



**San Bernardino  
Associated Governments**

**Budget  
Fiscal Year  
2011-2012**

**Governments  
SANBAG  
Working Together**

## San Bernardino Associated Governments



### MISSION STATEMENT

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

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

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

Approved June 2, 1993  
Reaffirmed March 6, 1996

## TABLE OF CONTENTS

EXECUTIVE DIRECTOR'S BUDGET MESSAGE .....	1
INTRODUCTION	
SANBAG and the Community It Serves .....	12
FINANCIAL SECTION	
Budget Process.....	15
Budget Adoption.....	16
Budget Roles and Responsibilities.....	16
Budget Amendments.....	17
SANBAG Committee Structure Chart.....	18
Financial Overview.....	19
Financial Policies.....	19
Estimated Revenues.....	21
Debt Summary.....	27
Debt Financing.....	27
Debt Service Schedule.....	27
Debt Capacity Analysis.....	27
Cash Flow Borrowing.....	28
Major Projects Measure I Cash Flow.....	29
Estimated Revenue Illustration.....	31
Estimated Revenue Schedule.....	32
General Assessment Dues.....	34
Indirect Cost Allocation.....	35
PROGRAM SECTION	
Program Overview.....	36
Budgeted Expenditures Illustration.....	37
Air Quality and Traveler Services Program Budget.....	38
Transportation Planning and Program Budget.....	38
Major Projects Delivery Program Budget.....	40
Transit/Passenger Rail Program Budget.....	41
Transportation Fund Administration Program Budget.....	42
General – Council of Governments Support Program Budget.....	43
Task Listing.....	45
Task Modifications.....	46
Budget Summary.....	47

**TABLE OF CONTENTS (Continued)**

**FUND RESPONSIBILITIES**

State and Federal Fund Allocation Responsibilities .....52  
Federal Funding Sources.....52  
    Surface Transportation Program Allocations.....53  
    Congestion Mitigation and Air Quality Program Allocations .....54  
    Transportation Enhancement Program Allocations .....56  
    Congressional Authorizations .....56  
    Federal Transit Administration Formula Funds .....58  
State Funding Sources.....59  
    State Transportation Improvement Program.....59  
    Transportation Development Act.....63

**STAFFING SECTION**

Staffing Overview .....66  
Salaries and Benefits.....67  
Staff Utilization.....68  
Organization Chart.....69  
Table of Regular Positions.....70  
Salary and Benefits Schedule.....71  
Hourly Staff Utilization by Program Illustration .....72  
Staff Utilization Report.....73

**SUPPLEMENTAL INFORMATION**

Acronym List .....75  
Glossary of Terms.....79

SAN BERNARDINO ASSOCIATED GOVERNMENTS  
is proud to be a recipient of

The Government Finance Officers Association  
"Distinguished Budget Presentation Award"

For Fiscal Year 2010/2011



GOVERNMENT FINANCE OFFICERS ASSOCIATION

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**San Bernardino Associated Governments**

**California**

For the Fiscal Year Beginning

**July 1, 2010**

President

Executive Director

The Government Finance Officers Association (GFOA) of the United States and Canada presented a "Distinguished Budget Presentation Award" to San Bernardino Associated Governments, located in California, for its annual budget beginning Fiscal Year July 1, 2010. In order to receive this award, a governmental entity must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan and as a communications device.

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

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

DATE: May 4, 2011

TO: SANBAG Board of Directors

FROM: Deborah Robinson Barmack  
Executive Director

SUBJECT: SANBAG Fiscal Year 2011/2012 Budget

The Fiscal Year 2011/2012 budget for San Bernardino Associated Governments (SANBAG) is hereby transmitted for consideration and adoption by the SANBAG Board of Directors. This budget has been prepared in anticipation of a year when the regional economy will transition from the two-year economic crises to a leveling of economic stability. Projects and programs contained in the SANBAG Fiscal Year 2011/2012 budget will serve to aid in the economic recovery as the numerous major construction projects and programs create local jobs and support local business enterprises.

Revenue contained in this budget reflects an increase in local transportation taxes, Federal, State and local funding. The increases are attributed to a current stable economic climate in comparison to prior years. SANBAG's primary revenue source, the Measure I half-cent transportation transaction and use tax, declined from \$148.1 million in Fiscal Year 2005/2006 to \$106.1 million in Fiscal Year 2009/2010 due to the economic recession. Measure I sales tax revenue is estimated to be \$108 million in Fiscal Year 2010/2011 and \$111.6 million in Fiscal Year 2011/2012. This revenue source is essential to sustaining critical transportation projects and programs in San Bernardino County, as well as providing access to other Federal, State and local funds.

Stimulus funds awarded to SANBAG by the Federal American Recovery and Reinvestment Act (ARRA) in Fiscal Year 2009/2010 produced a ripple effect that continues to spread throughout San Bernardino County for numerous transportation projects. What began as an award of \$128 million in stimulus funding for the I-215 Freeway through San Bernardino, continued as SANBAG received another \$33 million in stimulus for Transit and Rail projects, and \$19 million for an alternative fuel project to convert over 200 heavy duty diesel trucks to natural gas trucks.

By leveraging the various Federal stimulus funding grants, SANBAG was able to create a local stimulus program, distributing \$31.4 million among all twenty-four cities and the County of San Bernardino for local street and road projects. Stimulus dollars created not only direct construction jobs, but other indirect jobs caused by the related purchase of materials and services. By leveraging these stimulus funds, SANBAG's member jurisdictions were able to commence with a long list of local priority projects in 2010. The duration of these local stimulus projects ranges from two to four years, creating a total of 12,598 direct and indirect jobs over the

term of the projects with total construction costs of \$699 million to fuel the region's economy. SANBAG looks forward to next fiscal year with excitement and enthusiasm for improving the transportation network and mobility within the region. This budget sets forth the work program and funding plan to continue the essential projects, services, and programs that keep our residents moving and facilitates strong partnerships among the County and cities of San Bernardino County.

## **SUMMARY OF THE BUDGET**

SANBAG estimated revenues for the Fiscal Year 2011/2012 budget are \$463,057,299. This compares with the Fiscal Year 2010/2011 budget estimated revenues of \$377,386,404 and Fiscal Year 2009/2010 actual revenues of \$252,135,160. The growth in expenditures for the coming year is possible through the substantial use of unexpended fund balances and grant funding. An increase of 3.3% in Measure I revenue is anticipated for Fiscal Year 2011/2012, based upon actual revenue in Fiscal Year 2009/2010 and revenue received to date in Fiscal Year 2010/2011. Increases are also anticipated in the Local Transportation Fund. Increases in restricted funds are dictated by grant activity. The *Estimates Revenues Schedule for Fiscal Year 2011/2012* indicates the anticipated changes for each funding source. The estimated revenues on this schedule do not include undesignated fund balances. Further discussion of the revenue sources can be found in the *Financial Overview* section of this budget. The *Budget Process* section of this budget provides information on the evaluation of resources.

The total new budget requested for Fiscal Year 2011/2012, not including estimated encumbrances, is \$716,041,326, which is balanced overall and by program with undesignated beginning fund balances and estimated revenue for Fiscal Year 2011/2012. The total proposed budget for Fiscal Year 2011/2012 including estimated prior year encumbrances is \$864,393,002.

The most significant planned expenditures for the coming year relate to the Valley Measure I Major Project Delivery Program. The *Measure I Cash Flow Plan* is continuously reviewed and updated to analyze cash flow requirements and, more specifically, the timing and sizing of any future bond needs. In May 2009, SANBAG issued a \$250 million sales tax revenue note. Long term bond financing is planned for Fiscal Year 2011/2012 to refinance the sales tax revenue note and provide funding for capital projects that will be guided by the adopted Measure I 2010-2040 Strategic and Ten Year Delivery Plans. The Measure I Major Project Delivery Program funding is also supplemented by approximately \$20,916,246 in Congestion Mitigation and Air Quality funds, \$5,311,818 in Federal Demonstration funds, \$4,883,104 in Traffic Congestion Relief Program funds, \$2,918,220 in Corridor Mobility Improvement Account funds, \$2,641,000 in Transportation Enhancement Activities funds, \$26,030,000 in American Recovery and Reinvestment Act funds, \$26,150,000 in Regional Improvement Program funds, \$51,200,000 in Trade Corridor Improvement Fund monies and \$6,686,200 in Surface Transportation Program funds.

Of note, \$46,923,788 in local revenues is anticipated in the Fiscal Year 2011/2012 budget, primarily as contributions to major construction projects from local member jurisdictions.

Planning, Programming and Monitoring funds will remain at \$1.2 million. Local Transportation Fund revenue for administration, planning, transit and rail is estimated at \$60,805,959, representing a \$6,573,771 increase over Fiscal Year 2010/11. State Transit Assistance Fund revenue for transit and rail is estimated to be \$10,792,409 for Fiscal Year 2011/2012.

## **SUMMARY OF MAJOR PROGRAMS AND INITIATIVES**

### **Council of Government Activities**

In 1973, SANBAG was formed by a joint powers agreement to serve as the Council of Governments in San Bernardino County. Over time, the vast majority of SANBAG's funding and resources have become focused on transportation, yet SANBAG continues to serve its members as the council of governments. In Fiscal Year 2010/2011, SANBAG continued support of the Inland Empire Economic Recovery Corporation's foreclosure prevention efforts. SANBAG also contributed to the efforts to create a Community Indicators Report for San Bernardino County, as well the Countywide Visioning process. These efforts formed the basis for the annual City/County Conference which is sponsored each year by SANBAG to foster collaboration among all agencies in the County on issues of common interest.

SANBAG will again sponsor the Inland Empire Annual Survey to provide policymakers with information that has tracked resident's attitudes over time on a wide variety of issues. SANBAG will also continue to coordinate the participation of twenty cities in a Regional Greenhouse Gas Inventory and Reduction Plan to minimize costs and provide a planning document to meet the requirements of AB 32 and SB 375.

SANBAG will continue to provide the unique forum of collaboration among all governments in the County with the Planning and Development Technical Forum and the City/County Managers Technical Advisory Committee. These groups will continue to address regional issues, develop model ordinances, and share solutions to common problems. SANBAG also provides centralized GIS data resources used in our planning efforts but available to all agencies. This and the other common council of government functions are performed by SANBAG for the benefit of our agencies and all of San Bernardino County.

### **Creation of Independent Taxpayer Oversight Committee**

The creation of an Independent Taxpayer Oversight Committee was a part of the Measure 2010-2040 renewal approved by voters in 2004. The five member committee was selected through interviews by a subcommittee of the Board and ratified by the entire SANBAG Board through an open nomination process. The committee will review the annual audits of Measure I and report findings to the Board of Directors. The SANBAG President and the Executive Director are ex-officio members of the committee. Fiscal Year 2010/2011 will be the first full year of Measure I 2010-2040 revenue, and the work of the committee will begin in earnest once the audits for this fiscal year are conducted.

### **Local Stimulus Program**

In Fiscal Year 2009/2010, the SANBAG Board approved a \$31.4 million Local Stimulus Program. This program passed Measure I funds to local agencies in recognition of the fact that all of SANBAG's federal stimulus funds from the American Recovery and Reinvestment Act (ARRA) went to the I-215 project in San Bernardino. All \$31.4 million of these funds have been committed to local projects. Over 27 percent of the funds have been spent by agencies on those projects with all of the remaining projects to be completed over the next two years.

### **Measure I Apportionment and Allocation Process**

The Measure I 2010-2040 Strategic Plan, approved by the SANBAG Board in April 2009, established an annual process to plan the allocation of Measure I 2010-2040 and other funds to programs and projects contained in the Measure I Expenditure Plan. This process begins each year with identification of needs and assessment of available revenues, followed by apportionment of the revenues among SANBAG's programs and recommendations for allocation of funds to specific projects. This process highlights the capital projects element of the draft budget, and the outcome of the process is then reflected in the proposed new Fiscal Year budget.

Upon SANBAG Board approval, the Budget then serves as the authorization document. Allocations for reimbursement pursuant to Project Advancement Agreements are reflected in the Apportionment and Allocation process along with funding for new projects and funds needed to maintain a Measure I 2010-2040 reserve equal to 20% of annual Measure I revenues. The process serves as the mechanism to optimize the use of State, Federal, and Measure I funds to maximize delivery of SANBAG's programs. Fiscal Year 2011/2012 will mark the second year in which this process serves as a critical step in use of Measure I funds and as a basis for building major expenditures in the SANBAG budget.

### **Project Advancement Program Reimbursements**

The Project Advancement Program was instituted in 2006 to allow jurisdictions to front the funding for certain interchange and arterial projects which began construction prior to January 2009, with the understanding that SANBAG would reimburse the jurisdictions with Measure I 2010-2040 revenue at a later date. Fiscal Year 2011/2012 marks the second year of reimbursement for Project Advancement Agreements. The budget includes a commitment of forty percent of new Measure I 2010-2040 revenue for both the Valley Freeway Interchange and Valley Major Street programs toward reimbursement of Valley Project Advancement Agreements and twenty percent of Victor Valley Major Local Highways Funds toward reimbursement of a Project Advancement Agreement with Hesperia. At the beginning of Fiscal Year 2011/2012, SANBAG has outstanding commitments to reimburse member jurisdictions totaling approximately \$118 million for the Project Advancement Program.

### **Ten Year Delivery Plan**

Fiscal Year 2011/2012 marks the first year in which the Measure I 2010-2040 Ten Year Delivery Plan will serve as a comprehensive road map for the delivery of capital projects in the first ten years of Measure I 2010-2040. This Plan will provide a baseline from which the impact to the overall program can be measured when revisions to a particular project are proposed. The process includes utilization of scheduling and fund management software to compile project

specific data from major programs, and subarea programs as well as funding data, and revenue projections for defining project delivery with a reasonable level of certainty. Utilizing the software tools, a cash-flow analysis will be conducted and project scheduling shifted such that project funding needs will balance with projected revenue, including bond revenue. From the cash-flow analysis output, the various fund types will be assigned to the projects and the project schedules established. The Ten Year Delivery Plan is a living document. As such, in the event of changes to schedules or funding the Delivery Plan can be updated to maintain balance between project needs and available revenue and funding.

### **Alternative Project Financing**

To address a funding shortfall for the Freeway Valley Program identified by the Measure I 2010-2040 Strategic Plan and determine the traffic management benefits of toll lanes on congested corridors, the Board of Directors approved the study of alternative financing strategies. The preliminary study of ten potential projects found that toll lanes are feasible on I-10 from the Los Angeles County Line to Redlands, I-15 from Riverside County Line to the High Desert Corridor, and SR-210 from Los Angeles County Line to I-215. A higher level study (Level 1) was completed for the I-10 and I-15 Corridors. The Level 1 studies concluded that toll lanes are viable on the I-10 from Los Angeles County Line to Redlands and on the I-15 from Riverside County Line to SR-395.

This budget includes revenue to complete an investment grade toll and revenue study (Level 2) plus other associated studies to obtain detailed information required to make an informed decision on whether to implement toll lanes on the I-10 and I-15 corridors.

### **Freeways**

Currently, the largest freeway construction project of the program is making good progress. It involves constructing the remaining segments of the I-215 widening project from Mill Street to University Parkway with components of the improvements opened to traffic as completed. Construction commenced in Fiscal Year 2009/2010 and is schedule to be completed in 2013. More recently, the I-10 Westbound Lane Addition project through the Cities of Yucaipa and Redlands was awarded with a ground breaking for construction Spring of 2011. Later in this fiscal year the SR 60 soundwall project will also begin construction.

While these freeway projects are nearing completion, others are just beginning or are in the pipeline. For example, the preparation of the Project Study Report is just beginning for the I-15 from SR 60 to SR-395 project. Likewise, the preliminary engineering and environmental phase for the SR 210 Lane Addition project from Highland Avenue to the I-10 will begin this fiscal year. The I-10 Corridor Improvement project from I-15 to SR-210 preliminary engineering and environmental phase is continuing. The preliminary engineering and environmental phase has been completed for the I-215 High Occupancy Vehicle (HOV) lanes addition from the 60/91/215 Interchange in Riverside to Orange Show Road in San Bernardino and the final design is well underway. The total estimated value of the planned freeway improvements is \$1.8 billion.

### **Interchanges**

The I-215/SR-210 Freeway to Freeway Direct Connectors project, combined with the I-215 construction discussed above will also complete construction in 2013. Construction of the I-10/Riverside Interchange project is underway and will be completed later in 2011. For a short period of time four construction projects will be under construction as it is planned to start building both the I-10/Cherry Avenue and I-10/Citrus Avenue Interchange projects in the Fall of 2011.

Other interchange projects are progressing through the development stage. SR 210/Pepper Avenue Interchange has just commenced the environmental phase, while both the I-215/Washington Street Interchange and the I-215/Barton Road Interchange are in this preliminary phase with the latter project scheduled to obtain environmental clearance this year. Environmental clearance has been obtained with final design and right-of-way for the I-10/Tippecanoe Avenue Interchange project well underway. Environmental clearance for the I-15/I-215 Devore Interchange project will be obtained in Fiscal Year 2011/2012. The procurement package for this project, which is being delivered utilizing the design build method, will be circulated. The total value of these interchange improvements is \$941 million.

### **Alameda Corridor East Railroad Grade Separations**

Good progress is being made on railroad grade separation projects along San Bernardino County's Alameda Corridor East with an estimated total cost of \$409 million. North Milliken Avenue grade separation commenced construction in Spring 2011. Hunts Lane Grade Separation will be under construction this Fall. Palm Avenue and Lenwood Avenue Grade Separation projects will obtain environmental clearance in the Spring of 2011, with right-of-way acquisition and final design commencing shortly thereafter. Laurel Avenue Grade Separation is also progressing with design and right-of-way this fiscal year. Other grade separation projects included in the program, but lead by other agencies are South Milliken Avenue, Vineyard Avenue, and Glen Helen Parkway. Colton Crossing is currently lead by SANBAG but once the environmental phase is complete, Union Pacific Railroad will take the lead of design and construction with SANBAG providing oversight as the responsible agency. In general the grade separation projects are being funded with a blend of Traffic Congestion Relief Program, Trade Corridors Improvement Fund, State Transportation Improvement Program, Federal funds, Measure I, Development Impact Fees, and railroad contribution. The projects are on target to be delivered in accordance with the construction deadlines for the Trade Corridors Improvement Fund program.

### **Metrolink Service**

SANBAG is one of five county transportation agencies that formed the Southern California Regional Rail Authority in October 1991 which is responsible for planning, design, construction, operation, and maintenance of the commuter rail system known as Metrolink. Three of the seven lines operated by Metrolink serve San Bernardino County residents; the San Bernardino Line, Riverside Line, and the Inland Empire/Orange County Line. Together these three lines carried between five and six million passengers in Fiscal Year 2010/2011 representing forty percent of the total Metrolink passengers with thirty percent on the San Bernardino Line alone.

Several major commuter rail capital projects initiated in the prior year began construction or were completed in Fiscal Year 2010/2011. These include a new parking structure at the San Bernardino station, a pedestrian underpass at the Rancho Cucamonga station, and the first phases of Positive Train Control. No new major capital projects are projected to be initiated during Fiscal Year 2011/2012. At the end of the fiscal year, Metrolink added express round-trip service from San Bernardino to Los Angeles with only two intermediate stops resulting in a 30 minute travel time reduction.

### **Redlands First Mile**

In conjunction with the Redlands Passenger Rail Project and resulting from an alternatives analysis study in May 2009, SANBAG adopted a Local Preferred Alternative to extend Metrolink service one mile from the San Bernardino Santa Fe Depot to the proposed San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino. The consultant has completed thirty percent design, initial environmental work, and defined property needs. For right-of-way acquisitions, early contact with property owners started mid-2010. The project consists of new platforms at the Santa Fe Depot with a pedestrian overpass, double-track to the transit center with a four-track station and joint use with Omnitrans 24-bus stall bus facility, grade crossing improvements with the potential for “quiet zone” establishment, and expansion of the Eastern Maintenance Facility at Mill Street. Work will continue with final design and environmental clearance in the first part of calendar year 2012, followed by property acquisition and construction beginning calendar year 2012/2013.

### **Redlands Passenger Rail**

The Redlands Passenger Rail Project is planned to provide service operating between a proposed San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino and the University of Redlands on the former AT&SF Redlands spur acquired by SANBAG in 1993. A preliminary feasibility study was completed in Fiscal Year 2002/2003. A station area plan study, completed in January 2007, identified the preferred station locations and recommended the type of transit-supportive land use that should occur within a ½-mile radius of each station. A consultant is currently under contract for preparation of environmental documents necessary for each city to modify their land use around each station location in support of rail service.

### **Omnitrans**

As the County Transportation Commission, SANBAG is responsible for apportionment and allocation of funds for transit operations within San Bernardino County, as well as oversight and approval of transit service. Omnitrans serves the San Bernardino Valley area and is the largest public transit agency in the County, offering regular bus operations, Access, and service for individuals with disabilities. Annual ridership in Fiscal Year 2009/2010 was approximately 14.8 million, and projections for Fiscal Year 2010/20 ridership remaining the same. SANBAG, working cooperatively with Omnitrans, began work on a Comprehensive Operational Analysis (COA) of the Omnitrans system in Fiscal Year 2010/2011. The COA will look at population trends and land use patterns to help design future transit routes and capital needs. In addition, the COA will develop a Short Range Transit Plan covering 5 years and a 20 year Strategic Direction Plan.

Omnitrans has completed final design for sbX, the E Street Bus Rapid Transit Project, with SANBAG acquiring right-of-way for the project. The sbX service will connect northern San Bernardino and Loma Linda, with construction to be completed by the calendar year 2013/2014. Omnitrans advertised the sbX for bid in February 2011 and anticipates awarding a construction contract in early Fiscal Year 2011/2012. Omnitrans and SANBAG are also developing concepts for the San Bernardino Transit Center located at Rialto and E Streets in San Bernardino that will serve sbX, Redlands First Mile, Redlands Passenger Rail, and local bus service.

### **Mountain/Desert Transit**

SANBAG is also responsible for apportionment and allocation of funds, oversight and approval of transit service for transit operations in the Mountain and Desert areas of the county. There are five transit operators located in the Mountain/Desert region of San Bernardino County; the Cities of Barstow and Needles and three joint power agencies; Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), and Victor Valley Transit Authority (VVTA). Each of these operators faces unique challenges in the urban and rural areas they serve.

Collectively, these operators carried approximately 2.3 million riders during Fiscal Year 2009/2010 and a slight increase in ridership is anticipated for Fiscal Year 2010/2011. SANBAG is assisting the operators in the development of their Short Range Transit Plans which will cover operating and capital needs for the next five years. In addition, SANBAG has begun work on developing a Comprehensive Operational Analysis (COA) of MARTA, assisting MBTA with their COA, and expect VVTA to go out for bid for a COA this coming year. Each COA will examine population trends, land use patterns to help design future transit routes, and capital needs. Barstow Area Transit is continuing the design process for a transit station located next to city hall. In addition, SANBAG, working with VVTA and Barstow Area Transit, introduced new transit connectivity between Barstow and Victorville on a limited basis, 3 days per week.

### **Human Services Transportation Coordination**

SANBAG will continue to promote the coordination of public transit and human services transportation in Fiscal Year 2011/2012. During Fiscal Year 2010/2011, SANBAG made the final determination as to form and function of a Consolidated Transportation Services Agency (CTSA), creating and designating a new non-profit entity, Valley Transportation Services, to serve as the CTSA for the Valley portion of the county. The 2010-2040 Measure I Expenditure Plan includes an apportionment of at least 2% of the Valley revenue for the purpose of supporting a CTSA. SANBAG has completed an update to the Public Transit Human Service Coordination Plan and will issue a "call for projects" for funds apportioned to the San Bernardino and Victor Valleys for Job Access Reverse Commute and New Freedom Initiatives in Fiscal Year 2010/2011.

### **Call Box Program**

SANBAG has completed final upgrades to the nearly 1,200 call boxes in the San Bernardino County Call Box System, so that the network is compliant with Americans with Disabilities Act (ADA) requirements. In the coming year, the equipment for monitoring and responding to call

box calls will be moved to the new Transportation Management Center to be consolidated with the California Highway Patrol communications center.

### **Clean Fuels Program**

With grants from the Department of Energy and the California Energy Commission that were secured in Fiscal Year 2009/2010 this program will transition a private fleet over to natural gas. The program will be completed during this fiscal year with 202 new natural gas heavy and medium duty trucks entering the fleet, two alternative fueling stations and upgrade facilities to maintain natural gas vehicles being built. The \$20 million in grants will be matched by an additional \$23 million from the private sector fleet operator Ryder Systems, Inc.

### **Rideshare Program**

In the coming year, the rideshare program will seek to enhance internet and advanced traveler information tools for the commuting public. The Inland Empire 511 Program was initiated in Fiscal Year 2009/2010 and during the last year received over 450,000 calls and over 150,000 hits to the website IE511.org. This year additional tools and features will be added to the program to improve its effectiveness and to incorporate lessons learned from the first full year of operation. SANBAG will seek opportunities to lease new Park’N’Ride lots, as well as assist Caltrans and other jurisdictions with Park’N’Ride lot construction funded by Federal Congestion Mitigation and Air Quality funds.

### **Freeway Service Patrol**

In Fiscal Year 2011/2012, the service will continue operation of sixteen tow trucks on eight beats, providing tow services at no charge to motorists on over 60 miles of centerline highway miles in the San Bernardino Valley. The focus will continue to utilize technologies to improve program efficiencies. During the past year, all tow trucks in the service were outfitted with automatic vehicle locator devices to improve management of the system and tow driver safety. In the coming year, older analog radios will be replaced with digital radios to improve radio coverage and reliability in the service area.

### **Intelligent Transportation Systems**

Intelligent Transportation Systems programs include electronic and data communication systems for collecting, processing, disseminating or acting on information in real time to improve the operations and safety of the transportation system. The Inland Empire Transportation Management Center (TMC) is scheduled to open during the fiscal year. In coordination with Caltrans, additional sensors and technologies, such as vehicle detection, will be implemented to feed information into the TMC as well as the 511 Program. The TMC will be the location where Call Box and Freeway Service Patrol response will be coordinated.

### **Transportation Modeling Services**

SANBAG is now responsible for undertaking subregional and focused modeling activities in support of subregional and regional planning and project development. SCAG previously provided this service on SANBAG’s behalf, but determined that they can no longer do so. SANBAG has completed development of the new subregional model which is now supporting the I-10 and I-15 project development activities and will be the foundation for additional

highway and transit planning, project development, and impact analysis in Fiscal Year 2011/2012 and beyond.

### **Legislative Efforts**

SANBAG's legislative program maintained a defensive approach to protecting State and Federal funds, including funds already programmed on projects. In lieu of passing a new surface transportation authorization act, federal legislation continued to move away from earmarks and leaned towards authorizing grants offered by the Department of Transportation, such as TIGER II, as the "new" form of discretionary funding. Meanwhile, State legislation dramatically changed the revenue source and formula allocation for local and regional transportation funding.

From a legislative perspective, the Congressional intent to reduce the national debt, coupled with the lack of an overarching transportation authorization plan, created funding uncertainties for projects that have been in the planning and development stages for the past decade. Nevertheless, SANBAG's advocacy efforts effectively demonstrated to our Congressional delegation that SANBAG commenced construction on regionally significant projects, which is putting people to work and helping to bring economic recovery to the area.

Voter initiatives passed in 2010 added complexity to the 2010/2011 State budget debate to resolve a \$26 billion California General Fund deficit. Specifically, Proposition 22 and Proposition 26 required existing revenues for transportation to be reenacted for transportation funding to continue. SANBAG's legislative delegation continued to show support of transportation funding programs and passed legislation that protected approximately \$132 million in transportation funds for Fiscal Year 2010/2011. SANBAG continues joint advocacy efforts to work in concert with our regional stakeholders to protect transportation funds for the region in perhaps one of the most challenging funding years in recent history.

### **Santa Fe Depot**

This last year saw the completion of the exterior crack sealing and fog coating project on the Santa Fe Depot which house the SANBAG offices. This work was done in accordance with the State Office of Historic Preservation guidelines. The project provided a nice facelift to the Depot while preserving its historic and structural integrity. The four leases in the Depot continue with the coffee/snack shop in the Depot lobby to serve train passengers as well as visitors to SANBAG, the San Bernardino Historic and Pioneer Society and San Bernardino Railroad Society operating their museum on the main floor of the Depot, SCAG's local office and teleconference center, and Metrolink's crew office. Exciting things are still in store for the Depot in the future as work progresses on the extension of Metrolink, additional improvements will be made to the facilities surrounding the Depot to improve the train platform access for both Metrolink and Amtrak passengers.

### **Personnel**

The 2011/2012 budget contains funding for a total of forty-four full time positions. This is a net decrease of one position from the previous year due to the elimination of the Director of Air Quality and Mobility Programs position and the consolidation of the Chief of Programming and Project Controls Manager positions into a single Programming/Project Controls Manager

position. No additional positions are being requested for this fiscal year. Although, SANBAG has forty-four approved full time positions, only forty-two positions are projected to be filled for the entire year. Two positions will remain vacant as the fiscal year begins. Recruitment for these positions is on hold and will be evaluated on a case by case basis to ensure that staffing is consistent with SANBAG's revenue collections. Additionally, this budget reflects the changes made during the middle of Fiscal Year 2010/2011 with the reclassification of the Air Quality and Mobility Programs Manager to Chief of Air Quality and Mobility Programs and the addition of an Air Quality and Mobility Specialist in response to the elimination of the Director of Air Quality and Mobility Programs. Also included in this budget are changed position titles that were updated by the Board of Directors in 2010 as part of an overall classification study of SANBAG staff.

SANBAG staff is prepared and committed to working with the SANBAG Board of Directors throughout the coming year to deliver the programs and projects identified in this budget in accordance with the adopted Mission Statement.

A handwritten signature in cursive script that reads "Deborah Robinson Barmack".

Deborah Robinson Barmack  
Executive Director

# **INTRODUCTION**

**San Bernardino Associated Governments  
and  
The Community It Serves**

**The Organization and Its Responsibilities**

San Bernardino Associated Governments (SANBAG) is a council of governments and transportation planning agency, governed by the mayor or a councilmember from each of the twenty-four cities and the five members of the Board of Supervisors within San Bernardino County. SANBAG serves the nearly 2.1 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

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

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

As the **County Transportation Authority**, SANBAG is responsible for administration of the voter-approved half-cent transportation transactions and use tax which is estimated to generate almost \$7 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

As the **Service Authority for Freeway Emergencies**, SANBAG operates a system of approximately 1,200 call boxes on freeways and highways within San Bernardino County.

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

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

### **The Community**

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

For programmatic purposes, many SANBAG activities are separated into subregions identified as the East Valley, West Valley, and Mountain/Desert. This segmentation provides for the identification of characteristics unique to the distinct geographic subregions and allows for programs designed to meet their specific needs. The total population of San Bernardino County is 2.08 million. Approximately 72.8% of the county population resides in the urban areas of the East and West Valley, 17.7% resides in the Victor Valley urban area, and the remaining 9.5% resides in the rural desert and mountain areas. An estimated 85.7% of the population, totaling 1.77 million people, resides in the twenty-four cities of the county, while 14.3% live in unincorporated territory served by the County of San Bernardino. San Bernardino County is home to six cities with populations in excess of 100,000: San Bernardino (204,800), Fontana (190,356), Rancho Cucamonga (178,904), Ontario (174,536), Victorville (112,097), and Rialto (100,260).

The County of San Bernardino is the fifth most populous county in the State of California. San Bernardino County has grown by 20% since the 2000 census. Over the past decade, San Bernardino County has not only grown in numbers, but also has become more diverse. San Bernardino County's rich ethnic diversity is 48% Hispanic, 8% Black, and 35% Caucasian, with a substantial number of residents declaring to be of multiple ethnicities. The median age of the total population is 31. This county of urban, suburban and rural character is forecast to grow to nearly 3.6 million residents by the year 2050.

### **The Economy**

In 2010, San Bernardino County continued to face persistent weakness in employment and real estate. Unemployment continued to hover just over 14% and housing sales volume showed decreases. The housing market in San Bernardino County continues to fluctuate along the bottom of a pricing trough with median prices for new homes declining in the second and third quarter while median prices for existing homes increased during that same period. However, some positive signs began to show in the economy towards the end of 2010. The logistics, higher education and temporary employment sectors began to show increases in jobs. The

logistics sector is showing signs of life due to increasing traffic through the ports of Los Angeles and Long Beach. Increasing temporary employment is a good sign for continued growth through 2011 as this sector normally increases as a precursor to more permanent hiring later. Retail sales in 2010 were also a bright spot with a projected 4.2% increase over 2009. This is critical because retail sales is the basis for Measure I revenue to fund transportation projects.

The economic outlook for the coming year is guardedly optimistic. Job losses are slowing down and some economists are looking for a return to net job creation later in the year as we move from 2011 to 2012. Retail sales are also forecast to continue growth in 2011. Retail sales directly impact SANBAG revenue, specifically from Local Transportation Fund revenue and Measure I transportation sales and use tax revenue. For the coming Fiscal Year 2011/2012 budget, SANBAG is projecting an increase in Measure I revenue of approximately 3.3%, and a 12% increase in Local Transportation Funds.

While optimism for the local economy is subdued, SANBAG is still able to pursue an aggressive construction program. Successful competition for transportation funding resulting from the Proposition 1B voter-approved State infrastructure bond passed in November of 2006 and federal stimulus funds have helped to sustain SANBAG's continued transportation project development and delivery activities through 2013, resulting in major freeway, interchange, and railroad grade separation improvements serving San Bernardino County residents.

SANBAG's challenge remains that of building a balanced transportation system for San Bernardino County that provides multi-modal alternatives and reasonable travel times for commuter, recreational, and goods movement traffic throughout the next decade.

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**FINANCIAL SECTION**

## **Budget Process**

### **Budget Process Summary**

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

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

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

The budget is presented in two documents: the main budget document that contains projections and program overviews; and an appendix that presents the task level detail with objectives and accomplishments. The main budget document is intended to provide an understanding of the programs for which SANBAG is responsible. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate SANBAG's accomplishments or challenges, and to assess performance with fiscal accountability.

### **Review of Short Term Direction**

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

### **Assessment of Needs**

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

### **Evaluation of Resources**

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates for the coming year are forecast during the budget development process. Areas of focus include what

## *The Budget Process (Continued)*

funds are estimated to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bonds may be issued. However, they are reflected as other financing sources rather than anticipated revenue for the current year.

### **Development and Review**

The SANBAG bylaws set the fiscal year as beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from SANBAG policy committees and the general public. The SANBAG policy committees are composed of members of the SANBAG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the SANBAG policy committees: Administrative Committee; Commuter Rail and Transit Committee; Mountain/Desert Committee; Major Projects Committee; and Plans and Programs Committee. (See chart entitled *SANBAG Committee Structure Chart*.) Each policy committee reviews the tasks that relate to functional areas of committee oversight. Committees may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to the adoption of the budget. Additionally, a Board workshop is held to provide a better understanding of the proposed budget. Staff develops the budget based on the long-term strategic direction of SANBAG's Board of Directors. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

### **Budget Adoption**

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

### **Budget Roles and Responsibilities**

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

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

*The Budget Process (Continued)*

**Budget Amendments**

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

I. Administrative Budget Amendments

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

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

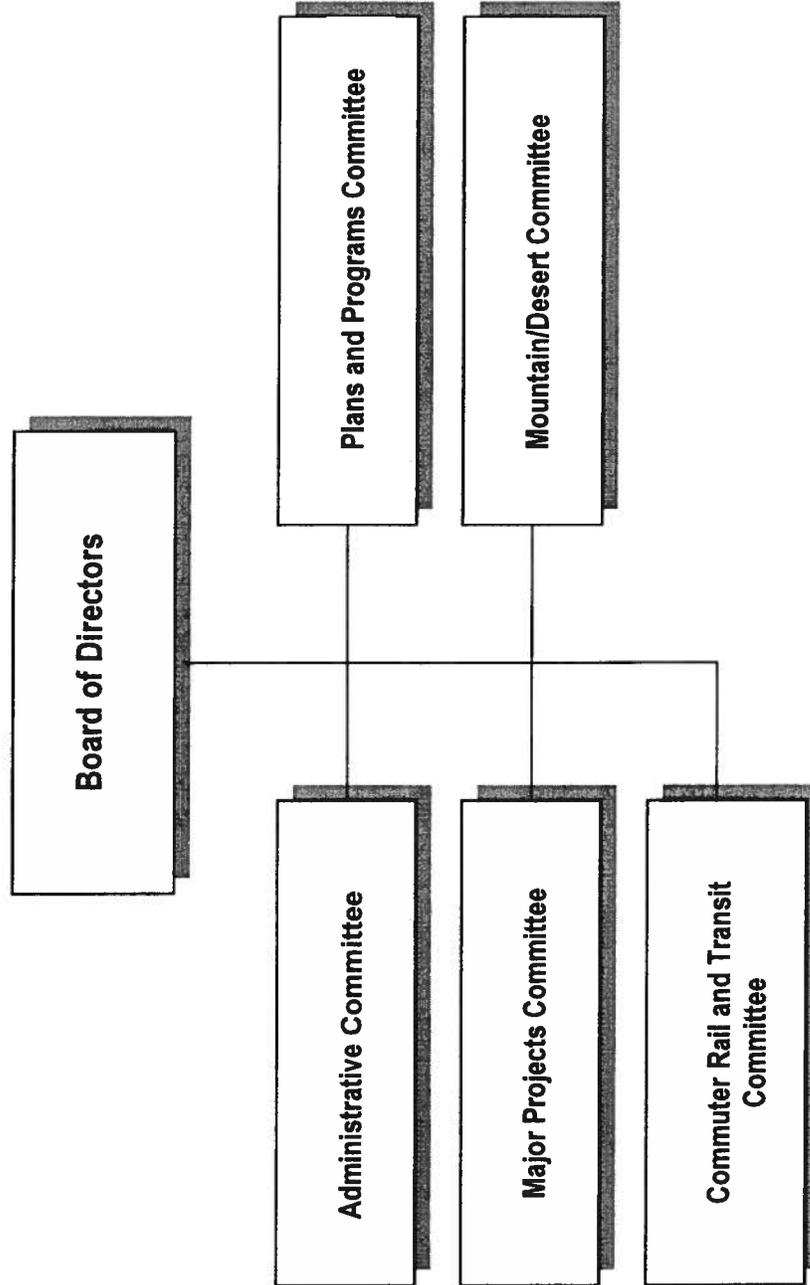
II. Board Approved Amendments

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

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

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

**San Bernardino Associated Governments  
Committee Structure Chart  
Fiscal Year 2010/2011**



## **Financial Overview**

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2011/2012 Budget.

### **Financial Policies**

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

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

### **Operating Budget Policies**

The Board of Directors approves a fiscal year budget containing new revenues and expenditures. Estimated encumbrances are included to provide an overall perspective of total expenditures for the upcoming fiscal year. These estimated encumbrances are presented to the Board for review and formal incorporation into the adopted budget. Actual encumbrances are finalized by the end of the first quarter of the following fiscal year.

1. SANBAG utilizes a decentralized operating budget process, whereby all task managers participate.
2. The budget is balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and available bond proceeds.
3. SANBAG utilizes encumbrance accounting as an element of control in the formal budgetary integration.
4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.
5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.
6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

### **Revenue Policies**

1. SANBAG establishes general assessment dues amounts for all member jurisdictions based on population and net assessed property value. The total dues assessment amount is set at \$99,942 for Fiscal Year 2011/2012 budget.
2. SANBAG will aggressively seek additional Federal, State and local funding/grants

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

#### **Cash Management Policies**

1. SANBAG deposits all funds in a timely manner and at a minimum no less than once a week.
2. Measure I funds are electronically transferred to SANBAG's account to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.
3. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
4. Idle funds will be invested in accordance with SANBAG's established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market ratio of return.

#### **Debt Policies**

1. SANBAG will judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.
2. All bond or note issues will be in accordance with the strategic plan and approved by the Board of Directors.
3. SANBAG will publish and distribute an official statement for each bond issue.
4. SANBAG will meet all disclosure requirements.
5. SANBAG will maintain at a minimum, 1.3 debt coverage ratio on all senior lien debt.

#### **Investment Policies**

1. SANBAG will instruct financial institutions to make investments in accordance with the original indenture and investment policy.
2. SANBAG has engaged the services of an investment advisor who will continue to provide on-going advice on portfolio performance, advice on current investment strategies, cash management, and cash flow projections.
3. SANBAG will present a monthly investment status report to the Board of Directors.

#### **Auditing Policies**

1. An independent audit, by a recognized CPA firm, will be performed annually.
2. SANBAG shall produce annual financial statements in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.

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

### **Estimated Revenues**

The revenue for Fiscal Year 2011/2012 is projected at \$463,057,299. A visual representation of revenues is presented in a chart labeled *Estimated Revenues Schedule*. Additionally, detail of anticipated revenues is presented in this section of the budget on a table entitled *Estimated Revenues*. SANBAG maintains a General Fund (General Assessment Dues and other Local Revenues) and a Special Revenue Fund (Local Transportation Fund (LTF)-Planning and Administration, LTF/State Transit Assistance Fund (STAF)-Rail, LTF/STAF-Pass Through, Grants, Vehicle Registration Fees, and all portions of the Measure I Program). Because the majority of the revenue received by SANBAG is classified as special revenue, treatment of the revenue and the expenditures is detailed in this budget and summarized on the *Budget Summary* schedule.

### **Measure I (Half-Cent Transactions and Use Tax)**

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

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

Proper planning calls for continual assessment of the status of projects managed by SANBAG. Revenues determine what can be completed and when. SANBAG has made it a practice to regularly update its revenue projections. SANBAG engages the services of an investment advisor and a financial advisor. Additionally, SANBAG has prepared an economic forecast of annual taxable retail sales for the county, through the year 2040, to assist SANBAG in the forecasting of its future funding and bonding needs.

Measure I collections are estimated to be \$111.6 million for Fiscal Year 2011/2012 in comparison to \$108 million and \$106.1 million for Fiscal Years 2010/2011 and 2009/2010 respectively.

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

### **Local Transportation Fund**

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the “Mills-Alquist Deddeh Act,” also known as the Transportation Development Act, Public Utilities Code Section 99200. Revenues to the Local Transportation Funds are derived from the quarter cent of the 8.75% cent retail sales tax collected countywide. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: (1) apportionment, (2) allocation, and (3) disbursement. One step does not always imply or require the next. Annually, SANBAG, acting as the Transportation Planning Agency (TPA), determines each area’s apportionment of the anticipated Local Transportation Funds. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by SANBAG that designates funds to a specific claimant for a specific purpose. Disbursement is authorized by allocation instructions issued by SANBAG, which may call for payment in a lump sum, installments, or as funds become available.

After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements. In addition to the role of administrator for LTF, SANBAG is a recipient of Local Transportation Funds for planning, fund administration, and the commuter rail programs in the amounts of \$1,907,555, \$450,000 and \$8,250,000 respectively. Refer to program budgets *Air Quality & Traveler Services Program, Transportation Planning and Programming, Transit & Passenger Rail Program, and Transportation Fund Administration Program* for details. Columns on the *Budget Summary* schedule define the expenditures that will be supported by this funding.

The LTF funding for Fiscal Year 2011/2012 is estimated to be \$60.8 million. This represents a \$6.6 million increase from the previous fiscal year budget. LTF apportionments will be revised up or down depending on the actual collections.

### **State Transit Assistance Fund**

The TDA provides for a second source of revenue; the State Transit Assistance Fund (STAF). These revenues are derived from a portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature. In prior years, STAF revenue was allocated by the State Controller pursuant to a formula that considers County population and

the ratio of passenger fares and local support of each eligible transit operator in the County to the State total population and total fares and local support for all eligible transit operators in the State. The amount of STAF available in any given year is highly dependent upon the State Legislature and the State Budget. STAF estimated revenues for Fiscal Year 2011/2012 are estimated to be \$10.8 million. Refer to program budget *Transit & Passenger Rail Program* for details. Columns on the *Budget Summary* schedule define the expenditures that will be supported by this funding.

### **Local Fund**

**General Assessment Dues** - SANBAG annually collects dues from its member jurisdictions as authorized in the joint powers agreement, that are intended to fund SANBAG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is \$99,942. Of that amount, \$28,653 is utilized to support Intergovernmental Relations and the balance is set aside for Council of Governments (COG) new initiatives. Funds budgeted for COG activities are reserved in a restricted task until they are allocated by Board action. Detail for the estimated dues is presented on a table entitled *SANBAG General Assessment Dues Estimated Calculation* in the *Financial Section*.

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

### **Vehicle Registration Fees**

In accordance with Section 2550-2557 of the California Streets and Highways Code, the County of San Bernardino and a majority of the cities representing a majority of the population within the incorporated territory approved the formation of a Service Authority for Freeway Emergencies (SAFE) and designated SANBAG as that agency in 1986. Under the auspices of SAFE, SANBAG administers a program that currently provides approximately 1,200 call boxes on State freeways and highways within San Bernardino County. Approximately 14,000 calls are placed from call boxes throughout the county each year. Spacing between individual call boxes ranges from one quarter mile intervals in high volume traffic areas to two mile intervals in more remote locations. The vehicle registration fees support the related expenditures of the cellular service for the call boxes program and its related operating and capital expenses. Refer to the program budget for *Air Quality & Traveler Services Program* for details.

### **Grants/Special Revenue**

In accordance with SANBAG's revenue policy to aggressively obtain grants, the following grants are included in the 2011/2012 budget: Congestion Mitigation and Air Quality; Federal Demonstration High Priority Project Funds, Traffic Congestion Relief Program, Proposition 1B Traffic Light Synchronization, Corridor Mobility Improvement Account, Transportation Enhancement Activities, American Recovery & Reinvestment Act (ARRA), Regional Improvement Program, Trade Corridor Improvement Fund, Surface Transportation Program,

State Highway Operational and Protection Program, Interregional Improvement Program, Department Of Energy, California Energy Commission, Project National and Regional Significance, and Planning, Programming, and Monitoring. The amounts of the grants and the tasks that they will fund are represented in the column labeled “Grants” on the table entitled ***Budget Summary*** contained in the ***Program Overview*** of this budget. The SANBAG Board has authorized the use of Measure I funds to fund costs of programs and projects expected to be reimbursed to SANBAG under an approved funding agreement. These grants are project specific; if funding is not received, these individual projects are postponed until alternative funding can be found. Narrative on the primary grants is as follows:

American Recovery and Reinvestment Act - The American Recovery and Reinvestment Act (ARRA) is an economic stimulus package enacted by Congress in February 2009. The stimulus was intended to create jobs and promote investment and consumer spending during the recession. The Act includes federal tax cuts, expansion of unemployment benefits and other social welfare provisions, and domestic spending in education, health care, and infrastructure, including the energy sector. SANBAG estimates that it will receive \$26 million in Fiscal Year 2011/2012 for the I-215 Freeway Project.

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

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

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

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

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

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

Proposition 1B Transportation Bond Program – Proposition 1B approved by the voters on November 7, 2006 provides funds for the Trade Corridor Improvement Fund (TCIF) and the Corridor Mobility Improvement Account (CMIA). TCIF and CMIA are available to the California Transportation Commission upon appropriation in the annual Budget Bill by the Legislature. TCIF provides funding for infrastructure improvements along federally designated “Trade Corridors of National Significance” in the State or along other corridors within the State that have a high volume of freight movement. CMIA allocates funds for performance improvements on the State highway system or major access routes to the State highway system. SANBAG is the recipient of TCIF and CMIA funds for Measure I Major Projects and various interchange and grade separation projects.

Planning, Programming and Monitoring – SB 45 changed many of the rules which govern the development and monitoring of the Regional Transportation Improvement Program (RTIP). The RTIP is the primary means of implementing the regional policies and objectives of the Regional

Transportation Plan (RTP) through a precise list of projects and funding to be accomplished within the County. Enactment of SB 45 allows local policy makers to establish the transportation priorities for inclusion in the STIP. As part of that process, SANBAG receives RIP funds to provide for planning, programming and monitoring responsibilities as authorized in SB 45.

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

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## Debt Summary

### Debt Financing

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

SANBAG has adopted a strategic plan for the 2010-2040 Measure I freeway, interchange and other major projects of the Measure I Program. The related Measure I cash flow plan receives continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues. SANBAG's investment advisor also provides direction for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the major project delivery program and the scheduled advanced construction of various highways and interchanges cannot be completely offset by current revenues. In April 2009, the SANBAG Board of Directors authorized the issuance of a short-term \$250 million sales tax revenue note. The note will be refinanced with a long-term bond issuance in Fiscal Year 2011/2012.

### Debt Service Schedule

<b>General Long Term Debt</b>			
<b>Year</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
<b>2012</b>	250,000,000	34,018,998	284,018,998
<b>Total</b>	<b>250,000,000</b>	<b>34,018,998</b>	<b>284,018,998</b>

### Debt Capacity Analysis

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

The primary objective in debt management is to keep the level of indebtedness within available resources. Measure I is a fluctuating revenue stream. However, budgeted expenditures are based on a conservative anticipated revenue growth rate and available bonding capacity. Actual receipts for the current fiscal year are below the projected amounts. Currently, SANBAG's debt is limited to the short-term revenue note. Should SANBAG determine the need to issue a new bond, the coverage would be reviewed to insure that it would not be less than 1.3 for all senior debt, per policy, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market ratio of return.

**Cash Flow Borrowing**

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

<b>Fiscal Year 2010/2011 Budget</b>	<b>Advance To/From</b>	
	<b>Receivable</b>	<b>Payable</b>
Measure I-Cajon Pass		\$1,239,716
Measure I-Valley Freeway	\$12,503,251	
Measure I-Valley Interchange		5,088,978
Measure I Major Streets		6,174,557

<b>Fiscal Year 2011/2012 Budget</b>	<b>Advance To/From</b>	
	<b>Receivable</b>	<b>Payable</b>
Measure I-Major Projects (1990)	\$22,186,748	
Measure I-Cajon Pass		3,780,365
Measure I-Valley Freeway	35,613,783	
Measure I-Valley Interchange		13,157,181
Measure I Major Streets		40,862,985

**CASH FLOW PLAN**  
**FISCAL YEAR 2011/2012 BASELINE PLAN**  
 April 2011

	(DOLLARS IN MILLIONS)				
	PROJECTION				
	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
<b>YEARLY BEGINNING BALANCE</b>	11.7	38.4			
<b>PROJECTED REVENUE</b>					
MEASURE I REVENUE/INTEREST 2010-2040 (a)	52.1	55.9	<i>To be determined as part of the 10 Year Delivery Plan</i>		
FEDERAL (b)	23.2	43.0			
STATE (c)	-	44.0			
MISC - LOCAL FUNDS	4.2	24.2			
PRIOR YRS FEDERAL, STATE	-				
<b>SUBTOTAL REVENUE</b>	79.5	167.1			
<b>NEW MEASURE I ADVANCE REPAYMENT</b>	-	-			
<b>TOTAL FUNDING</b>	79.5	167.1			
<b>PROJECT EXPENDITURES</b>					
PROJECT MANAGEMENT/REMAINING PROJECTS	6.4	9.2			
I-15/I-215 DEVORE IC	12.1	12.1			
CHERRY IC	9.7	42.4			
I 215 BI COUNTY	8.1	4.4			
INTERCHANGE	7.8	5.6			
GRADE SEPARATIONS	6.7	60.0			
I-10 HOV HAVEN TO FORD	2.1	2.0			
I-10 TIPPECANOE		5.4			
<b>TOTAL COSTS</b>	52.8	141.0			
<b>REVENUE OVER (UNDER) EXPENDITURES</b>	26.7	26.1			
<b>YEARLY ENDING BALANCE</b>	38.4	64.4			

**Plan Assumptions:**

- (a) Major project's Measure I 2010-2040 projected revenue includes projection for Cajon Pass, Valley Freeway, Interchange and Major Street projects.
- (b) Federal includes CMAQ, DEMO, STP, TEA, ARRA, PNRS, IMD
- (c) State includes RIP, IIP, LLP, TCRP, CMIA, ITIP, STIP, TCIF

**CASH FLOW PLAN**  
**MEASURE I 1989 - 2009 PROJECTS**  
**FISCAL YEAR 2011/2012 BASELINE PLAN**  
**April 2011**

	(DOLLARS IN MILLIONS)				
	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
<b>YEARLY BEGINNING BALANCE</b>	<b>81.2</b>	<b>55.7</b>	<b>82.3</b>	<b>81.0</b>	<b>44.3</b>
<b>PROJECTED REVENUE</b>					
<b>MEASURE I REVENUE/INTEREST 1989-2009</b>	-	-	-	-	-
<b>FEDERAL</b>	95.4	77.0	71.0	54.0	16.0
<b>STATE</b>	57.6	32.0	25.8	23.9	16.0
<b>MISC - LOCAL FUNDS</b>	14.0	0.2	0.2	-	-
<b>PRIOR YRS FEDERAL, STATE</b>	-	-	-	-	-
<b>SUBTOTAL REVENUE</b>	<b>167.0</b>	<b>109.2</b>	<b>97.0</b>	<b>77.9</b>	<b>32.0</b>
<b>NEW MEASURE I ADVANCE REPAYMENT</b>	-	10.2	10.3	10.3	-
<b>TOTAL FUNDING</b>	<b>167.0</b>	<b>119.4</b>	<b>107.3</b>	<b>88.2</b>	<b>32.0</b>
<b>PROJECT EXPENDITURES</b>					
<b>I - 10 PROJECTS</b>	30.4	6.0	10.5	-	-
<b>SR 210 PROJECTS</b>	12.2	12.3	7.8	1.5	0.9
<b>I - 215 PROJECTS</b>	89.3	49.5	53.2	48.9	2.3
<b>INTERCHANGES/GRADE SEP PROJ.</b>	60.6	16.5	20.5	26.0	30.1
<b>I - 215 BI-COUNTY HOV GAP CLOSURE</b>	-	4.4	15.9	48.5	10.4
<b>SR 60 SOUNDWALL</b>	-	0.9	-	-	-
<b>I - 10 TIPPECANOE INTERCHANGE</b>	-	0.6	0.6	0.0	0.0
<b>RAIL IMPROVEMENT</b>	-	2.5	-	-	-
<b>SUBTOTAL</b>	<b>192.5</b>	<b>92.8</b>	<b>108.5</b>	<b>124.9</b>	<b>43.8</b>
<b>ADVANCED PROJECTS</b>					
<b>I-15/I-215 DEVORE IC</b>	-	-	-	-	-
<b>CHERRY IC</b>	-	-	-	-	-
<b>GRADE SEPARATIONS</b>	-	-	-	-	-
<b>I-10 HOV HAVEN TO FORD</b>	-	-	-	-	-
<b>SUBTOTAL ADVANCED</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS</b>	<b>192.5</b>	<b>92.8</b>	<b>108.5</b>	<b>124.9</b>	<b>43.8</b>
<b>REVENUE OVER (UNDER) EXPENDITURES</b>	<b>(25.5)</b>	<b>26.6</b>	<b>(1.2)</b>	<b>(36.7)</b>	<b>(11.8)</b>
<b>YEARLY ENDING BALANCE</b>	<b>55.7</b>	<b>82.3</b>	<b>81.0</b>	<b>44.3</b>	<b>32.5</b>

Plan Assumptions:

\* Paid To Date (PTD) from FY2009-10 Cash Flow Plan

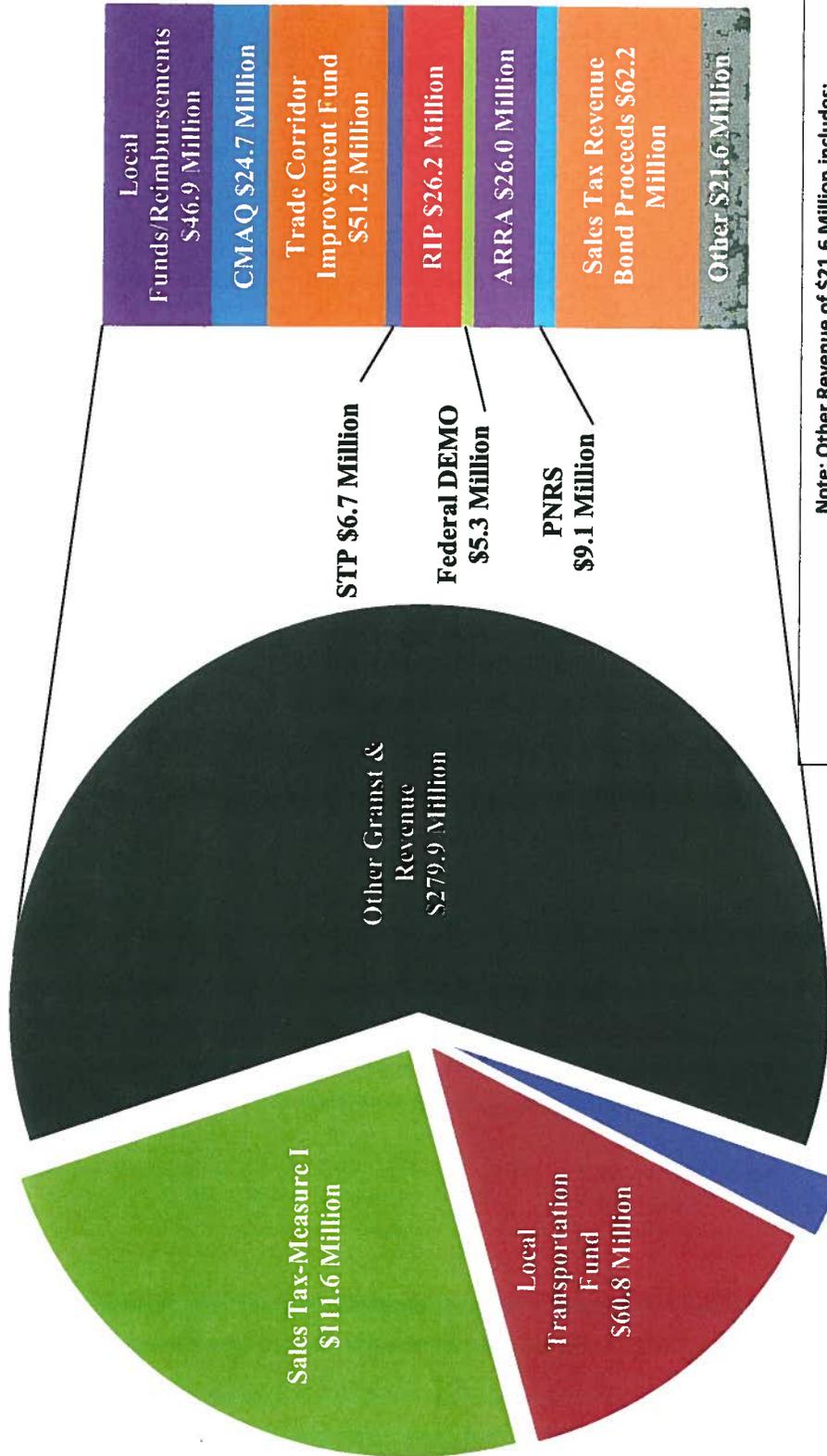
(a) Federal includes CMAQ, DEMO, STP, TEA, ARRA, PNRs, IMD

(b) State includes RIP, IIP, LLP, TCRP, CMIA, ITIP, STIP, TCIF

# SAN BERNARDINO ASSOCIATED GOVERNMENTS

Estimated Revenues of \$463.1 Million

Fiscal Year 2011/2012



- Note: Other Revenue of \$21.6 Million includes:**
- SAFE Vehicle Registration Fees
  - Freeway Service Patrol/MSRC
  - Planning, Programming & Monitoring
  - Rail Assets Revenue
  - California Energy Commission
  - Transportation Enhancement Activities
  - State Highway Operation & Protection Program
  - Traffic Light Synchronization
  - Traffic Congestion Relief Program
  - Corridor Mobility Improvement Program
  - Interregional Improvement Program
  - Department of Energy
  - Interest Earnings

San Bernardino Associated Governments

**Estimated Revenues**

Fiscal Year 2011/2012

<b>Category of Revenue</b>	<b>Actual FY 2009/2010</b>	<b>Budget As of 02/02/2011</b>	<b>Estimate FY 2011/2012</b>
<b><u>Grants and Other Revenue</u></b>			
Congestion Mitigation and Air Quality	\$7,175,280	\$26,582,899	\$24,736,066
Federal Demonstration Funds	0	0	5,311,818
Federal Transit Administration	182,764	0	0
Traffic Congestion Relief Program	5,147,673	2,060,000	4,883,104
Proposition 1B Traffic Light Synchronization	4,125,000	2,000,000	204,713
Corridor Mobility Improvement Account	0	21,100,000	2,918,220
Transportation Enhancement Activities	50,000	3,540,000	2,641,000
American Recovery and Reinvestment Act	20,221,419	54,246,213	26,030,000
Regional Improvement Program	1,227,033	32,644,000	26,150,000
Trade Corridor Improvement Fund	0	0	51,200,000
Surface Transportation Program	70,822	24,078,503	6,686,200
State Highway Operational & Protection Program	396,329	0	339,000
Interregional Improvement Program	805,208	0	36,000
Public Utilities Commission	713,484	0	0
Department of Energy	0	7,291,195	2,438,326
Sales Tax Revenue Bond Proceeds	0	0	62,175,000
California Energy Commission	0	6,971,967	2,336,033
Project National & Regional Significance	38,640	0	9,107,500
Planning, Programming and Monitoring	1,200,000	1,200,000	1,200,000
SAFE Vehicle Registration Fees	1,590,158	1,500,000	1,500,000
Freeway Service Patrol/State	828,456	1,462,844	1,329,163
Rail Asset	434,762	250,000	250,000
Local Funds/Reimbursements	19,133,671	22,125,025	46,923,788
Other Revenue	10,901,293	8,101,570	1,486,000
<b><i>Sub-Total</i></b>	<b><i>\$74,241,992</i></b>	<b><i>\$215,154,216</i></b>	<b><i>\$279,881,931</i></b>
<b>Local Transportation Fund</b>			
Administration	425,000	450,000	450,000
Planning	1,662,173	1,626,966	1,907,555
Rail	8,428,115	7,275,700	8,250,000
Pass0Through	48,166,372	44,879,522	50,198,404
<b><i>Sub-Total</i></b>	<b><i>\$58,681,660</i></b>	<b><i>\$54,232,188</i></b>	<b><i>\$60,805,959</i></b>
<b>State Transit Assistance Fund</b>			
Rail	1,324,167	0	1,090,322
Pass0Through	11,813,577	0	9,702,087
<b><i>Sub-Total</i></b>	<b><i>\$13,137,744</i></b>	<b><i>\$0</i></b>	<b><i>\$10,792,409</i></b>

*Category of Revenue Continued on Next Page*

*Category of Revenues Continued.....*

Category of Revenue	Actual FY 2009/2010	Budget As of 02/02/2011	Estimate FY 2011/2012
<b>Measure I 1990-2010</b>			
Administration	\$819,891	\$0	\$0
Mountain/Desert Local Pass-Through	14,873,645		0
<i>Measure I 1990-2010 Valley</i>			
Major Projects	35,461,478	0	0
Arterial	7,710,170	0	0
Commuter Rail	5,137,903	0	0
Elderly/Disabled Transit	3,851,770	0	0
Traffic Management Environmental Enhancement	1,286,133	0	0
Local Pass-Through	12,848,073	0	0
<b><i>Sub-Total Measure I 1990-2010</i></b>	<b>\$81,989,063</b>	<b>\$0</b>	<b>\$0</b>
<b>Measure I 2010-2040</b>			
Administration	240,847	1,080,000	1,115,770
Cajon Pass	579,322	2,954,456	3,099,000
<i>Measure I Valley – 2010-2040</i>			
Freeway Projects	5,432,111	24,211,961	25,379,000
Freeway Interchange Projects	2,060,456	9,183,847	9,626,000
Major Street Projects	3,746,284	16,697,904	17,502,000
Metrolink /Rail Service	1,498,513	6,679,162	7,001,000
Senior/Disabled Transit	1,498,513	6,679,162	7,001,000
Express Bus/Bus Rapid Transit Service	374,628	1,669,790	1,750,000
Traffic Management Systems	374,628	1,669,790	1,750,000
Local Street Projects/Pass0Through	3,746,284	16,697,903	17,502,230
<i>Measure I Mountain/Desert 2010-2040</i>			
Major Local Highway Projects	1,111,433	5,119,006	4,963,000
Senior/Disabled Transit	222,287	1,023,801	992,000
Local Street Projects (68%)	3,110,480	14,046,554	13,499,000
Project Development/Traffic Management (2%)	88,915	286,664	397,000
<b><i>Sub-Total Measure I 2010-2040</i></b>	<b>\$24,084,701</b>	<b>\$108,000,000</b>	<b>\$111,577,000</b>
<b>TOTAL REVENUES</b>	<b>\$252,135,160</b>	<b>\$377,386,404</b>	<b>\$463,057,299</b>

**San Bernardino Associated Governments  
General Assessment Dues Calculation  
Fiscal Year 2011/2012**

<b>Jurisdiction</b>	<b>Pop. 2010</b>	<b>% of Total Pop.</b>	<b>Assessed Value Before RDA 2010</b>	<b>% of Total Value</b>	<b>Avg. % Pop. &amp; Value</b>	<b>FY 2011 Amount</b>	<b>FY 2012 Amount</b>	<b>Var.</b>
Adelanto	28,540	1.377%	\$1,546,513,130	0.948%	1.162%	1,188	1,162	-\$26
Apple Valley	70,040	3.378%	\$4,545,037,254	2.786%	3.082%	3,149	3,080	-\$69
Barstow	24,281	1.171%	\$1,245,377,885	0.763%	0.967%	988	967	-\$21
Big Bear Lake	6,278	0.303%	\$2,957,221,915	1.813%	1.058%	1,081	1,057	-\$22
Chino	84,742	4.088%	\$8,728,632,415	5.351%	4.719%	4,821	4,717	-\$105
Chino Hills	78,971	3.809%	\$8,863,342,730	5.434%	4.621%	4,721	4,619	-\$103
Colton	51,816	2.499%	\$2,586,929,328	1.586%	2.043%	2,087	2,041	-\$45
Fontana	190,356	9.182%	\$13,546,776,387	8.305%	8.743%	8,933	8,738	-\$194
Grand Terrace	12,717	0.613%	\$766,352,316	0.470%	0.542%	553	541	-\$12
Hesperia	88,479	4.268%	\$4,368,942,058	2.678%	3.473%	3,548	3,471	-\$77
Highland	52,495	2.532%	\$2,711,491,671	1.662%	2.097%	2,143	2,096	-\$48
Loma Linda	22,760	1.098%	\$1,582,598,882	0.970%	1.034%	1,056	1,033	-\$23
Montclair	37,535	1.811%	\$2,511,148,567	1.539%	1.675%	1,711	1,674	-\$37
Needles	5,809	0.280%	\$331,344,979	0.203%	0.242%	247	242	-\$6
Ontario	174,536	8.419%	\$18,685,869,688	11.455%	9.937%	10,152	9,931	-\$221
Rancho Cucamonga	178,904	8.630%	\$19,470,391,662	11.936%	10.283%	10,505	10,277	-\$228
Redlands	71,926	3.469%	\$6,695,756,692	4.105%	3.787%	3,869	3,785	-\$84
Rialto	100,260	4.836%	\$5,612,248,930	3.441%	4.138%	4,228	4,136	-\$92
San Bernardino	204,800	9.879%	\$10,489,740,033	6.431%	8.155%	8,331	8,150	-\$181
Twentynine Palms	30,649	1.478%	\$808,742,502	0.496%	0.987%	1,008	986	-\$23
Upland	76,106	3.671%	\$6,841,349,114	4.194%	3.933%	4,018	3,930	-\$87
Victorville	112,097	5.407%	\$7,026,757,805	4.308%	4.857%	4,962	4,855	-\$108
Yucaipa	51,476	2.483%	\$3,333,551,978	2.044%	2.263%	2,312	2,262	-\$50
Yucaipa Valley	21,292	1.027%	\$1,366,146,079	0.838%	0.932%	952	932	-\$21
County	296,284	14.291%	\$26,497,541,005	16.244%	15.268%	15,598	15,259	-\$339
<b>TOTALS</b>	<b>2,073,149</b>	<b>100.000%</b>	<b>\$163,119,805,005</b>	<b>100.00%</b>	<b>100.00%</b>	<b>102,163</b>	<b>99,942</b>	<b>-\$2,221</b>

**NOTES:**

- 1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.
- 2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2010
- 3) These calculations are based on the most recent data received from the County of San Bernardino.
- 4) Assessed valuation of jurisdiction includes properties within redevelopment areas.

**San Bernardino Associated Governments  
Indirect Cost Allocations  
Fiscal Year 2011/2012**

	<b>2009/2010 Actual</b>	<b>2010/2011 Budget as of 02/02/11</b>	<b>2011/2012 Proposed New Budget</b>
<b><u>EXPENDITURES:</u></b>			
Salaries	\$861,575	\$852,335	\$918,305
Fringe Allocation	702,378	670,191	757,167
Auditing	38,380	75,000	50,000
Building	276,504	300,000	300,000
Communication	40,007	53,581	93,890
Consulting Fees	45,000	45,000	0
County Charges	237,847	250,000	250,000
Fixed Assets	6,131	11,280	6,490
Insurance	267,440	400,000	305,000
Inventorial Equipment	52,436	98,714	66,600
IT Professional Services & Software	64,991	90,874	68,610
Maintenance of Equipment	3,088	8,660	7,410
Meeting Expense	4,550	8,200	5,700
Mileage Reimbursement/SANBAG Only	155	1,400	1,400
Office Expense	45,509	63,000	56,260
Postage	18,703	30,400	25,400
Printing	76,054	74,000	96,200
Professional Service	698,676	748,517	699,170
Records Storage	9,672	8,500	10,300
Rental of Equipment	3,500	103,079	69,000
SANBAG Vehicle	544	2,500	1,500
Training/Membership/Registration	19,968	27,460	23,130
Travel – Air	0	200	200
Travel Allowance	62,805	60,000	0
Travel – Other	11,528	17,500	21,500
Utilities	54,339	65,000	66,000
<b>Total</b>	<b>\$3,601,780</b>	<b>\$4,065,391</b>	<b>\$3,899,232</b>

**PROGRAM SECTION**

## Program Overview

The Fiscal Year 2011/2012 SANBAG budget is organized into six distinct program areas containing new budget requirements of \$716,041,326. New budget requirements and estimated encumbrances from Fiscal Year 2010/2011 equate to a total estimated budget of \$864,393,002 for 2011/2012. Within these six program areas, ninety-six specific tasks are budgeted. The table below lists the six programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2011/2012 budget year.

<b>SANBAG Program Budgets</b>				
	<b>2009/2010 Actual</b>	<b>2010/2011 Budget as of 02/02/11</b>	<b>2010/2011 Anticipated Encumbrances</b>	<b>2011/2012 Proposed New Budget</b>
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>				
Air Quality & Traveler Services Program	5,096,580	20,627,569	908,773	10,867,472
Transportation Planning & Programming	6,074,046	10,317,843	1,000,000	5,340,626
Major Project Delivery Program	95,617,896	284,540,539	49,756,005	548,870,192
Transit & Passenger Rail Program	19,141,289	48,938,701	6,257,000	31,478,004
Transportation Fund Administration Program	103,840,507	173,075,305	90,204,898	116,569,052
General - Council of Govts. Support Program	2,577,183	4,201,271	225,000	2,915,980
<b>Total</b>	<b>\$232,347,500</b>	<b>\$541,701,228</b>	<b>\$148,351,676</b>	<b>\$716,041,326</b>

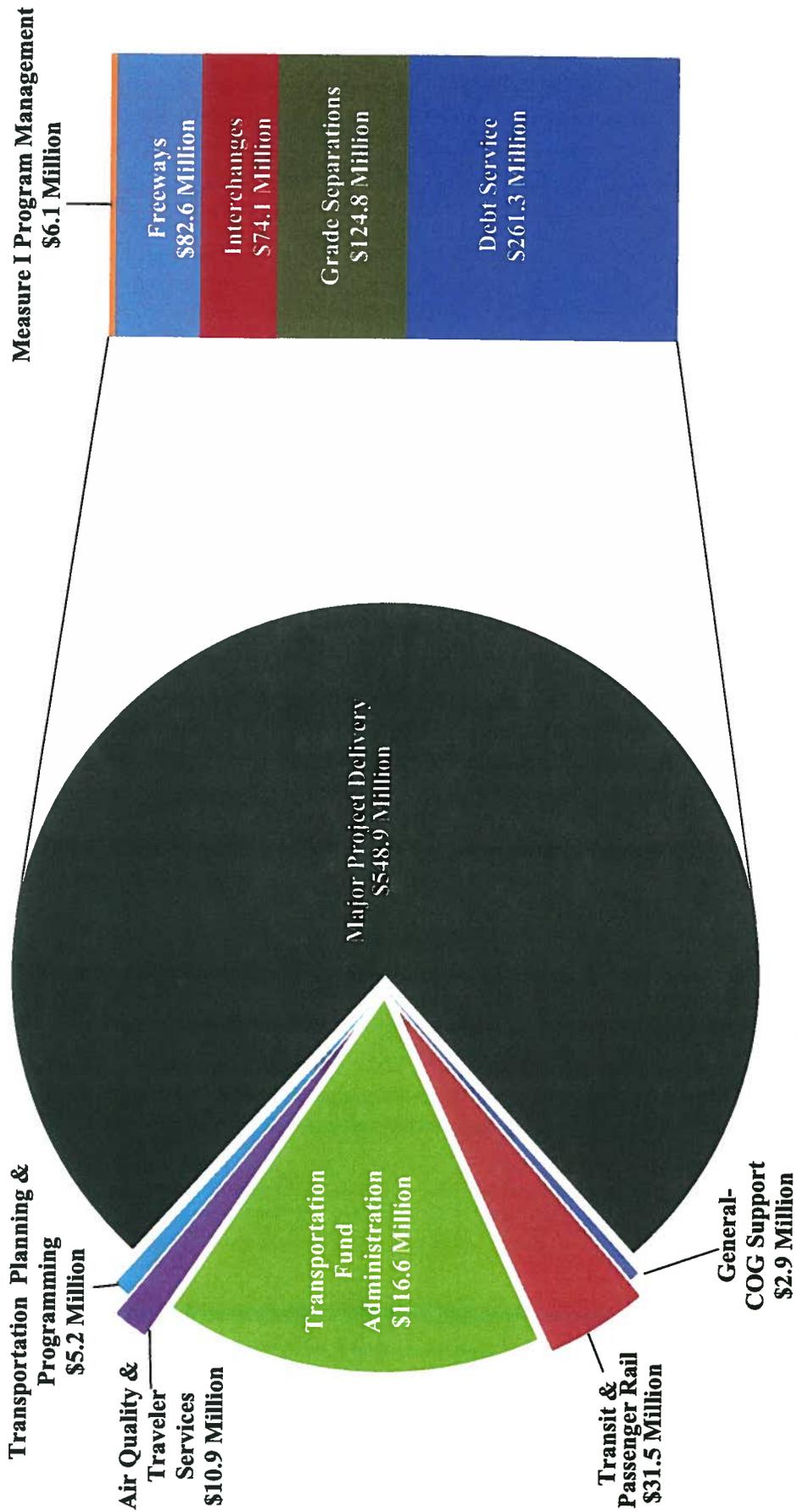
The pie chart entitled *Budgeted Expenditures* is a graphic representation of the expenditures contained in this budget depicted by program. It is notable that over 97% of the total new expenditures will fall into the Major Project Delivery, Transit and Passenger Rail, and Transportation Fund Administration Programs for the new budget activity. These three programs include the substantial investments by SANBAG in highway construction, commuter rail operations and pass-through funds for local transit and street improvements within San Bernardino County.

A complete listing of the tasks contained in the six programs is included in this section of the budget document on the table entitled *Task Listing Fiscal Year 2011/2012*. Please refer to the Budget Appendix for Fiscal Year 2011/2012 for detailed information on funding sources and expenditures.

# SAN BERNARDINO ASSOCIATED GOVERNMENTS

## New Budgeted Expenditures of \$716.0 Million

### Fiscal Year 2011/2012



## Air Quality and Traveler Services Program Budget

The Air Quality and Mobility Program represents those tasks relating to projects to improve air quality and mobility. These tasks are accomplished through inter- and intra-county ridesharing, park and ride lots, the call box program, the Freeway Service Patrol program, the operation of the 511 traveler information phone service and IE511.org traveler information website and the clean fuels program.

<b>Air Quality and Traveler Services Program</b>					
<b>Task Listing</b>					
		<b>2009/2010 Actual</b>	<b>2010/2011 Budget as of 02/02/11</b>	<b>2010/2011 Anticipated Encumbrances</b>	<b>2011/2012 Proposed New Budget</b>
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>					
10212000	Air Quality Activities	74,995	103,512	0	140,177
40612000	Rideshare Management	1,826,376	2,370,101	804,167	2,106,653
70212000	Call Box System	1,042,331	1,633,025	69,806	1,720,467
70412000	Freeway Service Patrol/State	1,764,168	1,977,566	34,800	1,813,207
70612000	Intelligent Transportation Systems	180,602	106,911	0	96,820
81212000	Clean Fuels Implementation	208,108	14,436,454	0	4,990,148
<b>Total</b>		<b>\$5,096,580</b>	<b>\$20,627,569</b>	<b>\$908,773</b>	<b>\$10,867,472</b>

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

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

## Transportation Planning and Programming Budget

The Transportation Planning and Programming Program represents the continuing responsibilities of the agency relative to comprehensive transportation planning and programming, congestion management, modeling and forecasting, and focused transportation study efforts.

A major activity for Fiscal Year 2011/2012 is the adoption of the Regional Transportation Plan by Southern California Associated Governments, scheduled for April 2012. This will include the first Sustainable Communities Strategy, as required by SB375. SANBAG works with SCAG and local jurisdictions on all aspects of the RTP relating to San Bernardino County. Additional activities include implementation assistance to jurisdictions for the newly approved Non-Motorized Transportation Plan

and a major overhaul of SANBAG's Congestion Management Program to fulfill the agency's obligations as the Congestion Management Agency for the County.

Also included in this program are transportation studies that address corridor specific needs within subareas of the County. These studies are critical to determination of future facility needs and to qualify for discretionary funding sources allocated on a statewide basis. These will be supported by development of the new San Bernardino County Transportation Analysis Model.

<b>Transportation Planning &amp; Programming Task Listing</b>					
		<b>2009/2010 Actual</b>	<b>2010/2011 Budget as of 02/02/11</b>	<b>2010/2011 Anticipated Encumbrances</b>	<b>2011/2012 Proposed New Budget</b>
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>					
11012000	Regional Transportation Planning	139,028	125,679	0	180,599
11112000	Freight Movement Planning	103,194	126,801	0	118,921
11212000	Growth Forecasting and Planning	140,743	166,461	0	152,844
20212000	Transportation Modeling & Forecasting	91,816	381,074	0	184,083
20312000	Congestion Management	96,077	98,953	0	131,271
21312000	High Desert Corridor Studies	17,764	29,165	0	21,856
37312000	Federal/State Fund Administration	712,821	753,113	0	890,576
40412000	Sub-regional Transportation Plan	369,994	340,979	0	291,764
40912000	Data Development & Management	221,874	275,978	0	228,129
50012000	Transportation Improvement Program	262,518	197,823	0	237,447
52612000	Sub-regional Transportation Monitoring	31,661	43,675	0	49,073
60912000	Strategic Planning/Delivery Planning	407,978	400,281	0	427,909
70112000	Valley Signal Coordination Program	2,365,468	7,128,962	1,000,000	2,204,486
94112000	Mt/Desert Planning/Project Development	1,113,110	248,899	0	221,668
<b>Total</b>		<b>\$6,074,046</b>	<b>\$10,317,843</b>	<b>\$1,000,000</b>	<b>\$5,340,626</b>

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

Also included in this program is the task of programming the various funds that SANBAG receives from all sources. This task insures that funds are available to allow projects to move forward as scheduled. This task also ensures that we maximize and leverage the funds that SANBAG receives and that those funds are protected for continued use on SANBAG projects

## Major Project Delivery Program Budget

The Major Project Delivery Program budget is composed of tasks associated with development and construction of the major freeway, interchange, and grade separation projects and is financed by an array of funding sources including Measure I, Federal, State and local funds. This program represents the largest portion of the capital budget for SANBAG and contains activities necessary for preparation, management, and construction of major projects.

<b>Major Project Delivery</b>					
<b>Task Listing</b>					
	<b>2009/2010</b>	<b>2010/2011</b>	<b>2010/2011</b>	<b>2011/2012</b>	
	<b>Actual</b>	<b>Budget</b>	<b>Anticipated</b>	<b>Proposed</b>	
		<b>as of</b>	<b>Encumbrances</b>	<b>New Budget</b>	
		<b>02/02/11</b>			
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>					
81512000	Measure I Program Management	4,093,926	5,310,498	862,827	6,053,511
81712000	SR-60 Sound Wall	3,183	1,308,496	73,151	945,754
82012000	SR-210 Final Design	234,500	341,041	73,178	205,388
82212000	SR-210 Right of Way Acquisition	1,325,800	1,614,219	236,127	2,085,045
82412000	SR-210 Construction	2,551,538	10,172,824	4,056,785	8,922,958
82512000	I-10 Corridor Project Development	1,992,176	4,269,986	3,337,682	1,979,255
82612000	I-10 Cherry/Citrus Interchanges	5,696,179	10,057,424	4,265,296	42,396,327
83012000	I-215 San/Riv Project Development	116,196	298,720	0	16,758
83412000	I-215 Final Design	453,204	573,741	489,197	276,160
83612000	I-215 Right of Way Acquisition	3,970,969	19,976,596	2,890,248	4,123,124
83812000	I-215 Construction	44,913,459	81,568,107	2,820,950	45,115,858
83912000	I-215 Bi County HOV Gap Closure	1,824,329	2,610,823	1,381,525	8,725,178
84012000	I-215 Barton Road Interchange	281,822	760,341	541,694	840,597
84112000	I-10 Riverside Interchange	2,806,163	19,005,154	772,000	5,625,035
84212000	I-10 Tippecanoe Interchange	1,528,133	7,801,523	445,000	5,980,901
84512000	I-215 Mt. Vernon/Wash. Interchange	404,521	762,683	326,695	345,004
85012000	Alternative Project Financing	651,515	879,264	0	3,127,299
86212000	I-10 Westbound Lane Add-Yucaipa	815,622	30,816,878	6,969,947	6,042,662
86912000	Glen Helen Pkwy Grade Separation	415,155	2,463,782	829,000	6,144,418
87012000	Hunts Lane Grade Separation	3,935,675	8,565,187	517,000	14,143,498
87112000	State St/Univ. Pkwy Grade Sep.	440,083	230,692	272,000	350,956
87412000	Palm Avenue Grade Separation	503,855	6,045,903	727,000	7,000,602
87512000	Main Street Grade Separation	0	61,481	0	50,000
87612000	S Milliken Ave Grade Sep.	155,925	2,641,378	2,857,342	5,713,901
87712000	Vineyard Ave Grade Sep.	115,964	2,195,162	725,621	7,347,188
87912000	Colton Cross BNSF/UPRR Grade Sep.	1,518,382	1,343,086	118,740	36,495,511
88012000	I-15/I215 Devore Interchange	3,392,427	5,665,461	414,000	12,098,571
88112000	Lenwood Avenue Grade Separation	378,041	1,904,973	620,000	6,465,500
88212000	N Milliken Avenue Grade Sep.	22,112	29,611,494	13,000,000	26,649,224
88312000	SR 210 Pepper Ave Interchange	0	1,432,484	106,000	813,252
88412000	Laurel Ave Grade Separation	0	909,181	27,000	7,563,452
88512000	9th Street Rail Improvement Project	0	0	0	104,437
88612000	Colton/BNSF Quiet Zone Project	0	400,000	0	2,442,707
88712000	SR 210 Lane Addition	0	0	0	1,045,061
88812000	I-15 La Mesa/Nisqualli Interchange	0	0	0	6,000,000
88912000	Yucca Loma Bridge	0	0	0	4,300,000
96012000	Sales Tax Revenue Note 2009A	11,077,041	22,941,957	0	261,335,100
<b>Total</b>		<b>\$95,617,895</b>	<b>\$284,540,539</b>	<b>\$49,756,005</b>	<b>\$548,870,192</b>

Tasks in the Major Project Development Program serve to meet the Board approved SANBAG goals by providing the project preparation and construction of freeway, interchange and grade separation facilities. Tasks also carry out Board direction to continue the exploration of alternative project financing methods. Progress on these projects continues to accomplish important benchmarks in meeting SANBAG's commitment to the public under the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by San Bernardino County voters with the passage of Measure I 2010-2040.

### **Transit and Passenger Rail Program Budget**

Tasks related to SANBAG's responsibilities in conjunction with bus transit, social service transportation, and commuter rail systems are budgeted in the Transit and Passenger Rail Program budget. SANBAG's responsibilities relating to oversight and technical assistance to transit operators is found in several of the tasks included in this program and as required by State statute.

These tasks provide for assistance and oversight of the urban area transit operations, Omnitrans and Victor Valley Transit Authority and transit operators in the rural communities of Barstow, Morongo Basin, Needles, and San Bernardino Mountains. Each transit agency is required to prepare or update their five-year Short Range Transit Plan covering the next three fiscal years inclusive of the current fiscal year. All of the remaining activities relating to planning, technical assistance, and oversight responsibilities of urban and rural transit systems are continued at moderate levels.

<b>Transit and Passenger Rail Program</b>				
<b>Task Listing</b>				
	<b>2009/2010</b>	<b>2010/2011</b>	<b>2010/2011</b>	<b>2011/2012</b>
	<b>Actual</b>	<b>Budget</b>	<b>Anticipated</b>	<b>Proposed</b>
		<b>as of</b>	<b>Encumbrances</b>	<b>New Budget</b>
		<b>02/02/11</b>		
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>				
30912000	General Transit	315,363	211,403	0
31512000	Omnitrans	127,501	10,992,262	5,082,000
31612000	Barstow-County Transit	30,199	542,476	0
31712000	Victor Valley Transit	69,053	656,362	0
31812000	Morongo Basin Transit	17,278	271,579	0
31912000	Social Service Transportation Plan	214,582	526,323	75,000
32012000	Needles Transit	11,407	28,029	0
32112000	Mountain Area Transit	24,317	133,987	90,000
35212000	General Commuter Rail	477,076	513,756	0
37712000	Commuter Rail Operating Expenses	9,666,862	10,076,314	0
37912000	Commuter Rail Capital Expenses	7,504,802	24,627,365	1,000,000
38012000	Redlands Rail Extension	642,877	142,133	0
38112000	Gold Line Phase II	8,617	92,440	0
50112000	Federal Transit Act Programming	31,355	124,272	10,000
<b>Total</b>		<b>\$19,141,289</b>	<b>\$48,938,701</b>	<b>\$6,257,000</b>
			<b>\$31,478,004</b>	

California statutes provide for SANBAG to be the responsible agency for designating an entity as a Consolidated Transportation Services Agency (CTSA). The CTSA is tasked with coordinating social services transportation among multiple operators whether public agencies, private companies, or non-profit entities. In Fiscal Year 2010/2011, SANBAG designated a non-profit corporation to serve as the CTSA for the San Bernardino Valley Subarea. As part of Measure I, at least 2% of the revenue collected from the Measure for the Valley will be allocated to the CTSA under a funding agreement.

Several tasks contained in this program fund the administration, operation, and capital expenses of the commuter rail service in the San Bernardino Valley Subarea. In addition, SANBAG will continue to work toward extending the Metro Gold Line to Montclair and studying the further extension to the Ontario International Airport. SANBAG has completed the preliminary design for the extension of Metrolink service from the San Bernardino Santa Fe Depot into downtown San Bernardino to the proposed San Bernardino Transit Center at Rialto Avenue and E Street. This project is known as the Redlands First Mile Project. For the Redlands Passenger Rail Project, the segment from the San Bernardino Transit Center to the University of Redlands, the Redlands Corridor Alternatives Analysis and the Redlands Corridor Strategic Plan (RCSP) have been completed, the latter defining the phased approach for the development of rail service to the University of Redlands. Based on the RCSP, this year's budget provides for continued work to develop the preliminary engineering and environment permitting as well as work with the cities in developing revised land use patterns around stations to complement the new proposed rail services.

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

### **Transportation Fund Administration Program Budget**

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

Tasks in this program reflect the high dollar value of the Measure I Transactions and Use Tax revenue which is passed through to cities and the County for local street projects, totaling over \$30 million in Fiscal Year 2010/2011. These funds are directed to the road priorities determined by local jurisdictions on their local streets. It is estimated that over \$11 million will be available to the Valley and Mountain/Desert jurisdictions for Senior and Disabled transit needs. In the Valley area, \$5.3 million will be allocated to subsidize transit service and fares for the elderly and persons with disabilities served by the Valley transit operator, Omnitrans. The budget also reflects the inclusion of the distribution of Local Transportation Fund and State Transit Assistance Fund revenues to local transit operators and Mountain/Desert jurisdictions for local street projects.

This year will see continued implementation of the Measure I 2010-2040 Strategic Plan. Fiscal Year 2011/2012 is the second year of working with the Expenditure Plan for the new Measure I and includes allocations for SANBAG projects, contributions of pass-through funds for local jurisdictions, and expenditures under the Project Advancement and Major Street Arterial Programs.

**Transportation Fund Administration Program**

<b>Task Listing</b>		<b>2009/2010</b>	<b>2010/2011</b>	<b>2010/2011</b>	<b>2011/2012</b>
		<b>Actual</b>	<b>Budget as of 02/02/11</b>	<b>Anticipated Encumbrances</b>	<b>Proposed New Budget</b>
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>					
50212000	TDA Administration	256,755	474,274	10,000	598,599
50412000	Measure I Administration	7,369,227	23,437,552	0	360,851
50612000	Local Transportation Fund	50,097,977	65,681,876	56,226,565	52,977,596
50712000	State Transit Assistance Fund	5,612,547	33,067,640	33,968,333	6,900,000
51312000	Measure I Valley Senior & Disabled	6,291,515	6,178,047	0	5,300,000
51512000	Measure I	138,534	6,514,806	0	8,541,550
	Apportionment&Allocation				
61012000	Measure I 2010-2040 Project Advancement	9,730	8,249,099	0	10,889,226
91812000	Measure I Local Pass Through	34,064,222	29,472,011	0	31,001,230
<b>Total</b>		<b>\$103,840,507</b>	<b>\$173,075,305</b>	<b>\$90,204,898</b>	<b>\$116,569,052</b>

These tasks are also dedicated to the administrative functions performed by SANBAG as authorized in the Transportation Development Act and Measure I Transactions and Use Tax. The Measure I Administration Task includes local stimulus distribution in Fiscal Year 2009/2010 and 2010/2011, and will be fully expended prior to the end of 2013.

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

**General - Council of Governments Support Program Budget**

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

**General - Council of Governments Support Program**

**Task Listing**

	<b>2009/2010 Actual</b>	<b>2010/2011 Budget as of 02/02/11</b>	<b>2010/2011 Anticipated Encumbrances</b>	<b>2011/2012 Proposed New Budget</b>
<b><u>EXPENDITURES/ENCUMBRANCES:</u></b>				
10412000 Intergovernmental Relations	298,065	327,142	0	365,865
49012000 Council Of Govts. New Initiatives	39,321	978,415	0	125,854
50312000 Legislation	490,776	661,627	0	647,827
60112000 County Trans. Commission - General	360,301	504,897	0	454,052
60512000 Publications and Public Outreach	436,335	512,211	0	509,237
80512000 Building Operations	75,424	70,382	0	81,039
80612000 Building Improvements	37,603	542,276	0	18,272
94212000 Financial Management	839,358	604,321	225,000	713,834
<b>Total</b>	<b>\$2,577,183</b>	<b>\$4,201,271</b>	<b>\$225,000</b>	<b>\$2,915,980</b>

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

The Intergovernmental and Legislative task contained in this program is essential to the on-going work with State and Federal legislators; local, State and Federal agencies; and regional transportation agencies to assure that transportation funding and project preparation are progressing relative to priorities established by the SANBAG Board.

The tasks in the General – Council of Governments Support Program serve to meet the Board approved SANBAG goals by providing for on-going work with local, State, and federal officials toward meeting the needs of SANBAG member jurisdictions. These relationships allow for SANBAG to work with private community organizations and the general public to address their transportation concerns. They also provide for SANBAG to serve as a facilitator and catalyst for addressing the mutual issues of concern to the SANBAG membership. A key example of which has been SANBAG’s participation in efforts to address the home foreclosure crisis in San Bernardino County.

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**San Bernardino Associated Governments  
Task Listing  
Fiscal Year 2011/2012**

**Air Quality & Traveler Services Program**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
10212000	Air Quality Activities	DB
40612000	Rideshare Management	DB
70212000	Call Box System	DB
70412000	Freeway Service Patrol/State	DB
70612000	Intelligent Transportation Systems	DB
81212000	Clean Fuels Implementation	DB

**Transportation Planning & Programming Program**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
11012000	Regional Transportation Planning	TS
11112000	Freight Movement Planning	TS
11212000	Growth Forecasting and Planning	TS
20212000	Transportation Modeling & Forecasting	TS
20312000	Congestion Management	TS
21312000	High Desert Corridor Studies	DB
37312000	Federal/State Fund Administration	GC
40412000	Subregional Transportation Planning	TS
40912000	Data Development & Management	TS
50012000	Transportation Improvement Program	GC
52612000	Subregional Transportation Monitoring	TS
60912000	Strategic Planning/Delivery Planning	GC
70112000	Valley Signal Coordination Program	GC
94112000	Mt./Desert Planning & Project Development	DB

**Major Project Delivery Program**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
81512000	Measure I Program Management	GC
81712000	SR 60 Sound Wall	GC
82012000	SR 210 Final Design	GC
82212000	SR 210 Right of Way Acquisition	GC
82412000	SR 210 Construction	GC
82512000	I-10 Corridor Project Development	GC
82612000	I-10 Citrus/Cherry Interchanges	GC
83012000	I-215 SanRiv Project Development	GC
83412000	I-215 Final Design	GC
83612000	I-215 Right of Way Acquisition	GC
83812000	I-215 Construction	GC
83912000	I-215 Bi County HOV Gap Closure Project	GC
84012000	I-215 Barton Road Interchange	GC
84112000	I-10 Riverside Interchange	GC
84212000	I-10 Tippecanoe Interchange	GC
84512000	I-215 Mt. Vernon/Washington Interchange	GC
85012000	Alternative Project Financing	GC
86212000	I-10 Westbound Lane Addition–Yucaipa	GC
86912000	Glen Helen Parkway Grade Separation	GC
87012000	Hunts Lane Grade Separation	GC
87112000	State St./Univ. Parkway Grade Separation	GC
87412000	Palm Avenue Grade Separation	GC
87512000	Main Street Grade Separation	GC
87612000	So. Milliken Ave. Grade Separation	GC
87712000	Vineyard Ave. Grade Separation	GC
87912000	Colton Crossing BNSF/UPRR Grade Sep.	GC
88012000	I-15/I-215 Devore Interchange	GC
88112000	Lenwood Ave. Grade Separation	GC
88212000	N. Milliken Ave. Grade Separation	GC
88312000	SR20 Pepper Ave Interchange	GC
88412000	Laurel Avenue Grade Separation	GC
<b>88512000</b>	<b>9<sup>th</sup> Street Rail Improvements</b>	<b>GC</b>
88612000	Colton/BNSF Quiet Zone	GC
<b>88712000</b>	<b>SR 210 Lane Addition</b>	<b>GC</b>
<b>88812000</b>	<b>I-15 La Mesa/Nisqualli Interchange</b>	<b>DB</b>
<b>88912000</b>	<b>Yucca Loma Bridge</b>	<b>DB</b>
96012000	2990A Sales Tax Revenue Note	WS

**Transit and Passenger Rail Program**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
30912000	General Transit	MA
31512000	Omnitrans	MA
31612000	Barstow-County Transit	MA
31712000	Victor Valley Transit	MA
31812000	Morongo Basin Transit	MA
31912000	Social Service Transportation Plan	MA
32012000	Needles Transit	MA
32112000	Mountain Area Transit	MA
35212000	General Commuter Rail	MA
37712000	Commuter Rail Operating Expenses	MA
37912000	Commuter Rail Capital Expenses	MA
38012000	Redlands Rail Extension	MA
38112000	Gold Line Phase II	MA
50112000	Federal/Transit Act Programming	MA

**Transportation Fund Administration Program**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
50212000	TDA Administration	MA
<i>50412000</i>	<i>Measure I Administration</i>	<i>DB</i>
50612000	Local Transportation Fund	MA
50712000	State Transit Assistance Fund	MA
51312000	Measure I Valley Senior & Disabled	MA
51512000	Measure I Valley Apportionment & Alloc	TS
61012000	Measure I 2010-2040 Project Advance.	TS
91812000	Measure I Local Pass-through	WS

**General - Council of Governments Support Prog.**

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
10412000	Intergovernmental Relations	DB
49012000	Council of Governments New Initiatives	DB
50312000	Legislation	JF
60112000	County Trans. Commission – General	TS
60512000	Publications & Public Outreach	DRB
80512000	Building Operations	DB
80612000	Building Improvements	DB
94212000	Financial Management	WS

**BOLD/ITALICS = NEW TASK FISCAL YEAR 2011/12**  
*Italics = Name Change*

**San Bernardino Associated Governments  
Task Modifications  
Fiscal Year 2011/2012**

**Closed Tasks**

<b><u>Task</u></b>	<b><u>Title</u></b>	<b><u>Manager</u></b>
40611000A	Rideshare Management (Combined with 40612000)	Baker
40611000B	Inland Empire Commuter Services (Combined with 40612000)	Baker
40611000C	Rideshare Incentive Programs (Combined with 40612000)	Baker
40611000D	Regional Rideshare Programs (Combined with 40612000)	Baker
50511000	Measure I Admin-Mt/Desert (Combined with 50412000)	Baker
61211000	Local Project Technical Assistance	Cohoe
84311000	I-10 Live Oak Canyon	Cohoe
87211000	Ramona Avenue Grade Separation	Cohoe
91800000	Valley Measure I Local (Combined with 91812000)	Stawarski
91801000	Mountain/Desert Measure I Local (Combined with 91812000)	Stawarski

**New Tasks**

<b><u>Task</u></b>	<b><u>Title</u></b>	<b><u>Manager</u></b>
40612000	Rideshare Management	Baker
88512000	9 <sup>th</sup> Street Rail Improvements	Cohoe
88712000	SR 210 Lane Addition	Cohoe
88812000	I-15 La Mesa/Nisqualli Interchange	Baker
88912000	Yucca Loma Bridge	Baker
91812000	Measure I Local Pass-through	Stawarski



**San Bernardino Associated Governments  
Budget Summary  
Fiscal Year 2011/2012**

EXPENDITURES	Measure 1										LTP/STAF	Grants / Other Revenue *	Grant / Revenue Type	Total		
	Valley					Mountain Desert										
	Local Distribution / Administration	Freeways / Major Projects	Interchanges	Major Streets	Rail / Senior-Disabled / Transit	Traffic Management Systems	Local Distribution / Administration	Major Local Highways	Senior / Disabled Transit	Traffic Management Systems						
Transportation Planning & Programming																
60912000 Strategic Planning/Delivery																
70112000 Valley Signal Coordination Program																
94112000 Mt/Desert Planning & Project Dev.																
<b>Total Transportation Planning &amp; Programming</b>	458,793	-	-	-	-	1,706,228	-	-	-	28,122	193,546	-	-	-	-	5,340,626
<b>Major Project Delivery</b>																
81512000 Measure 1 Program Management		2,662,154	1,699,024	1,692,333	-	-	-	-	-	-	-	-	-	-	-	6,053,511
81712000 SR 60 Sound Wall		945,754	-	-	-	-	-	-	-	-	-	-	-	-	-	945,754
82012000 SR 210 Final Design		205,388	-	-	-	-	-	-	-	-	-	-	-	-	-	205,388
82212000 SR 210 Right of Way Acquisition		2,083,045	-	-	-	-	-	-	-	-	-	-	-	-	-	2,083,045
82412000 SR 210 Construction		2,356,958	-	-	-	-	-	-	-	-	-	-	-	-	-	2,356,958
82512000 I-10 Corridor Project Development		1,979,255	-	-	-	-	-	-	-	-	-	-	-	-	-	1,979,255
82612000 I-10 Cherry/Citrus Interchange		-	9,320,327	-	-	-	-	-	-	-	-	-	-	-	-	9,320,327
83012000 I-215 SANRIV Project Development		16,758	-	-	-	-	-	-	-	-	-	-	-	-	-	16,758
83412000 I-215 Final Design		276,160	-	-	-	-	-	-	-	-	-	-	-	-	-	276,160
83612000 I-215 Right of Way Acquisition		1,146,878	-	-	-	-	-	-	-	-	-	-	-	-	-	1,146,878
83812000 I-215 Construction		835,858	-	-	-	-	-	-	-	-	-	-	-	-	-	835,858
83912000 I-215 HOV Gap Closure Project		4,615,178	-	-	-	-	-	-	-	-	-	-	-	-	-	4,615,178
84012000 I-215 Barron Road Interchange		683,597	-	-	-	-	-	-	-	-	-	-	-	-	-	683,597
84112000 I-10 Riverside Interchange		-	126,035	-	-	-	-	-	-	-	-	-	-	-	-	126,035
84212000 I-10 Trippence Interchange		590,901	500,000	-	-	-	-	-	-	-	-	-	-	-	-	1,090,901
84512000 I-215 Mt. Vernon Washington Interch.		145,004	-	-	-	-	-	-	-	-	-	-	-	-	-	145,004
85012000 Alternative Project Financing		2,135,807	444,871	-	-	-	-	-	-	-	-	-	-	-	-	2,580,678
86212000 I-10 Westbound Lane Addition-Yucaipa		524,242	-	-	6,144,418	-	-	-	-	-	-	-	-	-	-	6,668,660
86912000 Glen Helen Parkway Grade Separation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
87012000 Hunts Lane Grade Separation		-	-	401,076	-	-	-	-	-	-	-	-	-	-	-	401,076
87112000 State St/University Pkwy. Grade Sep.		350,956	-	-	-	-	-	-	-	-	-	-	-	-	-	350,956
87412000 Palm Avenue Grade Separation		-	-	6,173,861	-	-	-	-	-	-	-	-	-	-	-	6,173,861
87512000 Main Street Grade Separation		-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	50,000
87612000 So. Milliken Avenue Grade Separation		-	-	5,713,901	-	-	-	-	-	-	-	-	-	-	-	5,713,901
87712000 Vineyard Avenue Grade Separation		-	-	7,347,188	-	-	-	-	-	-	-	-	-	-	-	7,347,188
87912000 Colton Crossing BNSF/UPRR Grade		259,511	-	-	-	-	-	-	-	-	-	-	-	-	-	259,511
88012000 I-15/I-215 Devore Interchange		-	5,098,571	-	-	-	-	-	-	-	-	-	-	-	-	5,098,571
88112000 Lenwood Road Grade Separation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
88212000 No. Milliken Avenue Grade Separation		-	-	149,224	-	-	-	-	-	-	-	-	-	-	-	149,224
88312000 SR 210 Pepper Ave Interchange		813,252	-	-	-	-	-	-	-	-	-	-	-	-	-	813,252
88412000 Laurel Ave Grade Separation		-	-	6,409,902	-	-	-	-	-	-	-	-	-	-	-	6,409,902
88512000 9th Street Rail Improvement Project		104,437	-	-	-	-	-	-	-	-	-	-	-	-	-	104,437
88612000 Colton/BNSF Quiet Zone Project		2,242,707	-	-	-	-	-	-	-	-	-	-	-	-	-	2,242,707
88712000 SR 210 Lane Addition		1,045,061	-	-	-	-	-	-	-	-	-	-	-	-	-	1,045,061
88812000 I-15 La Mesa/Nisqually Interchange		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
88912000 Yucaipa Loma Bridge		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
90012000 2009A Sales Tax Revenue Note		-	26,022,861	17,188,828	34,081,903	-	-	-	-	-	-	-	-	-	-	77,293,592
<b>Total Major Project Delivery</b>																548,870,192

San Bernardino Associated Governments  
Budget Summary  
Fiscal Year 2011/2012

EXPENDITURES	Measure 1											LTP/STAF	Grants / Other Revenue *	Grant / Revenue Type	Total		
	Valley					Mountain Desert											
	Local Distribution /Administration	Freeways / Major Projects	Interchanges	Major Streets	Rail / Senior-Disabled / Transit	Traffic Management Systems	Local Distribution / Administration	Major Local Highway	Senior / Disabled Transit	Traffic Management Systems							
Transit & Passenger Rail																	
30912000 General Transit														309,401			309,401
31512000 OMNITRANS														119,468			3,976,523
31612000 Barstow-County Transit														49,710		LAC	49,710
31712000 Victor Valley Transit														107,223			107,223
31812000 Morongo Basin Transit														52,913			52,913
31912000 Social Service Transportation Plan					378,315									50,000			448,315
32012000 Needles Transit														21,202			21,202
32112000 Mountain Area Transit														60,727			60,727
35212000 General Commuter Rail					142,000									431,308			573,308
37712000 Commuter Rail Operating Expense					2,000,000									8,417,103			10,417,103
37912000 Commuter Rail Capital Expense					15,171,583												15,171,583
38012000 Redlands Rail Extension					56,000									209,451			265,451
38112000 Gold Line Phase II														24,545			24,545
50112000 Federal Transit Act Programming																	
Total Transit & Passenger Rail					17,747,898									9,853,051		3,857,055	31,478,004
Transportation Fund Administration																	
50212000 TDA Administration																	
50412000 Measure 1 Administration	255,475										105,376						598,599
50612000 Local Transportation Fund																	360,851
50712000 State Transit Assistance Fund																	52,977,596
51312000 Measure 1 Elderly/Disabled Transit					5,300,000									6,900,000			6,900,000
51512000 Measure 1 Apportionment & Allocation	120,000						8,400,000										5,300,000
61012000 Measure 1 2010-2040 Project Advance	75,000						6,970,000										8,541,550
91812000 Valley Measure 1 Local Pass Thru	17,502,230						3,830,000										10,889,226
Total Transportation Fund Administration	17,952,705				5,300,000		15,370,000							13,499,000			31,001,230
Total Expenditures	19,459,349	26,699,971	3,850,000	15,370,000	23,089,207	2,530,042	49,451,903	4,585,000	20,000	13,709,360	4,585,000	20,000	265,335	60,476,195		483,988,846	716,041,326

**San Bernardino Associated Governments  
Budget Summary  
Fiscal Year 2011/2012**

	Measure 1										LTF/STAF	Grants / Other Revenue *	Grant / Revenue Type	Total		
	Valley					Mountain Desert										
	Local Distribution / Administration	Freeways / Major Projects	Interchanges	Major Streets	Rail / Senior-Disabled / Transit	Traffic Management Systems	Local Distribution / Administration	Major Highway	Senior / Disabled Transit	Traffic Management Systems						
<b>RECAP</b>																
Estimated Beginning Fund Balance	1,358,411	92,050,879	(1,398,163)	(918,007)	26,125,189	10,039,222	-	6,230,666	1,246,136	240,900	19,411,981	223,819,118	-	369,206,332		
Total Revenues	18,407,640	25,953,000	12,725,000	17,502,000	16,360,400	1,928,800	13,709,360	5,065,000	1,012,400	399,400	71,598,368	278,395,931	-	463,057,299		
Total Expenditures	19,459,349	26,699,971	21,018,828	49,451,903	23,089,207	2,530,042	13,709,360	4,585,000	20,000	265,335	71,223,485	483,988,846	-	716,041,326		
Excess of Revenues Over (Under) Expenditures	11,051,709	(746,971)	(8,293,828)	(31,949,903)	(6,728,807)	(601,242)	-	480,000	992,400	134,065	374,883	(205,592,915)	-	(252,984,027)		
Estimated Encumbrances	(125,000)	(11,282,304)	(4,700,555)	(4,494,675)	(1,075,000)	(92,238)	-	-	-	-	91,084,898	35,372,400	-	126,457,298		
Transfers In (Out)	-	(5,133,400)	(2,545,000)	(3,500,400)	(1,772,040)	(356,960)	-	(1,013,000)	-	(79,880)	(91,209,504)	(35,372,400)	-	(148,351,676)		
20% Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Estimated Ending Fund Balance	181,702	74,888,204	(16,927,546)	(40,862,985)	16,549,342	8,988,782	-	5,697,666	2,238,536	295,085	10,662,238	18,226,203	-	(14,400,680)		
Cash Flow Borrowing	-	(57,800,531)	16,977,546	40,862,985	-	-	-	-	-	-	-	-	-	79,927,247		

**Grant/Revenue Type Legend**  
 ABRA - American Recovery & Reinvestment Act  
 CMAAQ - Congestion Mitigation Air Quality  
 CMAA - Corridor Mobility Improvement Program  
 DEMO - Federal Demonstration Funds  
 TLSP - Traffic Light Synchronization Program

FSP - Freeway Service Patrol  
 FTA - Federal Transit Administration  
 IIP - Interregional Improvement Program  
 CEC - California Energy Commission  
 BOND - Sales Tax Revenue Bond Proceeds

LOG - Local Funds/Reimbursements  
 DOE - Department of Energy  
 PNRS - Projects of National & Regional Significance  
 PPM - Planning, Programming & Monitoring

TCIF - Trade Corridor Improvement Fund  
 RAR - Rail Asset Revenue  
 RIP - Regional Improvement Program  
 SAFE - Service Authority for Freeway Emergencies

SIQOP - State Highway Operation & Protection Program  
 STP - Surface Transportation Program  
 TCRP - Traffic Congestion Relief Program  
 TEA - Transportation Enhancement Activities

\* Estimated Fund Balance Included \$16,209,842 of Revenue Note Proceeds

San Bernardino Associated Governments  
 Measure I Recap  
 Fiscal Year 2011/2012

	Measure I											Total
	Valley					Mountain Desert						
	Local Distribution /Administration	Freeways / Major Projects	Interchanges	Major Streets	Rail / Senior-Disabled/ Transit	Traffic Management Systems	Local Distribution / Administration	Major Highway/Local Streets	Senior / Disabled Transit	Traffic Management Systems	Total	
<b>MEASURE I RECAP</b>												
Estimated Beginning Fund Balance:												
Measured 1990-2010	1,358,411	25,995,067	(1,398,163)	(918,007)	7,111,226	2,041,264	-	6,230,666	1,246,136	240,900	-	93,067,733
Measured 2010-2040	1,358,411	92,050,879	(1,398,163)	(918,007)	26,125,189	10,039,222	-	6,230,666	1,246,136	240,900	-	41,907,500
<b>Total</b>												134,975,233
<b>Total Revenues:</b>												
Measured 1990-2010	18,407,640	25,667,000	12,725,000	17,502,000	15,861,200	1,784,800	13,709,360	5,065,000	1,012,400	399,400	-	929,200
Measured 2010-2040	18,407,640	25,953,000	12,725,000	17,502,000	16,360,400	1,928,800	13,709,360	5,065,000	1,012,400	399,400	-	112,133,800
<b>Total</b>												113,063,000
<b>Total Expenditures:</b>												
Measured 1990-2010	19,459,349	7,191,101	21,018,828	49,451,903	12,861,624	1,119,218	13,709,360	4,585,000	20,000	265,335	-	31,147,277
Measured 2010-2040	19,459,349	26,699,971	21,018,828	49,451,903	23,089,207	2,330,042	13,709,360	4,585,000	20,000	265,335	-	160,828,995
<b>Total</b>												302,180,077
<b>Excess of Revenues Over (Under) Expenditures:</b>												
Measured 1990-2010	(1,051,709)	18,475,899	(8,293,828)	(31,949,903)	2,999,576	665,582	-	480,000	992,400	134,065	-	(17,547,918)
Measured 2010-2040	(1,051,709)	(746,971)	(8,293,828)	(31,949,903)	(6,728,807)	(601,242)	-	480,000	992,400	134,065	-	(47,765,995)
<b>Total</b>												(65,313,913)
<b>Estimated Prior Year Budgeted Revenues:</b>												
Measured 1990-2010	-	-	-	-	-	-	-	-	-	-	-	-
Measured 2010-2040	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>												-
<b>Estimated Encumbrances</b>												
Measured 1990-2010	(7,631,288)	-	-	-	(1,000,000)	(92,238)	-	-	-	-	-	(8,723,526)
Measured 2010-2040	(125,000)	(3,631,016)	(4,700,555)	(4,494,675)	(75,000)	-	-	-	-	-	-	(13,046,246)
<b>Total</b>												(21,769,772)
<b>Transfers In (Out):</b>												
Measured 1990-2010	-	-	-	-	-	-	-	-	-	-	-	-
Measured 2010-2040	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>												-
<b>20% Reserve:</b>												
Measured 1990-2010	-	(5,133,400)	(2,545,000)	(3,500,400)	(1,772,040)	(356,960)	-	(1,013,000)	-	(79,880)	-	(14,400,680)
Measured 2010-2040	-	(5,133,400)	(2,545,000)	(3,500,400)	(1,772,040)	(356,960)	-	(1,013,000)	-	(79,880)	-	(14,400,680)
<b>Total</b>												(28,801,360)
<b>Estimated Ending Fund Balance:</b>												
Measured 1990-2010	181,702	35,686,550	(16,937,546)	(40,862,985)	8,463,762	2,949,886	-	5,697,666	2,238,536	295,085	-	(3,087,344)
Measured 2010-2040	181,702	74,888,204	(16,937,546)	(40,862,985)	16,349,342	8,988,782	-	5,697,666	2,238,536	295,085	-	51,038,786
<b>Total</b>												47,951,442
<b>Cash Flow Borrowing</b>												
Measured 1990-2010	-	(57,800,531)	16,937,546	40,862,985	-	-	-	-	-	-	-	-
Measured 2010-2040	-	(57,800,531)	16,937,546	40,862,985	-	-	-	-	-	-	-	-
<b>Total</b>												-

**FUND RESPONSIBILITIES**

## **SANBAG**

### **State and Federal Transportation Fund Allocation Responsibilities**

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

SANBAG allocates specified State and Federal transportation funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the SANBAG Board of Directors makes an allocation and a project is programmed in the Regional Transportation Improvement Program, the lead agency is responsible for applying for funds through SANBAG, State, or Federal agencies and is responsible for meeting appropriate requirements. State and Federal funds allocated by the SANBAG Board of Directors do not flow through the SANBAG budget unless SANBAG itself is the lead agency for project implementation.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005, for the five-year period from 2005 to 2009. SAFETEA-LU authorized federal transportation funds for investment in highways, transit, intermodal projects, and technologies such as Intelligent Transportation Systems, while providing State and local flexibility in the use of funds. Although SAFETEA-LU expired in Fall 2009, Federal transportation funding has been legislatively extended through September 30, 2011. The passage of a new federal transportation act is anticipated sometime in 2012. In similar past cases, the flow of the federal funds described below has been maintained by continuing resolutions of Congress at levels similar to those authorized by the expired federal transportation act. For Fiscal Year 2011/2012 budget, federal fund revenues available to SANBAG are assumed at the SAFETEA-LU level. A budget amendment may be needed after passage of the new federal transportation act if it results in changes to funding of SANBAG managed projects.

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

#### **FEDERAL FUNDING SOURCES**

**Surface Transportation Program Funds (STP)** – STP provides flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. By Federal and State law, a portion of STP is reserved for rural areas and may be spent on rural minor collectors. The total amount of STP funding apportioned to San Bernardino County during the term of SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act (2004-2010), is approximately \$159.7 million.

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

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

<b>Surface Transportation Program (STP) Projects</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>ALLOCATION</b>
NEPA Delegation – Caltrans Staffing Contribution		\$104,617
El Mirage Rd Rehabilitation and Paving	City of Adelanto	\$1,000
Yucca Loma Bridge over Mojave River	Town of Apple Valley	\$10,300,000
Signalization of Big Bear Blvd and Village Drive	City of Big Bear Lake	\$295,000
Ranchero Rd Grade Separation	City of Hesperia	\$3,650,000
I-15/Main St Interchange	Caltrans	\$150,000
Various Locations	County of San Bernardino	\$16,713,876 (State cash exchange)
National Trails Highway Passing Lanes	County of San Bernardino	\$1,000
Needles Highway Realignment and Rehabilitation	County of San Bernardino	\$1,000
I-15 / La Mesa/Nisqualli Interchange	City of Victorville	\$11,300,000
I-15 / Mojave Drive Overcrossing Widening	City of Victorville	\$1,000,000
I-15 / I-215 I/C Improvements – Devore I/C	SANBAG	\$8,800,000
I-10 East Median Lane Addition – Orange to Ford	SANBAG	\$22,000,000
SR-210 Landscaping – Segments 5 and 7	Caltrans	\$716,845
SR-210 Landscaping – Segments 8 - 11	SANBAG	\$5,000,000
I-215 North Corridor	SANBAG/Caltrans	\$76,425,000
I-10 W/B Mixed Flow Lane Ford Street to Oak Glen Road	SANBAG	\$10,875,000
Main Street Intersection Improvements at Iowa	City of Colton	\$230,524
Widen State Street from 16 <sup>th</sup> to Foothill	City of San Bernardino	\$2,005,000
Oak Glen Road Traffic Signal Interconnect	City of Yucaipa	\$165,000
<b>TOTAL Allocated</b>		<b>\$169,733,862</b>

*Note: The actual allocation amount is greater than the projected program amount due to extension of the program beyond Fiscal Year 2009.*

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

CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. CMAQ eligibility is conditioned on analyses showing that the projects will reduce emissions of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signalization and signal synchronization, and public fleet conversions to cleaner fuels. The total amount of CMAQ funds apportioned from SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act, (2004-2009) is approximately \$28.5 million in the Mojave Desert Air Basin (MDAB) and \$126.0 million in the South Coast Air Basin (SCAB) within San Bernardino County.

Projects for which the SANBAG Board of Directors has approved CMAQ funding are listed below.

<b>Congestion Mitigation and Air Quality (CMAQ) Projects South Coast Air Basin (SCAB)</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>CMAQ Allocation</b>
Interstate 215 from I-10 to SR-30, HOV Lane	SANBAG/Caltrans	\$84,918,573
Inland Empire Transportation Management Center (TMC) & Park-n-Ride	Caltrans	\$5,050,000
ITS Infrastructure	Caltrans	\$1,000,000
Park-n-Ride at SR-210/Beech Av	Caltrans	\$154,927
Washington/Reche Canyon/Hunts Lane Mitigation	City of Colton	\$400,000
Colton/San Bernardino Pedestrian and Bikeway	City of Colton	\$432,704
Mountain Area Regional Transit Authority Capital	MARTA	\$2,291,863
Omnitrans Capital	Omnitrans	\$31,037,000
Valley Traffic Signal Coordination - Tiers 1-4	SANBAG	\$13,000,000
South Coast Air Basin Rideshare Program	SANBAG	\$6,063,000
San Bernardino Avenue Traffic Signal Construction & Synchronization	County of San Bernardino	\$254,533
East Valley LNG/LCNG Fueling Facility	City of San Bernardino	\$866,266
Metrolink Parking Structure at Santa Fe Depot	City of San Bernardino	\$6,608,000
Metrolink Station – Additional Parking	City of Upland	\$1,000
I-215 Bi-County High Occupancy Vehicle (HOV) Gap Closure	SANBAG	\$10,844,000
Palm Avenue Grade Separation	County of San Bernardino	\$4,300,000
Hunts Lane Grade Separation	SANBAG	\$6,590,000
<b>TOTAL Allocated</b>		<b>\$173,811,866</b>

*Note: The actual allocation amount is greater than the projected program amount due to extension of the program beyond Fiscal Year 2009.*

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

<b>Congestion Mitigation and Air Quality (CMAQ) Projects Mojave Desert Air Basin (MDAB)</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>ALLOCATION</b>
Adelanto/Auburn/Jonathan Paving	City of Adelanto	\$1,000
Barstow Transit Capital	City of Barstow	\$3,647,053
Bear Valley Road & Fish Hatchery Road Signal	City of Victorville	\$159,354
Inland Empire TMC & Park-n-Ride	Caltrans	\$1,350,000
Joshua Street Park and Ride Expansion	Hesperia	\$508,000
Lenwood Road Grade Separation	SANBAG	\$1,000,000
Morongo Basin Transit Authority Capital	MBTA	\$1,867,000
Park and Ride Lot Expansion at I-15/Amargosa	City of Victorville	\$639,101
Yucca Loma Bridge over Mojave River	Town of Apple Valley	\$1,000,000
Park and Ride Lot at Victor Valley College	City of Victorville	\$671,000
Rideshare Program for Mojave Desert Air Basin	SANBAG	\$1,688,731
Victor Valley Transit Authority (VVTA) Capital	VVTA	\$6,543,290
SR-62 Traffic Control Synchronization	Yucca Valley	\$226,000
I-15 La Mesa Operational Improvement Project	City of Victorville	\$1,070,000
<b>TOTAL Allocated</b>		<b>\$20,370,529</b>

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

In California, County Transportation Commissions like SANBAG select TE projects to be funded within the County. As of Fiscal Year 2003/2004, TE projects are programmed by SANBAG in the State Transportation Improvement Program (STIP) and allocated by the California Transportation Commission. The total amount of TE funds available during the 2010 STIP is approximately \$19.18 million. Projects approved for TE funding in San Bernardino County are as follows:

<b>Transportation Enhancement (TE) Projects 2010-2015</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>ALLOCATION</b>
Santa Ana River Trail Project	County of San Bernardino	\$3,921,000
Riverwalk Trail Project	City of Victorville	\$6,200,000
Interstate 10 Corridor Landscaping	City of Yucaipa	\$841,000
SR-210 Corridor Landscaping (Segments 9,10,11)	Caltrans	\$7,500,000
TOTAL Allocated*		\$18,462,000
TEA Anticipated Five Year Total		\$19,180,000
<b>TOTAL Estimated TEA Unallocated</b>		<b>\$718,000</b>

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

**Congressional Authorizations** – In the adoption of SAFETEA-LU, the United States Congress included specific project funding authorizations for certain transportation programs and facilities, which were identified as Projects of National and Regional Significance (PNRS), High Priority Projects (HPP), and Transit Projects. Authorizations for many projects in San Bernardino County were included in these categories, as listed below. Although SANBAG does not have allocation authority over Congressional Authorizations, the SANBAG Board took action to initiate and actively advocate for funding of several projects in this listing. Others were the direct result of efforts of members of congress and/or sponsoring agencies. These efforts resulted in an additional \$180 million in transportation project funding authorized for projects within San Bernardino County. Once provisions for the full funding of these projects are developed, it is the responsibility of SANBAG to program the projects in the Regional Transportation Improvement Program (RTIP).

<b>Congressional Authorizations</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>AUTHORIZATION</b>
Alameda Corridor East (PNRS)		\$31,250,000
Inland Empire Goods Movement Gateway Project (PNRS)		\$55,000,000
Inland Empire Goods Movement Gateway Project (HPP)		\$20,000,000
I-10/Riverside Ave Interchange (HPP)	SANBAG	\$1,600,000
I-10/Grove Ave Corridor Interchange (HPP)	City of Ontario	\$2,400,000
I-10 / Tippecanoe I/C Reconfiguration	SANBAG	\$11,500,000
I-10/Cypress Ave Overpass (HPP)	City of Fontana	\$2,400,000
I-15/Baseline Rd Interchange (HPP)	City of Rancho Cucamonga	\$4,000,000
I-15/La Mesa/Nisqually Interchange (HPP)	City of Victorville	\$1,200,000
I-215/ University Parkway Interchange	City of San Bernardino	\$5,000,000
I-215 / Barton Road Interchange	SANBAG	\$2,000,000

<b>Congressional Authorizations</b>		
<b>FUND/PROJECT</b>	<b>LEAD AGENCY</b>	<b>AUTHORIZATION</b>
US-395 Realignment and Widening (HPP)	Caltrans	\$400,000
Mt Vernon Ave Grade Separation (HPP)	City of Colton	\$1,600,000
Ranchero Rd Grade Separation (HPP)	City of Hesperia	\$4,000,000
Ramona Ave Grade Separation (HPP)	City of Montclair	\$1,600,000
Palm Avenue Grade Separation (HPP)	County of San Bernardino	\$1,600,000
Lenwood Rd Grade Separation (HPP)	City of Barstow	\$1,200,000
Washington/La Cadena Grade Separations (HPP)	City of Colton	\$400,000
Hunts Lane Grade Separation (HPP)	SANBAG	\$5,000,000
Monte Vista Ave Grade Separation (HPP)	City of Montclair	\$1,600,000
Riverside Ave RR Bridge Improvements (HPP)	City of Rialto	\$400,000
Pine Ave Extension (HPP)	City of Chino	\$6,860,000
Peyton Dr, Eucalyptus Ave, English Channel Improvements (HPP)	City of Chino Hills	\$5,628,888
High Desert Corridor (HPP)	City of Victorville	\$7,800,000
Inland Empire TMC in Fontana (HPP)	Caltrans	\$1,200,000
Safety Improvements (HPP)	Town of Yucca Valley	\$1,600,000
El Garces Intermodal Facility (Transit) FTA 5309	City of Needles	\$1,670,000
Omnitrans Center in Ontario (Transit)	Omnitrans	\$836,000
Santa Fe Depot (Transit)	City of San Bernardino	\$418,000
<b>TOTAL Authorizations</b>		<b>\$180,162,888</b>

**American Recovery Reinvestment Act (ARRA) of 2009** – In February 2009 Congress passed the American Recovery Reinvestment Act to partially address a nationwide economic decline and job loss associated with the most severe recession in recent memory. Nationwide the Act will provide \$27.5 billion for highway improvements and \$8.34 billion for transit projects. In March 2009, SANBAG was apportioned a total of \$80,931,585 in ARRA funds as a result of ABX3-20 (Bass), which directs the State to sub-allocate a 62.5% ARRA share directly to the regions. This amount also includes \$2.05M to be used for projects within the rural area. SANBAG also received \$49,120,000 in ARRA funds from the State to be programmed for the I-215 North project. On April 1, 2009, the SANBAG Board of Directors approved allocation of the full amount of ARRA funds under the discretion of SANBAG to the I-215 North project. The ARRA funding for transit projects is distributed using the conventional FTA formula programs to urban and rural areas. San Bernardino County received over \$32.5 million for transit projects. In addition, SANBAG established a \$31.4 million local stimulus program funded through Measure I to every local jurisdictions within the County to make infrastructure capital improvement projects that stimulate local economy. By February 2010, SANBAG and local jurisdictions obligated 100% of ARRA funds apportioned to the region. As of January 2011, SANBAG already spent \$35 million of ARRA funds on the I-215 North project and will continue to expend ARRA funds in Fiscal Year 2011/2012 until its completion.

**Federal Transit Administration (FTA) Formula Funds** – Congress annually appropriates formula funds to urban and rural areas and to the State for providing transit operating and capital assistance as authorized by SAFETEA-LU. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307. SAFETEA-LU authorized increases to the nationwide investment in transit over the six-year period (Fiscal Year 2003/2004 through 2008/2009) to \$52.6 billion, up 46% from TEA-21.

SAFETEA-LU authorizes the apportionment of Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317) funds by formula to large urban, small urban and rural areas. The Southern California Association of Governments is the designated recipient for Sections 5316 and 5317 funds apportioned and allocated to the San Bernardino Valley. The Victor Valley Transit Authority is the designated recipient for funds apportioned to the Victor Valley. The Governor of the State of California is the designated recipient for all of the Section 5310 funds apportioned to the State and the Sections 5316 and 5317 funds apportioned to small urban and rural areas. SAFETEA-LU requires that projects for Sections 5310 (see below), 5316 and 5317 be selected from a process developed from the preparation of a public transit-human services transportation coordination plan in Fiscal Year 2006/2007 with the update to the plan completed in 2011.

Rural federal formula assistance (Section 5311) funds are expected to increase significantly as a result of SAFETEA-LU. These funds are apportioned to the Governor of the State of California, which then allocates them to the regional transportation planning agencies.

SANBAG, acting as the County Transportation Commission, must approve the use of the FTA funds through its approval of each operator’s biennial Short Range Transit Plan as well as insure the approved projects are included the Regional Transportation Improvement Program (RTIP).

As noted above, Section 5310 funds are apportioned to states for support of transit services for the elderly and persons with disabilities. These funds are currently made available through a competitive process administered by the California Transportation Commission. Grant awards are made to non-profit corporations and under certain circumstances to public agencies, for capital projects necessary for providing transportation services to meet the needs of elderly individuals and individuals with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. As of the date for this budget message, local agencies were still awaiting final Congressional appropriations. Estimates of the expected amounts to be available for transit agencies are shown below.

<b>Federal Transit Administration (FTA) Formula Funds</b>	
Apportionment Area (Includes Sections 5307, 5309, 5311, 5316, AND 5317)	Estimated Appropriation/Allocation
San Bernardino Valley – 5307	\$9,000,000
San Bernardino Valley – 5316	\$1,100,000
San Bernardino Valley – 5317	\$458,000
Victor Valley – 5307	\$2,500,000
Victor Valley – 5316	\$163,000
Victor Valley – 5317	\$75,000
San Bernardino County Rural	996,841
<b>Total Estimated Appropriation/Allocation</b>	<b>\$14,292,841</b>

**Federal Transit Administration (FTA) Capital Investment Funds** – Historically, Congress has annually appropriated funds for transit capital investment (Section 5309) in three broad categories: fixed guideway modernization, new starts (rail and fixed guideway bus), and bus or bus related equipment as authorized by TEA-21. SAFETEA-LU continues these three categories and adds a new category of small starts (rail and fixed guideway bus) under which projects of less than \$250 million may receive grants of up to \$75 million. Fixed guideway modernization funds are apportioned to areas operating rail systems of at least seven years of age. From the fixed guideway modernization funds, the San Bernardino Valley is expected to receive \$4,350,000 for rail capital projects in Fiscal Year 2011/2012

## **STATE FUNDING SOURCES**

The widely recognized inadequacy of the State gasoline excise tax to address the State's transportation needs led to passage of Proposition 42 in 2002. Proposition 42 dedicated the sales tax on gasoline, in addition to the gasoline excise tax, to funding of transportation. However, it did not ensure against the repeated borrowing of these funds by the State to balance the State budget. The passage of Proposition 1A in 2006, provided protection for Proposition 42 funding by requiring that such loans could occur no more than twice in any ten-year period, and must be fully repaid within three years. However, in March 2010 the Governor signed legislation that eliminated the statewide sales tax on gasoline, and increased the State gasoline excise tax with an inflation adjustment to maintain revenue neutrality. Other provisions of the legislation provided increased transit funding and relief to the State general fund. This change is viewed favorably by the transportation community because it provides separation between State transportation revenues and the State general fund. In November 2010, the passages of Proposition 22 and Proposition 26 impacted State programs funded through the State Highway Account (SHA). Proposition 22 restricted State's authority to use or redirect fuel tax; Proposition 26 would impact the Fuel Tax Swap passed in the spring of 2010, if not re-affirmed by the legislature prior to November 2011. The exact State fund revenue changes as the result of these two propositions are not available at the time of this budget preparation.

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

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

On October 14, 2009, the Commission adopted the 2010 STIP Fund Estimate (FE). The FE is a biennial estimate of all resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and State Highway Operation and Protection Program (SHOPP). The 2010 FE period covers State fiscal years 2010-11 through 2014-15.

STIP projects add capacity to the State's transportation infrastructure. The 2010 FE includes a total estimate of \$3.8 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, Right-of-Way (R/W), and support. Support consists of preliminary engineering, planning, and design. The 2010 FE displays a new, estimated STIP available program capacity of \$366 million over the FE period, while the 2008 FE displayed a forecast of \$1.3 billion in new STIP available program capacity over the five-year period. As a result of the new STIP program capacity forecast in the 2010 FE, some projects programmed needed to be moved to later years where sufficient program capacity is estimated to be available.

Based on the 2010 FE, SANBAG's total county share is \$229.1 million. This share amount represents unprogrammed balance of \$45.4 million and \$185.7 million of currently programmed projects and projects received allocation in Fiscal Year 2009/2010. The 2010 STIP was adopted by CTC at its May 2010 meeting.

Regional Improvement Program (RIP) – By State law, SANBAG is responsible for developing the list of projects to be funded in the county with RIP funds, which comprise 75% of the STIP funds available statewide. The Commission approves the program of projects to receive RIP funds developed by SANBAG. In March 2008, the SANBAG Board of Directors recommended allocation of STIP funds totaling \$448 million in the 2008 STIP to be used for priority projects in combination with federal fund allocations, State funds, Measure I revenue, and private contributions. These projects include completion of I-215 North; improvements to I-10, US-395, and SR-138; completion of the connection between the new SR-210 and I-215; and reconstruction or construction of several interchanges along I-10, I-15, and I-215 as well as grade separation project on Alameda Corridor East.

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is programmed by Caltrans and similarly subject to approval by the Commission. SANBAG works with Caltrans District 8 to develop a list of projects for consideration. The Commission can fund an IIP project that is nominated by SANBAG rather than Caltrans, only if the project can be shown to be a more efficient use of resources. The 2008 STIP proposal by Caltrans included \$152.5 million in additional IIP funds to augment approximately \$232.3 million in funding from prior STIPs for major interregional improvements, including widening of Interstate 15 northbound, widening of Route 138 and Route 58, a truck climbing lane on Interstate 15, and interchange improvements.

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

STIP Augmentation – Proposition 1B provided \$2 billion to the Transportation Facilities Account to augment the funds normally provided under the STIP. These funds were programmed by the Commission in June 2007 and provided an additional \$97.3 million to San Bernardino County projects in the STIP. As noted above, the State budget crisis has affected the State’s ability to sell bonds to provide these funds, such that STIP allocations have been delayed.

Corridor Mobility Improvement Account (CMIA) – The Proposition 1B CMIA program provides \$4.5 billion for performance improvements on the State highway system, or major access routes to the State highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. San Bernardino County received \$175.8 million in CMIA funding through application by SANBAG or by joint application with Caltrans as follows:

<b>Proposition 1B Corridor Mobility Improvement Program</b>	
<b>PROJECT</b>	<b>ALLOCATION</b>
I-10 Westbound Mixed Flow Lanes	\$26,500,000
State Route 210/I-215 Connectors	\$22,000,000
I-215 North Segments 1 & 2	\$49,120,000
I-215 North Segment 5	\$59,000,000
I-10 Auxiliary Lanes and Ramp Improvements in Fontana	\$19,233,000
<b>TOTAL</b>	<b>\$175,853,000</b>

The State budget crisis has also affected the availability of CMIA funds. To maintain the delivery schedules of the I-215 projects listed above, the SANBAG Board of Directors approved a funding plan for I-215 Improvement projects that included a purchase of State private investment bonds (PIBs) to enable timely use of CMIA funds for the project. The PIBs will mature in three years, and funds repaid to SANBAG by the State will be returned to the Measure I program. CMIA savings from I-215 North have now been reprogrammed to the I-215 Bi-County project.

Trade Corridors Improvement Fund (TCIF) – Proposition 1B provided \$2 billion to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this State or along other corridors within this State that have a high volume of freight movement. The TCIF program was expanded to about \$3.1 billion during its development by the California Transportation Commission through the addition of State Highway Operation and Protection Funds and a commitment of additional funding from the next federal transportation act. San Bernardino County received \$212.5 million in TCIF funding through application by SANBAG as part of the Los Angeles-Inland Empire Trade Corridor Southern California Consensus Group as follows:

<b>Proposition 1B Trade Corridors Improvement Fund</b>	
<b>PROJECT</b>	<b>ALLOCATION</b>
Colton Crossing	\$91,305,000
I-10 Corridor Logistics Access Project (Cherry IC Reconstruction)	\$30,773,000
I-10 Corridor Logistics Access Project (Citrus IC Reconstruction)	\$23,600,000
I-10 Corridor Logistics Access Project (Riverside IC Reconstruction)	\$10,262,000
Glen Helen Pkwy Railroad Grade Separation	\$7,172,000
North Milliken Ave Railroad Grade Separation at UPRR (later reprogrammed to S. Milliken)	\$0
South Milliken Grade Separation at UP Los Angeles	\$14,521,000
Laurel Grade Separation	\$11,917,000
Palm Grade Separation at BNSF/UP Cajon	\$9,390,000
Lenwood Grade Separation at BNSF Cajon	\$6,694,000
Vineyard Grade Separation at UP Alhambra	\$6,884,000
<b>TOTAL</b>	<b>\$212,518,000</b>

State Local Partnership Program Funds (SLPP) – Proposition 1B provided \$1 billion to the State Local Partnership Program Funds for providing matching funds for transportation projects funded with local transportation sales tax or local transportation fee. There are two subprograms under SLPP, specifically the formula program and the competitive program. Although require CTC’s approval, the programming recommendation for formula program is the responsibility of the Regional Transportation Planning Agency such as SANBAG. For the five year period (FY08/09 to FY12/13), SANBAG will receive total of \$55 million of SLPP formula funds. In January 2011, the SANBAG Board of Directors approved SLPP allocation policy to distribute SLPP funds on the bases of 50% population and 50% centerline miles between the regions of Valley and Mountain Desert. Agencies within the county that have transportation fee program can also apply to receive funds through the SLPP competitive program by submitting grant application through CTC’s annual SLPP call for projects. In Fiscal Year 2010/2011, five agencies received over \$4 million SLPP funds through the competitive process.

<b>Proposition 1B State Local Partnership Program Funds (SLPP)</b>	
<b>PROJECT</b>	<b>ALLOCATION</b>
I-15 Duncan Canyon I/C (City of Fontana) via competitive program	\$1,000,000
I-15 Baseline Road I/C (City of Rancho Cucamonga) via competitive program	\$1,000,000
Ranchero Rd Grade Sep (City of Hesperia) via competitive program	\$1,000,000
Foothill Blvd (Rt 66) improvements (City of Upland) via competitive program	\$1,000,000
Bear Valley/Deep Creek Signal (Town of Apple Valley) via competitive program	\$137,000
Un-programmed Balance (formula SLPP)	\$55,000,0000
<b>Total</b>	<b>\$59,137,000</b>

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

Local Transportation Fund (LTF) – SANBAG, acting as the County Transportation Commission, is responsible for administering the LTF. The LTF is derived from one-quarter cent of the 7.75 cent sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2011/2012 is \$63,585,150.

As the LTF administering agency, SANBAG anticipates the receipt of \$450,000 in Fiscal Year 2011/2012 for its administrative functions, including the fiscal and compliance audits of all recipients of LTF except Omnitrans. SANBAG also receives up to 3% of the LTF for apportionment, or \$1,907,555, for planning and programming activities during the fiscal year. As part of the Metrolink commuter rail program, SANBAG will receive an allocation for operating expenses. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. A portion of these funds is allocated to the Southern California Association of Governments for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. As administrator of the LTF, SANBAG also makes allocations to the following programs.

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, 2% of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers, or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. In December 2008 the Board approved the release of the biennial “call for projects” for \$643,995 for transit access improvements and \$2,539,982 for pedestrian and bicycle projects. The next biennial “call for projects” is anticipated to be initiated in Fiscal Year 2010/2011, but the award of the funds will not take place until the latter part of Fiscal Year 2010/2011. Preliminarily, SANBAG will award \$4,596,365 of Article 3 funds in Fiscal Year 2011/2012. Twenty percent of the Article 3 funds will be set aside for projects to improve pedestrian access to bus stops. The remainder will be held for pedestrian and bicycle projects.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of the LTF is apportioned by SANBAG in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2010/2011, 68% of the remaining balance, or \$43,216,195, has been apportioned to the San Bernardino Valley and will be used exclusively to for public transportation operations including Omnitrans, Metrolink, and other rail and bus projects. Included in the SANBAG budget is \$8,417,103 for the Metrolink commuter rail operations with the balance of \$34,799,092 made available to other eligible projects in the Valley Apportionment Area. The remaining 25%, or \$16,295,978, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects.

<b>Local Transportation Fund (LTF) Fiscal Year 2010/2011</b>	
<b>AREA</b>	<b>APPORTIONMENT</b>
County Auditor Administration	\$24,000
SANBAG Administration	\$450,000
SANBAG Planning	\$1,907,555
SCAG Planning	\$476,889
Article 3 - Pedestrian Bicycle	\$1,214,534
Valley Transit	\$43,216,195
Mountain/Desert Transit and Streets	\$16,295,978
<b>TOTAL</b>	<b>\$63,585,150</b>

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

In March 2010, the Governor signed ABx 86 and ABx 89. These bills eliminated the statewide sales tax on gasoline, increased the excise tax on gasoline by 17.3 cents and increased the sales tax on diesel fuel by 1.75%. From this act, \$400 million was appropriated to transit operators to help them fund operations in Fiscal Year 2009/2010 and Fiscal Year 2010/2011. Approximately \$350 million, or 75% of the revenue from the increase in diesel fuel sales tax, will be directed to transit operators beginning in Fiscal Year 2011/2012.

Of the amount finally determined in the State budget process, 50% of the STAF is allocated to regional transportation agencies such as SANBAG on a per-capita basis. The other 50% is allocated to transit operators under the SANBAG jurisdiction based on the ratio of prior year total non-federal and State revenue to the total of all transit operators' non-federal and State revenue in the State. The State Controller's Office has provided SANBAG with a STAF revenue estimate of \$10,792,409 for Fiscal Year 2011/2012.

At the time of this budget preparation, the State Fiscal Year 2011/12 budget has not been approved. With the projected \$25 billion State deficit, there is a potential for STAF to be redirected as in previous years.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B will provide \$3.6 billion to Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) for distribution by the State Controller using the STA formula. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. The Fiscal Year 2009/2010 State Budget included an initial allocation of \$600 million of PTMISEA revenue.

The Fiscal Year 2008/2009 State Budget included \$400 million of PTMISEA revenue. The actual allocation and disbursement of these funds remain unclear. In Fiscal Year 2009/2010 SANBAG worked with public transit operators to swap carryover STA funds to take the place of PTMISEA funds until the PTMISEA funds become available. Below is a list of projects our transit agencies have provided for funding.

<b>Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account</b>		
<b>PROJECT</b>	<b>TRANSIT OPERATOR</b>	<b>ALLOCATION<sup>1</sup></b>
Replacement Vehicles & Equipment	Morongo Basin Transit Authority	\$1,450,000
Rolling Stock Replacement	Mountain Area Regional Transit Authority	\$168,000
E Street sbX Project	Omnitrans	\$5,636,846
Elderly & Disabled Program	Omnitrans	\$286,112
Replacement Vehicles	Omnitrans	\$5,614,118
Positive Train Control	Metrolink	\$608,100
San Bernardino Extension & Rialto Parking Retrofit	Metrolink	\$2,644,000
Replacement Vehicles	Victor Valley Transit Authority	\$1,701,809
<b>TOTAL</b>		<b>\$16,819,816</b>

<sup>1</sup> Includes operator and population allocations

Transit System Safety, Security, and Disaster Response Account (TSSDRA) – Proposition 1B will provide \$1 billion to the Transit System Safety, Security, and Disaster Response Account (TSSDRA) for distribution by the Office of Homeland Security. 60% of the funds are to be made available under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) using the same formula as used for the allocation of STAF. In Fiscal Year 2010/2011 SANBAG and its transit operators will receive \$1,907,764 for transit system security and safety capital projects. At the time of this budget preparation, it is unclear how much if any CTSGP-CTAF revenue will be made available in Fiscal Year 2011/2012.

**STAFFING SECTION**

## Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2011/2012. The SANBAG workforce is comprised of a small group of professionals and support personnel who manage and implement various programs approved by the Board of Directors. As with any organization, SANBAG's human resources are the most critical and valued asset which move the organization toward attaining the goals and objectives set forth by the governing body.

### **Management Structure**

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

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

### **Staffing**

The SANBAG workforce proposed in this budget is composed of the Executive Director, six senior management positions, twenty-five professional/administrative positions, and twelve support positions. This budget proposes no additional positions.

This budget documents changes made by the Board of Directors in January 2011 that eliminated the Director of Air Quality and Mobility Programs position and reclassified the Air Quality and Mobility Programs Manager to Chief of Air Quality and Mobility Programs. This budget also recognizes several title changes that were adopted by the Board as part of a general agency wide classification study that was completed in 2010.

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

The Fiscal Year 2011/2012 budget provides funding for a total of 44 regular employees and temporary employees for short-term assistance.

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

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

*Project Specific Contractors.* A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency requirements, and is of particular importance to the major freeway construction projects which are the largest component of the SANBAG Measure I transactions and use tax program.

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

### **Salaries and Benefits**

The *Salaries and Benefits Schedule* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2011/2012 budget, as estimated in April, 2011. The total salary and benefit cost proposed in the budget is \$6,521,714 which represents 0.9% of the total budgeted new expenditures.

There are no changes to the compensation plan proposed for this year. There are no cost of living increases or any merit increases for staff. **Adoption of this budget will suspend merit increases in Fiscal Year 2011/2012 as established in SANBAG policies.** However, in lieu of any compensation changes, there are two changes proposed to SANBAG's benefits.

This budget proposes to increase the amount of the flexible benefit plan provided to employees to pay for insurance premiums. This amount has not been adjusted in six years while at the same time premiums for health insurance have increased by as much as 57%. SANBAG is expecting another health insurance premium increase for our employees this coming year of either 9.88% or 15.18%, depending on the insurance plan. SANBAG's health benefit is also below the average of health benefits provided by thirteen comparable agencies. SANBAG's health benefit is 15.5% below market for support staff; 21.1% below market for administrative/professional staff; and 49.3% below market for senior management staff. The current flexible benefit is \$8,473 a year. **Adoption of this budget will approve an increase in the flexible benefit amount to \$10,753 a year per employee.**

The other change to SANBAG's benefits included in the budget is to provide for a discretionary increase of administrative leave for exempt employees from 40 hours per year to 80 hours per year based upon performance review. This adjustment is being proposed as a result of the classification and compensation study that was completed last year. That study found that SANBAG was less than competitive in the amount of vacation and leave it offered when compared to other agencies. This change would address this deficiency and would bring SANBAG in line with the administrative leave offered by the County. **Approval of this budget will allow for an increase of up to 40 hours of administrative leave annually for each exempt employee at the discretion of the Executive Director, based upon employee performance.**

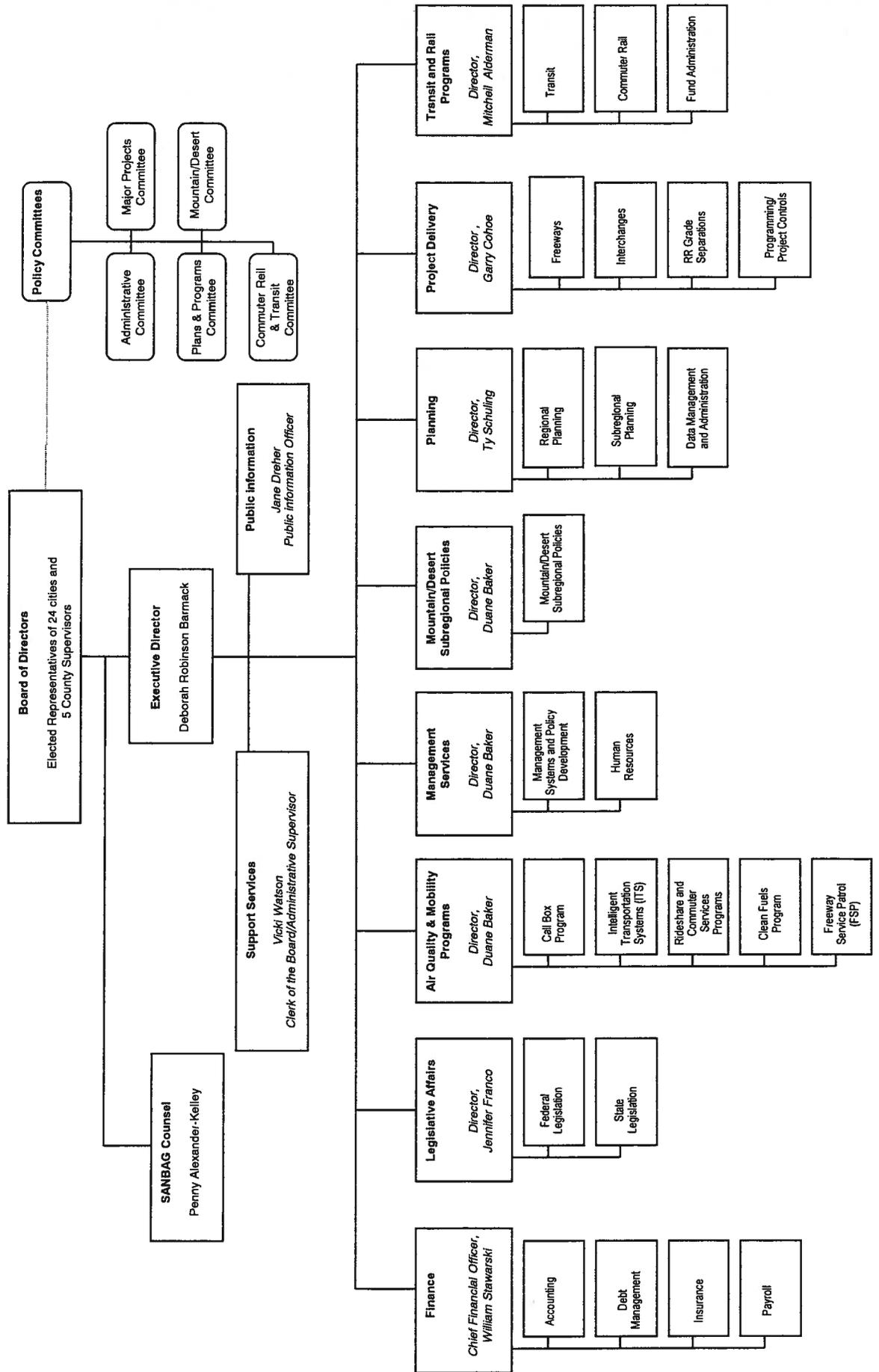
### **Staff Utilization**

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

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

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

# SANBAG Organization Chart



**Table of Regular Positions**  
Fiscal Year 2011/2012

<b>Support Group</b>	<b>FY 09/10</b>	<b>FY 10/11</b>	<b>FY 11/12</b>
Accountant ( <i>Senior Accounting Assistant</i> )	1	1	1
Accounting Assistant ( <i>Accounting Assistant II</i> )	2	2	2
Administrative Assistant ( <i>Secretary II</i> )	1	1	1
Administrative Assistant, Senior ( <i>Secretary III</i> )	4	4	4
Assistant to the Clerk of the Board	1	1	1
Office Assistant ( <i>Clerk/Receptionist III</i> )	1	1	1
Receptionist ( <i>Clerk/Receptionist II</i> )	1	1	1
Transportation Programming Technician ( <i>Secretary I</i> )	1	1	1
<b>Total Support Group</b>	<b>12</b>	<b>12</b>	<b>12</b>
<b>Administrative/Professional Group</b>			
Accounting Manager	1	1	1
Air Quality/Mobility Specialist	1	1	2
Chief of Alternative Project Financing	1	1	1
Chief of Air Quality & Mobility Programs ( <i>Air Quality/Mobility Program Manager</i> )	1	1	1
Chief of Planning	1	1	1
Chief of Programming	1	1	0
Clerk of the Board/Administrative Supervisor ( <i>Clerk of the Board/Administrative Assistant</i> )	1	1	1
Construction Manager	1	1	1
Contracts/Controls Manager	1	1	0
GIS Administrator ( <i>Data Program Administrator</i> )	1	1	1
Human Resources/Information Services Manager Administrator ( <i>Human Resources/Information Services Manager</i> )	1	1	1
Legislative Analyst (was Legislative Specialist)	1	1	1
Management Services Specialist ( <i>Administrative Services Specialist</i> )	1	1	1
Project Delivery Manager	2	2	2
Programming/Project Controls Manager	0	0	1
Public Information Officer	1	1	1
Public Information Specialist	1	1	1
Transit Analyst, Senior	1	0	0
Transit Analyst	1	2	2
Transit Specialist	1	1	1
Transportation Planning Analyst ( <i>Transportation Planning/Programming Analyst</i> )	2	2	2
Transportation Programming Analyst ( <i>Transportation Planning/Programming Analyst</i> )	1	1	1
Transportation Programming Analyst, Senior ( <i>Transportation Planning/Programming Analyst, Senior</i> )	1	1	1
Transportation Planning Specialist	1	1	1
<b>Total Administrative/Professional Group</b>	<b>25</b>	<b>25</b>	<b>25</b>
<b>Senior Management Group</b>			
Chief Financial Officer	1	1	1
Director of Air Quality & Mobility Programs	1	1	0
Director of Legislative Affairs ( <i>Director of Intergovernmental &amp; Legislative Affairs</i> )	1	1	1
Director of Management Services	1	1	1
Director of Planning ( <i>Director of Planning &amp; Programming</i> )	1	1	1
Director of Project Delivery ( <i>Director of Freeway Construction</i> )	1	1	1
Director of Transit & Rail Programs	1	1	1
Executive Director	1	1	1
<b>Total Senior Management Group</b>	<b>8</b>	<b>8</b>	<b>7</b>
<b>TOTAL REGULAR POSITIONS</b>	<b>45</b>	<b>45</b>	<b>44</b>

Note: Title changes in 2010. The previous titles are *italicized*.

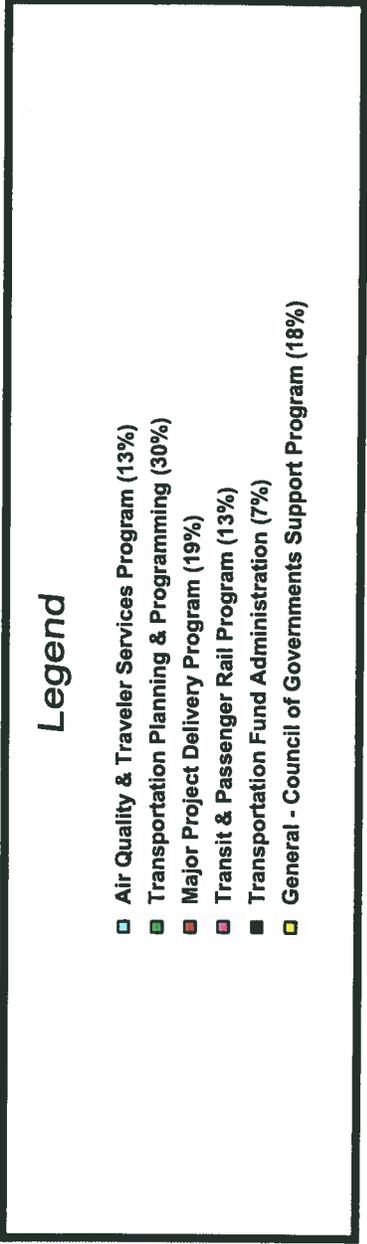
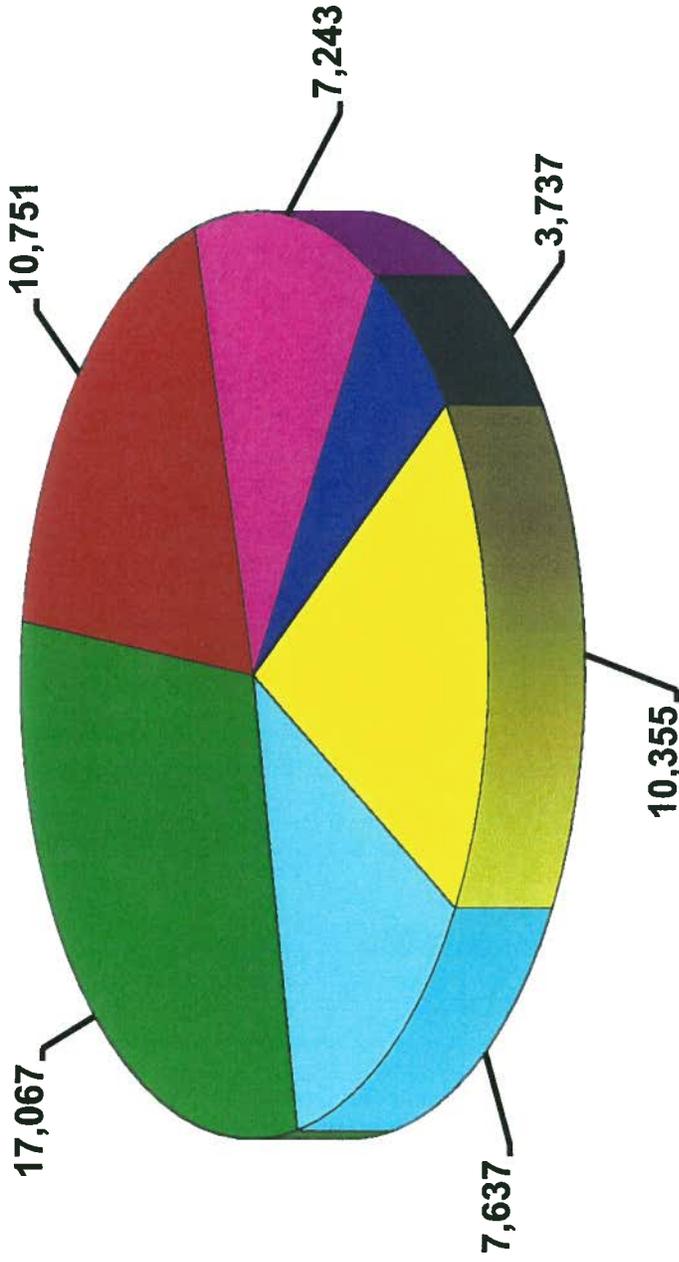
**San Bernardino Associated Governments  
Salaries and Benefits Schedule at Budgeted Rates  
Fiscal Year 2011/2012**

	<u>Salaries</u>	<u>Retirement*</u>	<u>Deferred Comp.</u>	<u>Worker's Comp.</u>	<u>Medicare</u>	<u>Medical Retire Trust</u>	<u>UI**</u>	<u>Flexible Benefits</u>	<u>Auto Allowance</u>	<u>Contracted County Supp.***</u>	<u>Total</u>
<i>Support Group</i>											
Accounting (3)	\$805,480	\$248,868	\$34,775	\$26,373	\$11,935	\$1,088	\$4,950	\$131,121	\$0	\$9,572	\$1,274,163
Assistant to the Clerk of the Board											
Office Assistant/Receptionist (2)											
Administrative Assistants (6)											
<i>Administrative/Professional Group</i>											
Accounting Manager	\$2,113,114	\$775,304	\$159,353	\$69,499	\$31,450	\$2,455	\$6,600	\$258,072	\$8,400	\$24,090	\$3,448,337
Air Quality/Mobility Positions (3)											
Clerk of the Board/Administrative Supervisor											
Chief of Alternative Project Financing											
Construction Manager											
Project Delivery Manager (2)											
Data Management											
Human Resources/Information Svcs Positions (2)											
Legislative Specialist											
Planning/Programming Positions (7)											
Public Information Positions (2)											
Transit Positions (3)											
<i>Senior Management Group</i>											
Executive Director	\$1,103,710	\$412,412	\$84,791	\$36,225	\$16,393	\$6,063	\$1,925	\$75,271	\$55,200	\$7,026	\$1,799,015
Chief Financial Officer											
Director of Project Delivery											
Director of Legislative Affairs											
Director of Management Services											
Director of Planning											
Director of Transit and Rail Programs											
<b>TOTALS</b>	<b>\$4,022,304</b>	<b>\$1,436,584</b>	<b>\$278,918</b>	<b>\$132,097</b>	<b>\$59,778</b>	<b>\$9,606</b>	<b>\$13,475</b>	<b>\$464,464</b>	<b>\$63,600</b>	<b>\$40,688</b>	<b>\$6,521,514</b>

<u>Employer Provided Benefits:</u>		<u>Mandatory Benefits:</u>	
<b>Retirement</b>	\$1,436,584	<b>Workers' Compensation</b>	\$132,097
<b>Deferred Compensation</b>	278,918	<b>Medicare</b>	59,778
<b>Flexible Benefit Plan</b>	464,464	<b>Unemployment Insurance</b>	13,475
<b>Contracted County Supplemental Benefit</b>	40,688		
<b>Auto Allowance</b>	63,600		
<b>Medical Retirement Trust</b>	9,606		
<b>Total</b>	<b>\$2,293,860</b>	<b>Total</b>	<b>\$205,350</b>

\* Includes Survivor Benefits  
 \*\* Unemployment Insurance  
 \*\*\* Includes Short Term Disability, Long Term Disability and Vision

San Bernardino Associated Governments  
**Hourly Staff Utilization by Program**  
 Fiscal Year 2011/2012 - 56,790 Hours



San Bernardino Associated Governments  
STAFF UTILIZATION REPORT  
Fiscal Year 2011/2012

	Director of Transit/Rail Programs	Director of Management Services	Director of Legislative Affairs	Executive Director	Director of Project Delivery	Chief Financial Officer	Director of Planning	OTHER STAFF*	TOTAL
<b>AIR QUALITY &amp; TRAVELER SERVICES PROGRAM</b>									
10212000 Air Quality Activities	-	100	-	20	-	-	-	461	621
40612000 RideShare Management	-	100	-	5	-	-	-	1,262	1,367
70212000 Call Box System	-	100	-	-	-	-	-	1,970	1,970
70412000 Fresh Air Service Patrol/State	-	100	-	5	-	-	-	2,071	2,176
70612000 Intelligent Transportation Systems	-	30	-	5	-	-	-	160	394
81212000 Clean Fuels Implementation	-	100	-	5	-	-	-	1,103	1,208
<b>TOTAL AIR QUALITY &amp; TRAVELER SERVICES PROGRAM</b>	-	<b>530</b>	-	<b>40</b>	-	<b>40</b>	-	<b>7,077</b>	<b>7,637</b>
<b>TRANSPORTATION PLANNING &amp; PROGRAMMING</b>									
11012000 Regional Transportation Planning	-	-	-	40	-	320	-	380	940
11112000 Freight Movement Planning	-	-	-	40	-	266	-	191	497
11212000 Growth Forecasting and Planning	-	-	-	-	-	260	-	576	836
20212000 Transportation Modeling and Forecasting	-	-	-	-	-	20	-	890	910
20312000 Congestion Management	-	-	-	-	-	60	-	793	853
21312000 High Desert Corridor Studies	-	50	-	15	-	-	-	10	75
30412000 Federal/State Fund Administration	-	50	-	60	100	-	-	4,018	4,328
40412000 Subregional Transportation Planning	-	-	-	20	-	210	-	1,560	1,790
40912000 Data Development and Management	-	-	-	-	-	16	-	1,205	1,321
50012000 Transportation Improvement Program	-	-	-	-	-	-	-	1,560	1,560
50612000 Subregional Transportation Monitoring	-	-	-	-	-	4	-	206	210
60912000 Strategic Planning/Delivery Planning	-	-	-	20	80	60	-	555	715
61212000 Local Project Technical Assistance	-	-	-	-	-	-	-	1,362	1,362
70112000 Valley Signal Coordination Program	-	-	-	-	-	-	-	380	380
94112000 Mt/Desert Planning and Project Development	-	200	-	40	-	-	-	1,250	1,490
<b>TOTAL TRANSPORTATION PLANNING &amp; PROGRAMMING</b>	-	<b>300</b>	-	<b>235</b>	<b>180</b>	<b>1,216</b>	-	<b>15,136</b>	<b>17,067</b>
<b>MAJOR PROJECT DELIVERY PROGRAM</b>									
81512000 Measure I Program Management	-	-	-	130	800	-	-	2,916	3,866
81712000 SR 60 Soundwall	-	-	-	-	10	-	-	146	156
82012000 SR 210 Final Design	-	-	-	-	-	-	-	-	-
82212000 SR 210 Right of Way Acquisition	-	-	-	-	60	-	-	60	120
82412000 SR 210 Construction	-	-	-	-	-	-	-	35	45
82512000 I-10 Corridor Project Development	-	-	-	-	15	-	-	240	255
82612000 I-10 Cherry/I-10 Citrus Interchanges	-	-	-	-	20	-	-	420	440
87012000 I-215 Sankiv Project Development	-	-	-	-	-	-	-	-	-
83412000 I-215 Final Design	-	-	-	-	-	-	-	20	20
83612000 I-215 Right of Way Acquisition	-	-	-	-	-	-	-	60	60
83812000 I-215 Construction	-	-	-	-	50	-	-	621	671
83912000 I-215 BH-County HOV Gap Closure Project	-	-	-	-	40	-	-	135	175
84012000 I-215 Barton Road Interchange	-	-	-	-	10	-	-	65	75
84112000 I-10 Riverside Interchange	-	-	-	-	10	-	-	390	400
84212000 I-10 Tippecanoe Interchange	-	-	-	-	30	-	-	140	170
84312000 I-10 Live Oak Canyon	-	-	-	-	-	-	-	60	80
84512000 I-215 Mt. Vernon/Washington Interchange	-	-	-	-	20	-	-	1,256	1,462
85012000 Alternative Project Financing	-	-	-	-	106	-	-	-	-
86012000 I-10 Lane Addition-Kelinds	-	-	-	-	-	-	-	510	520
86212000 I-10 Westbound Lane Additions-Yucaipa	-	-	-	-	10	-	-	25	35
86912000 Glen Helen Parkway Grade Separation	-	-	-	-	20	-	-	575	595
87012000 Hunts Lane Grade Separation	-	-	-	-	-	-	-	45	45
87112000 State SVUniv. Parkway Grade Separation	-	-	-	-	-	-	-	25	25
87212000 Ramona Avenue Grade Separation	-	-	-	-	-	-	-	120	140
87312000 Valley Boulevard Grade Separation	-	-	-	-	-	-	-	-	-
87412000 Palm Avenue Grade Separation	-	-	-	-	20	-	-	-	-
87512000 Main Street Grade Separation	-	-	-	-	-	-	-	-	-
87612000 So. Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-
87712000 Vinesyard Avenue Grade Separation	-	-	-	-	-	-	-	-	-
87812000 Archibald Avenue Grade Separation	-	-	-	-	200	-	-	270	470
87912000 Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	80	-	-	390	470
88012000 I-15/I-215 Devore Interchange	-	-	-	-	-	-	-	170	170
88112000 Lenwood Road Grade Separation	-	-	-	-	-	-	-	161	186
88212000 No. Milliken Avenue Grade Separation	-	-	-	-	25	-	-	25	35
88312000 SR 210 Pepper Ave Interchange	-	-	-	-	20	-	-	24	44
88412000 Laurel Ave Grade Separation	-	-	-	-	-	-	-	-	-
88512000 9th Street Rail Improvement Project	-	-	-	-	10	-	-	10	10
88612000 Colton BNSF Quiet Zone Project	-	-	-	-	10	-	-	81	91
88712000 SR 210 Lane Addition	-	-	-	130	1616	-	-	9,005	10,751
<b>TOTAL MAJOR PROJECT DELIVERY PROGRAM</b>	-	-	-	<b>130</b>	<b>1,616</b>	<b>1,216</b>	-	<b>9,005</b>	<b>10,751</b>

\* OTHER STAFF comprised of (41) FULL-TIME PROFESSIONAL STAFF; (5) PART-TIME.

San Bernardino Associated Governments  
STAFF UTILIZATION REPORT  
Fiscal Year 2011/2012

	Director of Transit/Rail Programs	Director of Management Services	Director of Legislative Affairs	Executive Director	Director of Project Delivery	Chief Financial Officer	Director of Planning	OTHER STAFF *	TOTAL
	Director of Transit/Rail Programs	Director of Management Services	Director of Legislative Affairs	Executive Director	Director of Project Delivery	Chief Financial Officer	Director of Planning	OTHER STAFF *	TOTAL
<b>TRANSIT &amp; PASSENGER RAIL PROGRAM</b>									
30912000 General Transit	250	-	-	15	-	-	-	789	1,044
31512000 Omnitrans	320	-	-	35	-	-	-	1,064	1,419
31612000 Bastow-County Transit	30	-	-	-	-	-	-	340	340
31712000 Victor Valley Transit	40	-	-	-	-	-	-	330	390
31812000 Monrogo Basin Transit	40	-	-	-	-	-	-	320	360
31912000 Social Services Transportation Plan	66	-	-	5	-	-	-	550	621
32012000 Needles Transit	20	-	-	-	-	-	-	130	150
32112000 Mountain Area Transit	60	-	-	80	-	-	-	340	400
32212000 General Commuter Rail	400	-	-	-	-	-	-	620	1,020
37712000 Commuter Rail Operating Expenses	-	-	-	-	-	-	-	-	-
37812000 Speedway Rail Operating Expenses	-	-	-	-	-	-	-	-	-
37912000 Commuter Rail Capital Expenses	-	-	-	-	-	-	-	-	-
38012000 Redlands Rail Extension	460	-	-	20	-	-	-	568	1,048
38112000 Gold Line Phase II	40	-	-	-	-	-	-	51	91
50112000 Federal/Transit Act Programming	10	-	-	5	-	-	-	145	155
<b>TOTAL TRANSIT &amp; PASSENGER RAIL PROGRAM</b>	<b>1,736</b>	<b>-</b>	<b>-</b>	<b>160</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,337</b>	<b>7,333</b>
<b>TRANSPORTATION FUND ADMINISTRATION</b>									
50212000 TDA Administration	40	-	-	20	-	-	-	1,307	1,367
50412000 Measure I Admin - Valley	-	150	-	60	-	-	260	759	1,229
50612000 Local Transportation Fund	-	-	-	-	-	-	-	-	-
50712000 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-
51312000 Measure I Valley E & D	-	-	-	-	-	-	-	-	-
51512000 Measure I Appointment and Allocation	-	-	-	30	-	160	-	516	726
61012000 Measure I 2010-2040 Project Advancement	-	-	-	40	-	40	-	335	415
91800000 Valley Measure I Local	-	-	-	-	-	-	-	-	-
91801000 Mountain/Desert Measure I Local	-	-	-	-	-	-	-	-	-
96012000 2009 Revenue Bond	-	-	-	-	-	-	-	-	-
<b>TOTAL TRANSPORTATION FUND ADMINISTRATION</b>	<b>40</b>	<b>150</b>	<b>-</b>	<b>150</b>	<b>-</b>	<b>200</b>	<b>260</b>	<b>2,937</b>	<b>3,737</b>
<b>GEN-COUNCIL OF GOVERNMENTS SUPPORT PROGRAM</b>									
10412000 Intergovernmental Relations	-	60	540	170	-	-	-	640	1,370
49012000 Council of Governments New Initiatives	-	70	940	-	-	80	-	145	2,086
50112000 Legislation	-	-	-	130	-	-	-	2,086	3,156
60112000 County Transportation Commission - General	-	10	216	180	-	360	-	1,275	1,831
60512000 Publications & Public Outreach	-	40	-	150	-	-	-	2,425	2,631
80512000 Building Operations	-	20	-	-	-	-	-	150	170
80612000 Building Improvements	-	20	-	-	-	-	-	25	45
94212000 Financial Management	-	-	-	11	-	-	260	392	663
<b>TOTAL GEN-COUNCIL OF GOVTS. SUPPORT PROGRAM</b>	<b>-</b>	<b>220</b>	<b>1,696</b>	<b>601</b>	<b>-</b>	<b>440</b>	<b>260</b>	<b>7,138</b>	<b>10,355</b>
<b>FRINGE &amp; INDIRECT</b>									
FRINGE Fringe	304	300	304	344	284	184	304	9,369	11,393
INDIRECT Indirect	-	580	80	420	-	-	1,256	22,673	25,209
<b>TOTAL FRINGE &amp; INDIRECT</b>	<b>304</b>	<b>880</b>	<b>384</b>	<b>764</b>	<b>284</b>	<b>184</b>	<b>1,560</b>	<b>32,432</b>	<b>36,602</b>
<b>GRAND TOTALS</b>	<b>2,080</b>	<b>2,080</b>	<b>2,080</b>	<b>2,080</b>	<b>2,080</b>	<b>2,080</b>	<b>2,080</b>	<b>78,832</b>	<b>93,392</b>

\* OTHER STAFF comprised of (4) FULL-TIME PROFESSIONAL STAFF, (5) PART-TIME.

## SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act
AE	Advance Expenditure
AEA	Advance Expenditure Agreement
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
AREMA	American Railway Engineering and Maintenance of Way Association
ARRA	American Recovery and Reinvestment Act
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
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COG	Council of Governments
CPNA	Capital Projects Needs analysis
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CTP	Comprehensive Transportation Plan
DIF	Development Impact Fee
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
EMF	Eastern Maintenance Facility
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
EVTDM	East Valley Travel Demand Model
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 System
HOT	High-Occupancy Toll
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
ITOC	Independent Taxpayer Oversight Committee
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
LPA	Locally Preferred Alternative
LNG	Liquefied Natural Gas
L RTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
McGMAP	Multi-County Goods Movement Action Plan
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MDLS	Mountain/Desert Local Street
MDMLH	Mountain/Desert Major Local Highway
MDSDT	Mountain/Desert Senior and Disabled Transit
MIS	Major Investment Study
MLH	Major Local Highway
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
NBSSR	Noise Barrier Scope Summary Report
NEPA	National Environmental Protection Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA	Project Advancement
PAA	Project Advancement Agreement
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCS	Project Control System
PDT	Project Development Team
PEAR	Preliminary Environmental Analysis Report
PNR	Park 'N' Ride
PNRS	Projects of National and Regional Significance
POP	Program of Projects
PPM	Planning, Programming and Monitoring Funds

PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
QA/QC	Quality Assurance/Quality Control
RCAA	Redlands Corridor Alternatives Analysis
RCSP	Redlands Corridor Strategic Plan
RCTC	Riverside County Transportation Commission
RFM	Redlands First Mile
RFP	Request for Proposal
RFQ	Request for Qualification
RHNA	Redlands Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBTAM	San Bernardino County Transportation Analysis Model
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCNFGC	Southern California National Freight Gateway Collaboration
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SLP	State-Local Partnership
SLPP	State and Local Partnership Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Council
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TIA	Traffic Impact Analysis
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLSP	Traffic Light Synchronization Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TPA	Transportation Planning Agency

TREP	Trip Reimbursement and Escort Program
TSM	Transportation Systems Management
TTAC	Transportation Technical Advisory Committee
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
VEB	Valley Express Bus
VF	Valley Freeway
VFI	Valley Freeway Interchange
VHD	Vehicle Hours of Delay
VLS	Valley Local Street
VMPR	Valley Metrolink/Passenger Rail
VMS	Valley Major Street
VMT	Vehicle-Miles of Travel
VS	Valley Subarea
VSDT	Valley Senior and Disabled Transit
VTMS	Valley Traffic Management Systems
VTS	Valley Transportation System
VVMLH	Victor Valley Major Local Streets
VVLS	Victor Valley Local Streets
VVPDTMS	Victor Valley Projects Development Traffic Management System
VVATS	Victor Valley Area Transportation Study
VVSDT	Victor Valley Senior and Disabled Transit
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

## **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.



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