund - City of Yucaipa**
	$8,077,696	**TOTAL NEW BUDGET**
	$ 939,100	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 84309000 I-10 Live Oak Canyon
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$939,100**
Highway Construction			939,100
Line Item			
Salaries	0	10,972	34,050
Fringe Allocation	0	7,765	19,701
Indirect Allocation	0	16,820	46,645
Mileage Reimb/SANBAG Only	27	0	0
Postage	1,366	0	0
Highway Construction	24,402	5,499,510	7,754,100
Printing – Internal Only	62	0	0
Printing – Miscellaneous	7,917	2,428	0
Professional Services	460,914	2,781,296	0
Project Mgmt. Indirect Allocation	8,179	5,000	17,300
Project Mgmt. Staff	118,654	125,000	205,900
Total New Budget	**$0**	**$0**	**$8,077,696**
Total Actual/Planned Budget	**$621,521**	**$8,448,791**	**$9,016,796**

TASK: 84509000 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE

OBJECTIVE: The objective of this task is to facilitate the development of a Project Study Report (PSR) for a reconfigured interchange at Mt. Vernon Avenue/Washington and I-215 consistent with the ultimate build-out condition of I-215.

ACCOMPLISHMENTS: During Fiscal Year 2007/08 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: As the lead agency, SANBAG has retained the consultants currently performing project development activities for the I-215 San Bernardino to Riverside Corridor to provide Project Study Report (PSR), and Development of the final Project Approval and Environmental Document (PA&ED) services. This effort will culminate with a final PSR for the I-215/Mt. Vernon/Washington Interchange project. The project activities will include regularly scheduled Project Development Team meetings with Caltrans and local agency partners. The PSR is estimated to be completed by spring 2009. Once the PSR is approved by Caltrans, SANBAG will proceed directly into the PA&ED phase.

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 the completion of a PSR for the I-215/Mt. Vernon/Washington Interchange in the City of Colton to be followed by the development of a PA&ED.

FUNDING SOURCES:	**$205,403**	**Measure I Valley Major Projects Fund**
	$ 62,500	**Local Fund - Riverside County Transportation Commission**
	$267,903	**TOTAL NEW BUDGET**
	$162,000	**Total Anticipated Encumbrances on 06/30/08**
	$723,502	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 84509000 I-215 Mount Vernon/Washington Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$162,000**
Professional Services			162,000
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Professional Services	0	325,000	250,000
Project Mgmt. Indirect Allocation	0	2,000	5,000
Project Mgmt. Staff	0	80,000	0
Total New Budget	**$0**	**$0**	**$267,903**
Total Actual/Planned Budget	**$0**	**$407,000**	**$429,903**

TASK: 85009000 ALTERNATIVE PROJECT FINANCING

OBJECTIVE: Examine opportunities for alternative financing mechanisms to fund major highway projects in San Bernardino County and identify viable candidate projects for development.

ACCOMPLISHMENTS: This is a new task to be initiated in Fiscal Year 2008/2009.

DESCRIPTION: This task will provide for examination of alternative financing mechanisms to fund major transportation projects in San Bernardino County. Both private and public alternative financing mechanisms will be examined, which may include public/private partnerships, toll facility development, and other user-backed financing methods. As the SANBAG Strategic Plan development continues, it is possible that a funding gap will be identified between planned projects and available funding. Work identified in this task will examine alternative funding mechanisms which could be employed to bridge the gap in order to construct needed projects.

Use of alternative and innovative financing mechanisms is expanding throughout the country in lieu of the traditional methods based on more standard governmental revenue bond or "pay as you go" financing. Riverside County has received approval for High Occupancy Toll lane development on the I-15 to the south of San Bernardino County, and Los Angeles County has announced exploration of tolling on I-10, SR-60, and SR-210 to the west. The completed I-15 Comprehensive Corridor Study recommended consideration of reversible managed lanes (with the possibility of tolls) on I-15 between SR-210 and US-395. This task will allow for active and informed collaboration with neighboring counties as these projects are considered and for exploration of viable projects within San Bernardino County.

This task provides funding for existing SANBAG staff involvement, the potential for one new position, as well as anticipated contracts for expertise in the area of transportation economics, federal transportation funding tools, and evaluation of corporate equity investment.

WORK ELEMENTS:

1. **Retain specialized consultant services for examination of alternative financing alternatives.**

2. **Work with transportation partners in examination of alternative financing for major transportation facilities adjacent to San Bernardino County.**

3. **Evaluate the feasibility of alternative financing mechanisms for projects in San Bernardino County in combination with other available transportation funds.**

4. **Develop a plan for policy consideration which identifies viable projects for alternative financing.**

FUNDING SOURCES:	**$280,773**	**Measure I Valley Administration Fund**
	$250,000	**Planning, Programming, & Monitoring Fund**
	$398,611	**Measure I Valley Major Projects**
	$ 1,682	**Measure I Mountain/Desert Administration Fund**
	$931,066	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 85009000 – Alternative Project Financing
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	146,198
Fringe Allocation	0	0	84,590
Indirect Allocation	0	0	200,278
Consulting Fees	0	0	500,000
Total New Budget	**$0**	**$0**	**$931,066**
Total Actual/Planned Budget	**$0**	**$0**	**$931,066**

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TASK: 86009000 I-10 LANE ADDITION - REDLANDS

OBJECTIVE: To widen the I-10 by adding one general purpose lane in each direction between Orange Street and Ford Street.

ACCOMPLISHMENTS: The project will be completed by the end of February 2008 with the exception of the Plant Establishment period that will go for one more year. The eleven current bridges were expanded and retrofitted, a new mixed flow lane in each direction was built and the soundwall on both sides of the freeway are completed and multiple freeway signs were replaced.

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, materials testing and public outreach. The construction project was awarded in October 2005 to Atkinson Construction and the interchange is scheduled for completion in early 2008 with the plant establishment completing in 2009.

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 coordination with Caltrans**

4. **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 which is now open to traffic.

FUNDING SOURCES:	**$304,902**	**Measure I Valley Major Projects Fund**
	$ 39,500	**Surface Transportation Program**
	$344,402	**TOTAL NEW BUDGET**
	$185,400	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 86009000 I-10 Lane Addition - Redlands
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$185,400**
Consulting Fees			179,400
Highway Construction			6,000
Line Item			
Salaries	0	23,477	25,234
Fringe Allocation	0	16,615	14,600
Indirect Allocation	0	35,991	34,568
Building Operating Expenses	39,928	169,115	0
Consulting Fees	32,082	0	0
Highway Construction	17,891,473	12,992,222	148,800
Postage	69	0	0
Professional Services	3,231,151	2,552,741	107,400
Printing – Internal Only	834	0	0
Printing – Miscellaneous	1,235	2,767	0
Project Mgmt. Indirect Allocation	2,932	7,000	1,100
Project Mgmt. Staff	336,708	480,000	12,700
Total New Budget	**$0**	**$0**	**$344,402**
Total Actual/Planned Budget	**$21,536,411**	**$16,279,928**	**$529,802**

TASK: 86209000 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: In June 2007, the Project received state environmental clearance, a Categorical Exemption with technical studies. The Project Report / Project Study Report was approved by Caltrans District 8 in July 2007. In September, a contract was awarded for final design services, which includes the Plans, Specification, and Estimate (PS&E) package. A Cooperative Agreement and a Project Corridor Mobility Improvement Account (CMIA), charter between Caltrans and SANBAG were executed. The Project has converted the preliminary metric design to English unit standards and will make draft submittals of the geotechnical and materials report before the end of Fiscal Year 2007/2008.

The California Transportation Commission allocated $26.5 million of Proposition 1B funds to this project which has an estimated total cost of $37.9 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 continue to focus on the development of the final design package. All design phases of the Project are funded with local measure funds with construction funded from Proposition 1B and local measure.

WORK ELEMENTS:

1. **Manage on-going detail design services contract.**
2. **Coordinate the response to the Value Analysis recommendation to modify the proposed design for the hillside west of Yucaipa Blvd to eliminate the design exceptions.**
3. **Identify all right of way requirements and utility conflicts through design.**

PRODUCT: Complete the I-10 westbound design package.

FUNDING SOURCES:	**$ 188,603**	**Measure I Valley Major Projects Fund**
	$ 188,603	**TOTAL NEW BUDGET**
	$ 939,100	**Total Anticipated Encumbrances on 06/30/08**
	$1,873,941	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 86209000 I-10 Westbound Lane Addition - Yucaipa
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$939,100**
Consulting Fees			939,100
Line Item			
Salaries	0	0	4,376
Fringe Allocation	0	0	2,532
Indirect Allocation	0	0	5,995
Consulting Fees	0	2,000,000	0
Printing – Internal Only	1,096	0	0
Professional Services	240,918	73,941	100,000
Project Mgmt. Indirect Allocation	11,471	12,000	5,900
Project Mgmt. Staff	153,578	156,778	69,800
Total New Budget	**$0**	**$0**	**$188,603**
Total Actual/Planned Budget	**$407,063**	**$2,242,719**	**$1,127,703**

TASK: 87009000 HUNTS LANE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to design and build the Hunts Lane/Union Pacific Railroad (UPRR) 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. In July 2007, the Project received federal environmental clearance, Categorical Exclusion with technical studies. Right of way and utility relocation work began. The plans will be updated to current standards by the end of Fiscal Year 2007/2008. Work continues on the draft maintenance agreement between the Cities of Colton and San Bernardino.

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, detailed design, and a portion of the right of way phases. Other funding sources include a federal Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) earmark up to $4.7 million, and a TCRP match. The federal earmark was added in 2005. Work this year will include finalizing the detail design package, coordination with utility surveyors regarding relocations, and right of way appraisals and acquisitions.

WORK ELEMENTS:

1. **Manage and perform final design.**
2. **Manage and coordinate right of way acquisition and utility relocation activities.**
3. **Facilitate the execution of the cooperative maintenance agreement between the Cities of Colton and San Bernardino.**
4. **Complete Railroad construction and maintenance agreement.**

PRODUCT: Continue to work towards design and completion.

FUNDING SOURCES:	**$ 86,926**	**Measure I Valley Major Projects Fund**
	$3,300,000	**Traffic Congestion Relief Program**
	$3,900,000	**Transportation Enhancement Activity**
	$7,286,926	**TOTAL NEW BUDGET**
	$ 562,800	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 87009000 Hunts Lane Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$562,800**
Professional Services			162,800
Right of Way			400,000
Line Item			
Salaries	0	5,486	11,642
Fringe Allocation	0	3,882	6,736
Indirect Allocation	0	8,410	15,948
Consulting Fees	0	94,000	0
Printing – Miscellaneous	183	0	0
Professional Services	92,495	406,971	0
Project Mgmt. Indirect Allocation	7,194	11,000	4,100
Project Mgmt. Staff	99,699	140,000	48,500
Right of Way	0	450,000	7,200,000
Total New Budget	**$0**	**$0**	**$7,286,926**
Total Actual/Planned Budget	**$199,571**	**$1,119,749**	**$7,849,726**

TASK: 87109000 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 allocated for design, right of way, and construction for the project; the design is complete; environmental clearance has been obtained; and required right of way has been secured. A consultant services contract for full-service construction management has been awarded and the construction contract was awarded in April 2007. The Contractor began work on May 21, 2007 and the estimated contract completion date is currently February 2009.

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). Subsequently SANBAG has secured additional funding in the amount of $5 million from the California Public Utilities Commission (CPUC). SANBAG has executed a Construction and Maintenance Agreement with Burlington Northern Santa Fe (BNSF) Railway and the City and County of San Bernardino, and cooperative agreements with two adjoining developments for the LOWE'S and HILLWOOD sites for pro-rata reimbursement of common improvements.

WORK ELEMENTS:

1. Manage on-going construction.

2. Continue coordination of utility relocations.

3. Continue coordination with the City of San Bernardino and County of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.

4. Continue coordination with BNSF regarding construction staging not to interfere with Railroad operations.

5. Continue coordination with LOWE'S and HILLWOOD Developers at our mutual construction work interfaces.

6. Continue public information activities.

PRODUCT: Completed grade separation project.

FUNDING SOURCES:	**$1,411,512**	**Measure I Valley Major Projects Fund**
	$ 200,000	**Local Fund - Reimbursement**
	$5,326,340	**California Public Utilities Commission**
	$1,070,800	**Traffic Congestion Relief Program**
	$8,008,652	**TOTAL NEW BUDGET**
	$1,118,000	**Total Anticipated Encumbrances on 06/30/08**
	$ 110,754	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 87109000 State Street/University Parkway Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,118,000**
Highway Construction			1,118,000
Line Item			
Salaries	854	10,972	25,149
Fringe Allocation	721	7,765	14,551
Indirect Allocation	1,310	16,820	34,452
Highway Construction	1,504,565	9,005,781	7,325,400
Professional Services	571,847	3,081,606	0
Printing - Miscellaneous	81	668	0
Project Mgmt. Indirect Allocation	5,292	2,000	22,000
Project Mgmt. Staff	130,594	90,000	260,700
Right of Way	1,552,146	907,000	326,400
Total New Budget	**$0**	**$0**	**$8,008,652**
Total Actual/Planned Budget	**$3,767,410**	**$13,122,612**	**$9,126,652**

TASK: 87209000 RAMONA AVENUE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as the lead project management 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 project management agency status for the purposes of Construction and Construction Management and the City of Montclair provides 100% funding for project costs. SANBAG has approved a construction management contract. The City is 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 be ready for construction in summer 2008 and be completed by winter 2009. This project is funded from a multitude of sources including federal demonstration project funds, Congestion Mitigation Air Quality funds, Projects of National and Regional Significance, Traffic Congestion Relief Program funds, Public Utilities Commission funds, City/Redevelopment funds and a contribution from the Union Pacific Railroad. The City of Montclair will pay the invoices with local funds and then seek reimbursement from the various aforementioned funding sources. SANBAG is providing Project Management services which is Measure I funded.

WORK ELEMENTS:

1. **Advertise, Award, and Administer the construction contract.**

2. **Manage the construction management contract.**

3. **Coordinate with the City of Montclair regarding construction staging provisions, and any construction impacts to local traffic.**

PRODUCT: Completed grade separation project.

FUNDING SOURCES:

$ 177,880	Measure I Valley Major Projects Fund
$12,000,000	Local Fund – City of Montclair
$12,177,880	TOTAL NEW BUDGET
$ 1,630,000	Total Anticipated Encumbrances on 06/30/08
$ 3,664,242	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Garry Cohoe

TASK NO. 87209000 Ramona Avenue Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,630,000**
Highway Construction			1,600,000
Consulting Fees			30,000
Line Item			
Salaries	0	10,972	16,408
Fringe Allocation	0	7,765	9,494
Indirect Allocation	0	16,820	22,478
Professional Services	135	1,300,000	0
Highway Construction	19,960	9,090,040	12,000,000
Project Mgmt. Indirect Allocation	2,257	1,000	10,100
Project Mgmt. Staff	34,178	60,000	119,400
Total New Budget	**$0**	**$0**	**$12,177,880**
Total Actual/Planned Budget	**$56,530**	**$10,486,597**	**$13,807,880**

TASK: 87309000 VALLEY BOULEVARD GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as the lead project management agency for purposes of designing the Valley Boulevard/Burlington Northern Santa Fe (BNSF) Grade Separation project in the City of Colton.

ACCOMPLISHMENTS: SANBAG and the City of Colton anticipate entering into a cooperative agreement in which SANBAG assumes the lead as project manager for the purposes of designing the project and the City of Colton will fund their share of the project. It is anticipated the cooperative agreement will be executed by May 2008 and engineering and environmental services will be procured by May 2008.

DESCRIPTION: This Task includes all activities associated with designing the Valley Boulevard/BNSF Grade Separation Project in the City of Colton. The design tasks are funded by City of Colton Development Mitigation Program funds and Measure "I" funds. Trade Corridors Improvement Fund (TCIF) nomination has been submitted for the construction phase of this project. Construction is scheduled for the summer of 2012.

WORK ELEMENTS:

1. **Acquire engineering, environmental, and right of way support services**
2. **Obtain project approval and environmental clearance**
3. **Coordinate project activities with the City of Colton and the BNSF Railroad.**

PRODUCT: Project Approval and Environmental Clearance Documentation.

FUNDING SOURCES:	**$ 414,059**	**Measure I Valley Major Projects Fund**
	$ 214,420	**Local Fund - City of Colton**
	$ 628,479	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$5,802,198	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 87309000 Valley Boulevard Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	875
Fringe Allocation	0	0	506
Indirect Allocation	0	0	1,198
Consulting Fees	0	0	550,000
Project Mgmt. Indirect Allocation	0	0	5,900
Project Mgmt. Staff	0	0	70,000
Total New Budget	**$0**	**$0**	**$628,479**
Total Actual/Planned Budget	**$0**	**$0**	**$628,479**

TASK: 87409000 PALM AVENUE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as the lead project management agency for purposes of designing the Palm Avenue/Burlington Northern Santa Fe (BNSF) Grade Separation project located partially in the City of San Bernardino and the County of San Bernardino.

ACCOMPLISHMENTS: SANBAG, the City of San Bernardino and County of San Bernardino anticipate entering into a 3 way cooperative agreement in which SANBAG assumes the lead as project manager for the purposes of designing the project and the City of San Bernardino and County of San Bernardino will fund their share of the project. It is anticipated the cooperative agreement will be executed by June 2008 and engineering and environmental services will be procured by June 2008.

DESCRIPTION: This Task includes all activities associated with designing the Palm Avenue/BNSF Grade Separation Project partially located in the City of San Bernardino and County of San Bernardino. The design tasks are funded by Development Mitigation Program funds ("Local Funds") and Measure "I" funds. Trade Corridors Improvement Fund (TCIF) nomination has been submitted for the construction phase of this project. Construction is scheduled for the summer of 2012.

WORK ELEMENTS:

1. **Acquire engineering, environmental, and right of way support services**

2. **Obtain project approval and environmental clearance**

3. **Coordinate project activities with the City of San Bernardino, County of San Bernardino, and the BNSF Railroad.**

PRODUCT: Project Approval and Environmental Clearance Documentation

FUNDING SOURCES:	**$ 663,859**	**Measure I Valley Major Projects Fund**
	$ 207,220	**Local Fund - City and County of San Bernardino**
	$ 871,079	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$3,408,701	**Unbudgeted Obligations in Contracts Approved (Anticipated) Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 87409000 Palm Avenue Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	875
Fringe Allocation	0	0	506
Indirect Allocation	0	0	1,198
Consulting Fees	0	0	776,600
Project Mgmt. Indirect Allocation	0	0	7,100
Project Mgmt. Staff	0	0	84,800
Total New Budget	**$0**	**$0**	**$871,079**
Total Actual/Planned Budget	**$0**	**$0**	**$871,079**

TASK: 87509000 MAIN STREET GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as the lead project management agency for purposes of designing the Main Street/Burlington Northern Santa Fe (BNSF) Grade Separation project partially located in the City of Grand Terrace and the County of Riverside.

ACCOMPLISHMENTS: SANBAG, City of Grand Terrace, and the County of Riverside anticipate entering into a 3 way cooperative agreement in which SANBAG assumes the lead as project manager for the purposes of designing the project and the City of Grand Terrace and the County of Riverside will fund their share of the project.

DESCRIPTION: This task includes entering into a 3 way Cooperative Agreement and all activities associated with designing the Main Street/BNSF Grade Separation Project partially located in the City of Grand Terrace and the County of Riverside. The design tasks are to be funded by the City of Grand Terrace Development Mitigation Program funds ("Local Funds"), County of Riverside (source to be determined), and Measure "I" funds. Construction is scheduled for the summer of 2012.

This task also currently includes the anticipated budget for reimbursement to the City of Ontario for SANBAG's Measure "I" share of the costs for the S. Milliken, S. Archibald, and S. Vineyard Grade Separation projects and reimbursement to the County of San Bernardino for SANBAG's Measure "I" share of the costs for the Glen Helen Grade Separation project. This reimbursement obligation equals $2,244,400.00.

WORK ELEMENTS:

12. **Acquire engineering, environmental, right of way support services**

13. **Obtain project approval and environmental clearance**

14. **Coordinate project activities with the City of Grand Terrace, County of Riverside, and the BNSF Railroad.**

PRODUCT: Project Approval and Environmental Clearance Documentation.

FUNDING SOURCES:	**$2,808,491**	**Measure I Valley Major Projects Fund**
	$ 217,888	**Local Fund - City of Grand Terrace and County of Riverside**
	$3,026,379	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**

MANAGER: Garry Cohoe

TASK NO. 87509000 Main Street Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	875
Fringe Allocation	0	0	506
Indirect Allocation	0	0	1,198
Consulting Fees	0	0	2,954,300
Project Mgmt. Indirect Allocation	0	0	5,400
Project Mgmt. Staff	0	0	64,100
Total New Budget	**$0**	**$0**	**$3,026,379**
Total Actual/Planned Budget	**$0**	**$0**	**$3,026,379**

TASK: 87909000 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 (RCTC), BNSF and UPRR, prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. A Supplemental PSR was approved in January 2006. The State Transportation Improvement Program (STIP) includes $2.2 million for preliminary engineering and environmental document development. SANBAG is the lead agency for these efforts. SANBAG is providing Project Management Services which is Measure I funded.

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. While SANBAG will serve as the project manager, Caltrans, RCTC, BNSF, UPRR, Metrolink and the City of Colton will be active stakeholders in project development activities.

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:	**$ 15,603**	**Measure I Valley Major Projects Fund**
	$ 730,000	**Interregional Improvement Program**
	$ 745,603	**TOTAL NEW BUDGET**
	$1,502,100	**Total Anticipated Encumbrances on 06/30/08**
	$1,459,000	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 87909000 Colton Crossing BNSF/UPRR Grade Separation
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,502,100**
Consulting Fees			1,502,100
Line Item			
Salaries	0	731	4,376
Fringe Allocation	0	517	2,532
Indirect Allocation	0	1,120	5,995
Consulting Fees	0	450,000	730,000
Meeting Expense	113	0	0
Printing – Internal Only	5	0	0
Printing – Miscellaneous	448	0	0
Postage	89	0	0
Professional Services	1,586	0	0
Project Mgmt. Indirect Allocation	2,710	9,000	0
Project Mgmt. Staff	41,044	107,632	2,700
Total New Budget	**$0**	**$0**	**$745,603**
Total Actual/Planned Budget	**$45,995**	**$569,000**	**$2,247,703**

TASK: 88009000 I-15/I-215 DEVORE INTERCHANGE

OBJECTIVE: The objective of this task for Fiscal Year 2008/2009 is to make substantial progress towards completing preliminary project development activities for the replacement of the I-15/I-215 Devore Interchange.

ACCOMPLISHMENTS: In July 2007, the Board approved a preliminary design contract for preliminary engineering and preparation of an environmental document. Surveying, aerial mapping, and site surveys have occurred and work consisting of traffic studies; alternative development, analysis and evaluation; and initial environmental surveys are underway.

DESCRIPTION: The Project Study Report (PSR) is estimated to be complete by early 2009. Development of viable alternatives leading to the selection of a preferred alternative will be ongoing. Initial environmental surveys will be completed and used in the environmental studies.

WORK ELEMENTS:

1. **Manage consultant team responsible for drafting Project Study Report and ongoing environmental and preliminary engineering work.**

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:	**$2,814,003**	**Measure I Valley Major Projects Fund**
	$2,814,003	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$3,174,884	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Garry Cohoe

TASK NO. 88009000 I-15/I-215 Devore Interchange
MANAGER: Garry Cohoe

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	2,801	4,376
Fringe Allocation	0	1,982	2,532
Indirect Allocation	0	4,294	5,995
Consulting Fees	0	500,000	2,666,000
Professional Services	0	0	0
Project Mgmt. Indirect Allocation	1,695	5,000	10,500
Project Mgmt. Staff	25,671	60,000	124,600
Total New Budget	**$0**	**$0**	**$2,814,003**
Total Actual/Planned Budget	**$27,366**	**$574,077**	**$2,814,003**

TASK: 90709000 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:	**$108,183**	**City of Big Bear Lake Measure I Arterial Funds**
	$108,183	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 90709000 Debt Service - Big Bear/92 Issue
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	108,200	108,183
Interest Payable – Bonds	23,096	0	0
Principal Payable – Bond	85,119	0	0
Total New Budget	**$0**	**$0**	**$108,183**
Total Actual/Planned Budget	**$108,215**	**$108,200**	**$108,183**

TASK: 90809000 - 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
	$45,926	**Measure I San Bernardino County Arterial Fund**
	$45,926	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 90809000 Debt Service – Mt./Unincorporated/92 Issue
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	45,986	45,926
Interest Payable – Bonds	9,810	0	0
Principal Payable – Bonds	36,155	0	0
Total New Budget	**$0**	**$0**	**$45,926**
Total Actual/Planned Budget	**$45,965**	**$45,986**	**$45,926**

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:

	$20,926,830	Measure I Valley Local Pass-Through Fund
	$20,926,830	TOTAL NEW BUDGET
$	0	Total Anticipated Encumbrances on 06/30/08
$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Chief Financial Officer

TASK NO. 91800000 Valley Measure I Local
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Distribution to Cities	23,053,815	22,577,225	20,926,830
Total New Budget	**$0**	**$0**	**$20,926,830**
Total Actual/Planned Budget	**$23,053,815**	**$22,577,225**	**$20,926,830**

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:	**$21,252,634**	**Measure I Mountain/Desert Local Pass-Through Fund**
	$21,252,634	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 91801000 Mountain/Desert Measure I Local
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Distribution to Cities	26,327,046	23,012,807	21,252,634
Total New Budget	**$0**	**$0**	**$21,252,634**
Total Actual/Planned Budget	**$26,327,046**	**$23,012,807**	**$21,252,634**

TASK: 93109000 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 06/30/08
$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Chief Financial Officer

TASK NO. 93109000 Debt Service – Major/97 Issue
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	10,529,169	10,529,169
Interest Payable – Bonds	1,896,981	0	0
Principal Payable – Bonds	8,625,000	0	0
Total New Budget	**$0**	**$0**	**$10,529,169**
Total Actual/Planned Budget	**$10,521,981**	**$10,529,169**	**$10,529,169**

TASK: 94109000 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 for staff support of the SANBAG, Caltrans and Kern County origin and destination study on SR 58, which was funded and initiated in 2007/2008.

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:	**$ 185,889**	**Local Transportation Fund - Planning**
	$ 22,286	**Measure I Mountain/Desert Administration Fund**
	$ 208,175	**TOTAL NEW BUDGET**
	$1,047,400	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: **Deborah Robinson Barmack**

TASK NO. 94109000 Mountain/Desert Planning and Project Development
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,047,400**
Contributions/Other Agencies			1,047,400
Line Item			
Salaries	41,546	47,123	60,734
Fringe Allocation	35,113	33,349	35,141
Indirect Allocation	63,772	72,240	83,200
CNG Van	0	100	100
Commissioners Fees	6,300	10,000	10,000
Contributions/Other Agencies	456,300	0	10,000
Meeting Expense	87	200	200
Mileage Reimb/Nonemployee	1,889	4,000	4,000
Mileage Reimb/SANBAG Only	1,035	2,000	2,000
Office Expense	15	1,000	0
Postage	280	700	700
Printing – Internal Only	1836	1,000	1,000
Professional Services	554	310,500	500
Travel – Air	826	0	0
Travel – Other	1,222	600	600
Total New Budget	**$0**	**$0**	**$208,175**
Total Actual/Planned Budget	**$610,775**	**$482,812**	**$1,255,575**

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TASK: 94209000 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 the services of 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:	**$355,745**	**Measure I Valley Administration Fund**
	$ 6,307	**Measure I Mountain/Desert Administration Fund**
	$362,052	**TOTAL NEW BUDGET**
	$118,000	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 94209000 Financial Management
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$118,000**
Professional Services			118,000
Line Item			
Salaries	32,254	25,273	43,904
Fringe Allocation	27,261	17,866	25,403
Indirect Allocation	49,509	38,744	60,145
Consulting Fees	4,600	40,000	20,000
Contributions/Other Agencies	(80,000)	0	0
Cost of Issuance – Bond	15,427	30,000	32,000
Meeting Expense	30	0	0
Office Expense	173	2,000	500
Postage	24	300	100
Professional Services	193,412	420,343	180,000
Total New Budget	**$0**	**$0**	**$362,052**
Total Actual/Planned Budget	**$242,688**	**$574,546**	**$480,052**

TASK: 94409000 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:

$6,561,563		Measure I Valley Major Projects Fund
$6,561,563		TOTAL NEW BUDGET
$	0	Total Anticipated Encumbrances on 06/30/08
$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Chief Financial Officer

TASK NO. 94409000 Debt Service – Major/96 Issue
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	5,818,268	6,561,563
Interest Payable – Bonds	1,209,267	0	0
Principal Payable – Bonds	4,453,377	0	0
Total New Budget	**$0**	**$0**	**$6,561,563**
Total Actual/Planned Budget	**$5,662,644**	**$5,818,268**	**$6,561,563**

TASK: 94509000 VICTOR VALLEY AREA TRANSPORTATION STUDY

OBJECTIVE: Develop a comprehensive, long range plan for highway needs in the Victor Valley subregion.

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 scheduled for completion in 2007/2008. During 2006/2007, a separate work effort was initiated with consultant assistance to complete a program level EIR to identify and to 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. Due to lack of community consensus and planning challenges, SANBAG work and contracts related to CEQA approval were terminated. SANBAG continues to work with Caltrans to evaluate options for identification of an alternative alignment of US-395.

DESCRIPTION: SANBAG is managing the 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 identifies future transportation roadway needs through examination of land use and existing circulation elements of the contiguous jurisdictions in the Victor Valley; develops sizing of proposed facilities through modeling of forecasted travel; establishes right-of-way requirements for major arterial and highway facilities; identifies a future alignment for S.R. 395; develops a corridor preservation strategy for new alignments; and provides a technical basis for policy decisions on prioritization of Measure I expenditures. The study builds upon recent and on-going transportation planning activities by local jurisdictions, SANBAG, Caltrans, and the Southern California Association of Government (SCAG).

Upon completion of consultant work in 2007/2008, this task provides for SANBAG staff support for application of study results with other local, regional, and regional transportation planning activities.

WORK ELEMENTS:

1. Continue work with the Project Development Team to complete the VVATS study, as required.

2. In coordination with the Project Development Team, consider application of the long-range plan to address major arterial and highway needs in the Victor Valley, including right-of-way protection and analysis of land use options to maximize efficiency of major transportation facilities.

3. Participate with Caltrans and local jurisdictions to explore a 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 application of the 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:	**$50,470**	**Local – City of Hesperia**
	$50,470	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Deborah Robinson Barmack

TASK NO. 94509000 Victor Valley Area Transportation Study
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	31,827	37,937	16,914
Fringe Allocation	26,900	26,848	9,786
Indirect Allocation	48,854	58,157	23,170
CNG Van	31	0	100
Consulting Fees	485,832	100,000	0
Meeting Expense	376	300	100
Mileage Reimb/SANBAG Only	600	300	100
Professional Services	324	400	0
Postage	334	150	150
Printing – Internal Only	372	200	150
Printing - Miscellaneous	132	0	0
Travel – Air	760	0	0
Travel – Other	40	0	0
Total New Budget	**$0**	**$0**	**$50,470**
Total Actual/Planned Budget	**$596,382**	**$224,292**	**$50,470**

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TASK: 94609000 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:	**$744,000**	**City of Barstow Measure I Arterial Fund**
	$744,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 94609000 Debt Service – Barstow/96 Issue
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	743,750	744,000
Interest Payable - Bonds	159,289	0	0
Principal Payable – Bonds	590,349	0	0
Total New Budget	**$0**	**$0**	**$744,000**
Total Actual/Planned Budget	**$749,638**	**$743,750**	**$744,000**

TASK: 94809000 DEBT SERVICE - MAJOR/01 ISSUE A

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 A 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 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the Major Projects' portion of the January 21, 2001 $85,000,000 Sales Tax Revenue Bonds, 2001 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:

$11,659,063	Measure I Valley Major Projects Fund	
$11,659,063	TOTAL NEW BUDGET	
$	0	Total Anticipated Encumbrances on 06/30/08
$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Chief Financial Officer

TASK NO. 94809000 Debt Service – Major/01 Issue A
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	11,659,063	11,659,063
Interest Payable - Bonds	1,952,562	0	0
Principal Payable – Bonds	9,770,000	0	0
Total New Budget	**$0**	**$0**	**$11,659,063**
Total Actual/Planned Budget	**$11,722,562**	**$11,659,063**	**$11,659,063**

TASK: 94909000 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:

$10,271,800	**Measure I Valley Major Projects Fund**	
$10,271,800	**TOTAL NEW BUDGET**	
$	**0**	**Total Anticipated Encumbrances on 06/30/08**
$	**0**	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 94909000 Debt Service – Major/01 Issue B
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	10,105,397	10,271,800
Interest Payable – Bonds	1,555,683	0	0
Principal Payable – Bonds	8,549,222	0	0
Total New Budget	**$0**	**$0**	**$10,271,800**
Total Actual/Planned Budget	**$10,104,905**	**$10,105,397**	**$10,271,800**

TASK: 95009000 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:	**$166,380**	**Town of Yucca Valley Measure I Arterial Fund**
	$166,380	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/08**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009**

MANAGER: Chief Financial Officer

TASK NO. 95009000 Debt Service – Yucca Valley/01 Issue B
MANAGER: Chief Financial Officer

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	166,876	166,380
Interest Payable - Bonds	25,617	0	0
Principal Payable – Bonds	140,778	0	0
Total New Budget	**$0**	**$0**	**$166,380**
Total Actual/Planned Budget	**$166,395**	**$166,876**	**$166,380**

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
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOE	Department of Energy
DOT	Department of Transportation
E&D	Elderly and Disabled
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor

IEEP	Inland Empire Economic Partnership
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LLP	Longer Life Pavement
LNG	Liquefied Natural Gas
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
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement 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

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

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

Other Financing Uses
A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect

Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal

In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

Trustee

A fiduciary holding property on behalf of another.