Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

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

AGENDA

Mountain/Desert Committee
Measure I Committee

October 17, 2008
9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Committee Membership

Chair
Brad Mitzelfelt
Board of Supervisors

Lawrence Dale, Mayor
City of Barstow

Mike Rothschild, Council Member
City of Victorville

Vice Chair
Bill Jahn, Mayor Pro Tem
City of Big Bear Lake

Mike Leonard, Mayor
City of Hesperia

Bill Neeb, Council Member
Town of Yucca Valley

Trinidad Perez, Mayor Pro Tem
City of Adelanto

Rebecca Valentine, Council Member
City of Needles

Dennis Hansberger
Board of Supervisors

Rick Roelle, Council Member
Town of Apple Valley

Jim Harris, Council Member
City of Twentynine Palms

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, *which 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.*

The San Bernardino County Transportation Authority, *which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

The Service Authority for Freeway Emergencies, *which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

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

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

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

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

AGENDA

Mountain/Desert Committee
***Measure I Committee**

October 17, 2008
9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

CALL TO ORDER:
(Meeting Chaired by Brad Mitzelfelt)

I. Attendance

II. Agenda Notices/Modifications:

II. Announcements:

Notes/Actions

1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of October 17, 2008.** **Pg. 6**

   Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. **Attendance Register** **Pg. 7**

   A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. **United States (US) 395 Interim Widening Project Update** **Pg. 9**

   Receive Report and Provide Direction. **Ellen Pollema**

4. **Alternate Membership and Participation on Mountain/Desert Committee** **Pg. 12**

   Reaffirm the current Policy No. 10002 "SANBAG Policy Committee Membership" with no amendments (See Attachment #1). **Duane Baker**

*5. **Possible Centralization of the Measure I 2010-2040 Valley Freeway Interchange Program** **Pg. 16**

   Receive information on potential advantages and disadvantages of centralizing the Measure I 2010-2040 Valley Freeway Interchange Program. **Ryan Graham**

Notes/Actions

*6. **Measure I 2010-2040 Strategic Plan – further development of a financially feasible strategy for Measure I 2010-2040 Major Local Highway Programs for Mountain Desert Subareas** **Pg. 21**

Receive information and provide direction to staff on further development of a financially feasible strategy for Measure I 2010-2040 Major Local Highway Programs for Mountain/Desert Subareas. **Steve Smith**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

7. **Additional Items from Committee Members**

8. **Brief Comments by the General Public**

Additional Information

Acronym List **Pg. 30**

ADJOURNMENT:

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain/Desert Committee Meeting – Friday, November 21, 2008

Meeting Procedures and Rules of Conduct

Meeting Procedures
The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility
The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

SANBAG General Practices for Conducting Meetings of Board of Directors and Policy Committees

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 1

Date: October 17, 2008

Subject: Information Relative to Possible Conflict of Interest

***Recommendation*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than $250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

Approved
Mountain Desert Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

*Witnessed:*_____

MDC0810z-DAB
94109000

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2008

Name	Jan	Spec. Mtg Feb	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Trinidad Perez + City of Adelanto	X		**		**	X		X	X	X			
Rick Roelle Town of Apple Valley	X	X	**	X	**	X	X		X	X			
Lawrence Dale City of Barstow	X	X	**	X	**	X	X	X	X	X			
Bill Jahn City of Big Bear Lake	X	X	**	X	**	X	*		X	X			
Mike Leonard City of Hesperia		X	**	X	**	X	X	X	X	X			
Rebecca Valentine City of Needles	X	X	**		**	X	X	X	X	X			
Jim Harris City of Twentynine Palms	X	X	**	X	**		X	X	X	X			
Mike Rothschild City of Victorville	X	X	**	X	**	X	X			X			
Bill Neeb * Town of Yucca Valley			**		**	X	X	X	X	X			
Brad Mitzelfelt County of San Bernardino	X	X	**	X	**		X	X	X	X			
Dennis Hansberger County of San Bernardino	X	X	**	X	**		X	X	X				

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time.

MDCatt08.doc

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Trinidad Perez + City of Adelanto	X	X	X	**	**	X	**	X	X	X	X	X
Rick Roelle Town of Apple Valley	X		X	**	**	X	**	X	X		X	X
Lawrence Dale City of Barstow	X	X	X	**	**	X	**	X			X	X
Bill Jahn City of Big Bear Lake			X	**	**		**	X		X	X	X
Mike Leonard City of Hesperia	X		X	**	**	X	**	X	X	X	X	X
Rebecca Valentine City of Needles	X	X	X	**	**	X	**	X	X	X	X	X
Jim Harris *** City of Twentynine Palms	X		X	**	**	X	**	X			X	X
Mike Rothschild City of Victorville	X	X	X	**	**	X	**	X	X		X	*
Chad Mayes Town of Yucca Valley		X	X	**	**	X	**	X	X	*	X	
Brad Mitzelfelt County of San Bernardino	X	X		**	**	X	**	X		X	X	X
Dennis Hansberger County of San Bernardino		X	X	**	**	X	**	X	X	X	X	X

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time.

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 3

Date: October 17, 2008

Subject: United States (US) 395 Interim Widening Project Update

Recommendation:* Receive Report and Provide Direction.

Background: Last fall, Caltrans provided a status to the Mountain/Desert Committee on the re-alignment of US 395. It was requested that Caltrans present to the Committee an updated on the widening of the existing US 395. Caltrans is proceeding with this project and anticipates distributing the Environmental Report in May 2009. Please refer to the attached Caltrans Project Fact Sheet dated July 8, 2008 (Attachment #1) and SANBAG Project Information Sheet with updated information from Caltrans on September 11, 2008 (Attachment #2). Caltrans staff will be present at the Mountain/Desert Committee meeting to provide a project overview, an update on current activities and challenges, and next steps in the project.

Financial Impact: Funds for these activities are included in the Fiscal Year 2007/2008 Budget, Task Number 94109000, funded by Measure I Valley Major Projects Funds.

Reviewed By: This item is scheduled to be reviewed by the Mountain/Desert Committee at its October 17, 2008 meeting.

Responsible Staff: Ellen Pollema, Transportation Planning Specialist

*

Approved
Mountain Desert Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

MDC0810a-EP.doc
Attachment:
MDC0810a1-EP.pdf
MDC0810a2-EP.pdf
94109000

DISTRICT 8 PROJECT FACT SHEET

July 8, 2008

EA: **0F630**

PROJECT DESCRIPTION & SCOPE

The project will widen US-395 to 4 lanes, construct a left-turn channelization and standard shoulders. This project will widen or replace the structure over the California Aqueduct.

NEED & PURPOSE OF PROJECT

This portion of US-395 lies within the Cities of Adelanto, Hesperia and Victorville. It is the main north-south arterial for these cities and also services a significant volume of interregional truck traffic. Decreasing operational efficiency requires that this route be widened. Portions of US-395 have already been widened through this area as a condition of development along the route. This project will fill in the gaps. The project will improve the operational efficiency and safety.

COMMENTS & ISSUES

Environmental: A Negative Declaration/Finding of No Significant Impact (ND/FONSI) is anticipated.

Design:

Right of Way: Numerous utilities will require relocation.

Construction/Traffic: Traffic control and staging are significant issues and will be addressed during the design phase.

Miscellaneous:

STAKEHOLDERS

California Department of Transportation (Caltrans), California Highway Patrol (CHP), County of San Bernardino, Cities of Adelanto, Hesperia, and Victorville. Lead Agency: Caltrans

CONTACT

John Ashton, Project Manager - 909-383-4069

SBD - 395 - PM 3.98 / 19.3

IN HESPERIA, VICTORVILLE & ADELANTO FR 0.26 KM N/O I-15/US-395 SEP TO 1.75 KM N/O BELLA VISTA DRIVE

WIDEN HWY TO 4-LANES W/TWLTL & WIDEN SHLDRS ON EXISTING ALIGNMENT

Programming

PriList

025.700 / HE13

Cooperative Agreements

SANBAG-$1,400,000, Cities of Victorville, Adelanto & Hesperia-$600,000 for PA&ED., CT-PA&ED, PSE, AAA. Draft Contribution Agr 08-1250 SANBAG to fund $2,000,000 of support costs for PA/ED 7/9/04. Separate Design & Const Agrs to be done. sh Dist Contribution Coop Agr 08-1250 Exec 5/4/05 MMA

SCHEDULE

PA&ED	11/13/09
PS&E	6/15/12
R/W Cert	7/26/12
RTL	8/17/12
Beg Const	12/14/12
End Const	12/01/14

COST

STATE	(Funding FY:) Programmed	Current Estimate
Support		$19,300,000
Bridge Const		$2,196,000
Rdwy Const		$74,356,000
Total Const		$76,552,000
R/W		$5,210,000
Total State		$101,062,000
LOCAL	**Programmed**	**Current Estimate**
Support	$2,000,000	$2,000,000
Rdwy Const		$0
R/W		$0
Total Local	$2,000,000	$2,000,000
Total Project	**$2,000,000**	**$103,062,000**

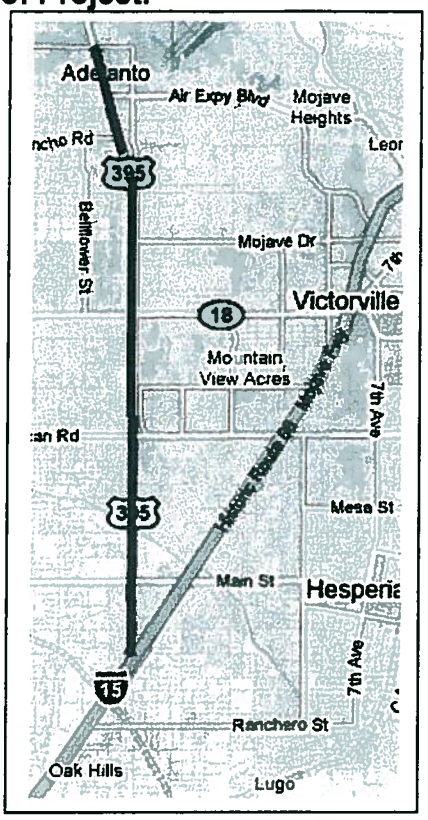
QC/QA Review date: May 7, 2008

Status: Active **Phase: Planning**

Location: Hesperia, Victorville, Adelanto, SB County **Type: Interim Widening**
Contract No.: N/A

US-395 (Existing)

Map of Project:



Project Scope Summary:

The project will widen US-395 to 4 lanes, construct a left-turn channelization and standard shoulders. This project will widen or replace the structure over the California Aqueduct.

This portion of US-395 lies within the Cities of Adelanto, Hesperia, and Victorville.

Project Status and Continuing Activities:

CALTRANS email 9/11/08: "Environmental is preparing a Draft IS/EA which is on target to be circulated on 5/15/09.

Through SCAG's recent 2008 Regional Transportation Plan (RTP) Amendment, this locally sponsored Interim Widening project will appear in the financially constrained portion of the RTP and through SCAG's 2008 Regional Transportation Improvement Program (RTIP) "consistency" Amendment this project will also appear in the RTIP with FHWA/FTA approval of both the RTP and RTIP Amendments in early 2009. This action satisfies two of FHWA's requirements for a NEPA compliance.

The current schedule shows Project Report and Environmental Document completion by November 2009 and PS&E completion by August 2012. This project is expected to go to construction in late 2012 with construction completion/open to traffic by December 2014."

Schedule Summary	
Milestone	**Actual [Forecast]**
Start of Project	
Study Report Approved	
PA/ED Approved	(5/15/09)
Design Approved - ROW Certified	(7/26/12)
Construction Notice to Proceed	(12/14/12)
Complete for Beneficial Use	
Project Complete – Contract Close	(12/14/14)

Budgetary Estimate Summary ($ 000's)	
Cost Item	**Amount**
Study Report	
Project Report	
Final Design	
ROW Certification	
Construction	
Total	

Funding Summary ($ 000's)	
Funding Source	**Amount**
SEE ATTACHED CALTRANS	
FACT SHEET EA:0F630.	
Total	

Lead Agency: **CALTRANS**
Project Manager: **John Ashton (909) 383-4069**

SANBAG Contact: **Ellen Pollema**
Transportation Planning Specialist
Telephone: **(909) 884-8276 X160**
Email Address: **epollema@sanbag.ca.gov**

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 4

Date: October 17, 2008

Subject: Alternate Membership and Participation on Mountain/Desert Committee

Recommendation:* Reaffirm the current Policy No. 10002 "SANBAG Policy Committee Membership" with no amendments (See Attachment #1).

Background: Staff received a request by Councilmember Rothschild to review the issue of alternates participating on the Mountain/Desert Committee. Currently the membership of all Policy Committees is outlined in Policy No. 10002. The guideline for all Policy Committees is that the membership shall consist of members of the SANBAG Board of Directors.

The reason for this requirement is to give members of the Board an opportunity to hear items in a more detailed fashion in the Policy Committee setting prior to consideration by the entire Board. In this way, the time of the Board as a whole can be used more effectively to discuss items of broad significance or of a controversial nature. The Policy Committees can take the time to hear each item and make a recommendation to the full Board. In cases of more routine items, the Policy Committee will still be able to fully evaluate the item before recommending to the consent calendar of the full Board. In cases where there is

*

Approved
Mountain Desert Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

MDC0810a-dab.docx
Attachment:
SANBAG Policy No. 10002
ISF09

controversy, the item will be vetted by the Policy Committee to help provide focus to the discussion at the Board meeting.

In all of the cases mentioned above, it is critical that Board members participate on the Policy Committees so that the true nature of any comments or concerns raised at the Policy Committee can be brought before the Board directly. This is the best way to insure that the views of Board members are accurately conveyed.

If Board members were represented by alternates at the Policy Committee level, then the Board member will not have the benefit of the in depth discussion and debate of an issue to assist in the discussion and decisions that must be made by the Board of Directors.

SANBAG Board Alternates or other elected officials are always welcome to attend Policy Committee meetings and provide comments on agenda items.

Financial Impact: This item has no financial impact.

Reviewed By: This item will be reviewed by the Mountain Desert Committee on October 17, 2008 and by the Administrative Committee on November 12, 2008.

Responsible Staff: Duane Baker, Director of Management Services

MDC0810a-dab.docx
Attachment:
SANBAG Policy No. 10002
ISF09

San Bernardino Associated Governments	Policy	10002
Adopted by the Board of Directors September 6, 1995	Revised	10/1/08
SANBAG Policy Committee Membership	Revision No.	6

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SANBAG Intranet.

Table of Contents

| Purpose | Definitions | Membership Structure | Membership Composition | Methods of Appointment | Membership Terms | Member Absences | Revision History |

I. PURPOSE

The SANBAG Board of Directors has created a number of Policy Committees for the purpose of providing oversight and policy guidance relative to development and implementation of SANBAG programs. The purpose of this policy is to establish guidelines as they relate to Policy Committee membership structure, composition, terms, and absences.

II. DEFINITIONS (None)

III. MEMBERSHIP STRUCTURE

Due to funding sources and the geographic nature of issues under their purview, the membership of three policy committees (Major Projects, Mountain Desert, and Commuter Rail) shall be limited by geographic area. The two remaining policy committees (Administrative and Plans & Programs) shall be structured to insure balance participation by representatives from the East Valley, West Valley, and Mountain/Desert subregions, as well as city and county interests.

Mountain/Desert Policy Committee Membership

The Mountain/Desert Policy Committee is composed of SANBAG Board Members representing jurisdictions within the Mountain/Desert subregion. However, meetings and agendas of the Mountain/Desert Policy Committee and the Mountain/Desert Measure I Committee are combined, and the Mountain/Desert Measure I Committee members shall be appointed by the governing bodies of local jurisdictions.

IV. MEMBERSHIP COMPOSITION

Membership on SANBAG policy committees shall consist of members of the SANBAG Board of Directors.

- **Administrative Policy Committee**
  - SANBAG President
  - Vice President
  - Immediate Past President
  - 3 East Valley members (2 City, 1 County)
  - 3 West Valley members (2 City, 1 County)

City members shall be SANBAG Board members elected by caucus of city SANBAG Board members within the subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.

- **Commuter Rail Policy Committee**
  - 9 Valley members, 4 of whom shall be the Southern California Regional Rail Authority primary and alternate members representing SANBAG and 5 Valley members appointed by the SANBAG President
- **Major Projects Policy Committee**
  - All SANBAG Board members representing jurisdictions in San Bernardino Valley
- **Mountain/Desert Policy Committee**
  - All SANBAG Board members representing jurisdictions in Mountain/Desert
- **Plans & Programs Policy Committee**
  - 3 West Valley City SANBAG Board Members
  - 3 East Valley City SANBAG Board Members
  - 3 Mountain/Desert City SANBAG Board Members
  - All County Supervisors

City members shall be elected by caucus of city SANBAG Board members within the subarea.

V. METHODS OF APPOINTMENT

The city membership of the Administrative and Plans & Programs policy committees shall be elected by caucus of the city representatives on the SANBAG Board of Directors. The SANBAG President is authorized to appoint the membership of Commuter Rail Policy Committee. The membership of the Mountain/Desert and Major Projects policy committees shall be specified as all SANBAG Board Members who represent areas within the Mountain/Desert and Valley subregion respectively.

VI. MEMBERSHIP TERMS

Appointed and elected membership on the SANBAG Administrative, Commuter Rail, and Plans & Programs policy committees shall consist of two-year terms to be staggered in such a manner that terms of half of the membership expire annually on December 31. Membership on the Major Projects and Mountain/Desert policy committees are for the term as members of the SANBAG Board of Directors.

There are no maximum number of terms for any individual member.

VII. MEMBER ABSENCES

The regular participation of Policy Committee members is essential to appropriate policy oversight and staff direction.

This policy shall establish a procedure whereby absences on the part of Policy Committee members can be addressed in a manner which insures active participation in committee activities or, as appropriate, to provide the opportunity for rotation of responsibilities. This procedure will provide for other interested SANBAG Board members to participate on SANBAG Policy Committees in the case of absences.

1. Regular participation in SANBAG Policy Committees is encouraged, recognizing that unavoidable absences will occur on an occasional basis.
2. SANBAG staff shall notify the SANBAG President in the event that any one SANBAG Policy Committee member is absent from three consecutive Policy Committee meetings.
3. Upon notification by SANBAG staff, the SANBAG President or designee shall contact the Policy Committee member to discuss the record of absences.
4. Based upon information obtained from the Policy Committee member and knowledge of the Policy Committee activities, the SANBAG President shall make a determination relative to retention or replacement of the Committee member. Appointment of new Policy Committee members shall be made in accordance with Board of Directors policy established for each Committee.

VIII. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	09/06/95
1	Added Section 10002.6 Membership Terms	09/06/95
2	Added Section 10002.7 Member Absences	11/06/96
3	Changed name of Major Projects Task Force to Major Projects Committee	08/05/98
4	Par. IV: Commuter Rail Committee and Major Projects Committee - membership revised. Par. V: Revised. Par. VI: Revised. For all changes, refer to 12/3/03 SANBAG Board Agenda, Item 5.	12/03/03
5	Par. IV: Commuter Rail Committee - membership revised	05/06/06
6	Board reaffirmed policy.	10/01/08

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San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 5*

Date: October 17, 2008

Subject: Possible Centralization of the Measure I 2010-2040 Valley Freeway Interchange Program

Recommendation:* Receive information on potential advantages and disadvantages of centralizing the Measure I 2010-2040 Valley Freeway Interchange Program

Background: This item is being presented to the Mountain/Desert Committee to keep the committee apprised of discussions that will be occurring at the Measure I Strategic Plan Ad Hoc committee concerning the advantages and disadvantages of centralizing the Measure I 2010-2040 Valley Freeway Interchange Program. This is a discussion that could also occur with the Major Local Highway Program in the Victor Valley, if desired.

The Measure I 2010-2040 Valley Freeway Interchange Program currently contains 38 freeway interchange projects. All of the interchanges are currently contained in the SANBAG Development Mitigation Nexus Study, which was initially approved by the SANBAG Board on November 2, 2005 and amended on November 7, 2007.

The Nexus Study establishes the minimum development contribution percentage or private share for all 38 interchanges in the Valley Freeway Interchange Program. The minimum private share responsibility is the share directly attributable to new development within a freeway interchange "traffic shed." Traffic sheds for the purpose of the Nexus Study are defined as the geographic area most likely to contribute traffic to

*

Approved
Mountain Desert Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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a particular interchange. Often, more than one jurisdiction is identified in the Nexus Study as contributing traffic growth to an interchange traffic shed.

Each interchange has a jurisdiction with a majority share of the development mitigation responsibility. However, in almost all cases, there are one or more jurisdictions with minority share development mitigation responsibility. The Nexus Study methodology requires that all of the funding, both public and private, be available for an interchange project to make the project financially whole.

The challenge to delivering the Valley Freeway Interchange Program is that jurisdictions with a minority share of the development mitigation responsibility may not see the project at the same level of priority as the majority share agency. Consequently, this problem may result in the delay of interchange projects until all supporting agencies have identified the interchange as a priority or loans are transacted to cover the responsibility of any minority share agency. Although the policy framework conceptually approved for the Valley Interchange Program by the SANBAG Board allows the possibility of loans from Measure I and from local sources to fund private share amounts, such loans may not be available to fund minority shares.

One solution to the problem mentioned above that has been discussed is "centralizing" the Valley Freeway Interchange Program. A centralized Valley Freeway Interchange Program would require that all jurisdictions convey to SANBAG the interchange portion of the development mitigation fees collected for Nexus Study projects. With a pooled development mitigation funding source, interchanges could then be delivered based on the priority list to be contained in the Strategic Plan.

The key benefit of a centralized interchange program is that it simplifies the coordination of funding for the delivery of the interchange program. However, an additional set of potential challenges and issues exists with centralization.

The possibility of centralizing the Valley Freeway Interchange Program has not yet been considered in the Measure I strategic planning process now underway. All prior discussions and the policy framework conceptually approved by the SANBAG Board have focused on a decentralized system, where local jurisdictions both collect and retain their development fees for interchange projects. SANBAG staff believes it would be best to discuss the pros and cons of a centralized system prior to confirming the policy framework for the decentralized approach proposed thus far. Staff is still moving forward with development of the

decentralized approach at this time. However, both approaches have some technical merit, as well as some disadvantages. Possible centralization is ultimately a policy decision and should be discussed at that level before the Board confirms its final direction on the Interchange Program. Attachment A to this agenda item provides an outline of the key issues pertaining to interchange centralization.

Financial Impact: This item is consistent with the approved Fiscal Year 2008-2009 SANBAG Budget. TN60909000

Reviewed By: This item was discussed by the Major Projects Committee on October 9, 2008 and will be reviewed by the Mountain/Desert Committee on October 17, 2008.

Responsible Staff: Ryan Graham, Transportation Planning Analyst
Steve Smith, Chief of Planning
Ty Schuiling, Director of Planning and Programming

Attachment A

Background: Strategic Plan Principle #7:
Recognize that initiation of project development work on arterial, most interchange, and railroad crossing projects is the responsibility of local jurisdictions. Initiation of project development work on freeway mainline projects and interchange improvements required for the mainline projects is the responsibility of SANBAG.

Current Proposal (de-centralized):

1. Interchange improvements needed for delivery of freeway mainline projects will be prioritized as required for mainline project delivery and may be initiated by SANBAG.
2. Other interchange projects will be initiated by a local jurisdiction sponsoring agency, but subject to an interchange priority list and availability of funds.
3. Development impact fees (DIF) will be collected and retained by local jurisdictions.
4. The sponsoring agency must commit to providing its development fair share before allocation of Measure I funds and must execute agreements with minority partners on commitment to their portions of fair share. SANBAG will be available to facilitate these discussions.
5. Intra-jurisdictional or inter-jurisdictional loans to development mitigation accounts may be used to provide the necessary fair share for project delivery.
6. Loans of fair share amounts may be provided by SANBAG on an exception basis to facilitate project delivery.
7. Expenditures on interchange project development, right-of-way, and construction will be reimbursed to local jurisdictions by SANBAG, based on invoices received
8. SANBAG may manage an interchange project for a local jurisdiction on an exception basis. Fees will be charged for SANBAG oversight.

If Process were to be centralized at SANBAG:

1. Interchange prioritization and initiation process would be consistent with above, i.e., local jurisdictions would be responsible for initiation and management of most projects. As an option, the program could be structured to have SANBAG manage all the interchange projects, if resources were available and funds were built in to local jurisdiction fee programs to pay for these services.
2. Interchange portion of development impact fees collected would be sent to SANBAG for retention until funds were ready to be expended. SANBAG would be able to pool these funds to assign to priority interchange projects.
3. A common initiation date would need to be established for fees collected to be sent to SANBAG. A reconciliation process would be needed to adjust for jurisdiction fee expenditures that have already taken place on Nexus Study interchanges.
4. Regular audits would be conducted of local jurisdiction fee collections and transmittal of appropriate amounts to SANBAG

5. SANBAG would regularly update a plan for funding each interchange, to include the mix of development share, Measure I share, and state/federal shares, with review and approval by Major Projects Committee and SANBAG Board.
6. Interchange projects would not proceed until sufficient development fair share funding was available.

Possible advantages of the centralized approach

1. SANBAG would be able to pool DIF dollars to focus on delivery of priority interchanges.
2. Would relieve sponsoring agency of having to coordinate assembly of fair share dollars for multi-jurisdictional interchanges, reducing conflicts among jurisdictions on funding of individual interchanges.

Possible disadvantages of centralized approach

1. Inter-jurisdictional conflict would still exist over how fair share dollars are allocated to specific interchanges. For example, some jurisdictions may send substantial DIF dollars to SANBAG without seeing those dollars spent on an interchange benefitting their jurisdiction within the same time frame, based on interchange priorities.
2. Reconciliation process could be complex in the case of jurisdictions that have already expended DIF dollars on their own interchanges. Examples include I-10/Live Oak and I-10/Riverside Ave.
3. Disputes could more easily arise between SANBAG and local jurisdictions over the accuracy and timeliness of DIF dollars being transmitted to SANBAG. Enforcement mechanisms would need to be available to SANBAG.
4. Jurisdictions may have a general sense of a loss of control over funds that they have collected.

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 6*

Date: October 17, 2008

Subject: Measure I 2010-2040 Strategic Plan – Status Report

Recommendation:* Receive information and provide direction to staff on further development of a financially feasible strategy for and program framework for the Measure I 2010-2040 Major Local Highway Programs for Mountain/Desert Subareas

Background: The Strategic Plan for Measure I 2010-2040 is being prepared as a basis for establishing the policies and procedures to be used by the SANBAG Board of Directors in administering the programs delineated in the new Measure. This agenda item provides a status report on progress toward identifying potential delivery dates and possible bonding strategy for priority projects in Mountain/Desert subareas. The focus of this item is principally on the Victor Valley, but efforts are also ongoing with jurisdictions representing the other subareas.

A meeting was held with Victor Valley jurisdiction staff on September 8th to discuss the projected revenue and expenditure streams for the MLH portion of Measure I for the Victor Valley subarea and to examine the potential of bonding for early delivery of priority projects. A report on this analysis was provided to a meeting of the Victor Valley subarea representatives and to the Mountain/Desert

Approved
Mountai Desert Committee

Date: October 17, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Committee on September 19th. The committee directed SANBAG staff to convene a meeting of Victor Valley jurisdiction engineering and finance staff to further analyze and discuss bonding scenarios. This meeting was held on September 29th.

In preparation for the meeting, Montague, Derose and Associates, SANBAG's financial advisor, ran additional cash-flow scenarios to further explore development of a financially feasible strategy. The projects listed in the September 19th agenda item were used as the priority projects, totaling $80.3 million in Measure I request and scheduled over the timeline from FY 2009/2010 to FY 2011/2012. At the September 29th meeting, Montague/Derose demonstrated the cash-flow model being applied to the analysis and reviewed the key assumptions. Five cash-flow scenarios were presented:

- A baseline scenario without bonding illustrating that all the priority projects cannot be funded based on the expenditure timeline and the projected revenue stream
- A baseline scenario with bonding also illustrating that the priority projects cannot be funded based on the expenditure timeline and the projected revenue stream. This was true even using aggressive assumptions of capitalizing interest for the first five years of the Measure.
- A scenario that reduces the Measure I request to the point where bonding according to the delivery dates becomes feasible. All the Measure I requests needed to be reduced by 40% to achieve this.
- A scenario in which revenue was assumed to exist from other sources to supplement the reduced Measure I request and thereby achieve financial feasibility within the desired timelines. Specific sources of these funds were not identified.
- A scenario in which project schedule delays were introduced to achieve financial feasibility, using bonding to deliver the projects as early as possible under those conditions.

The discussion was very productive, and the jurisdictions left the workshop with the understanding that they would further discuss their needs and strategies internally and provide feedback to SANBAG. It was also agreed that SANBAG would request that each jurisdiction indicate whether it expects to require bonding from the MLH program to fund their high priority project(s). The letter request

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was mailed on October 9th. A copy of the letter is attached to this agenda item. Cash-flow curves from the scenarios discussed at the September 29th meeting are also included. The cash-flow curves show cumulative revenues and expenditures for the MLH program based on the priority projects. To be financially feasible, the cumulative expenditure curve needs to stay below the cumulative revenue curve. In addition, certain other criteria such as minimum debt coverage ratios need to be met. It should be noted that only the priority projects were included in the analysis, not the full set of projects on the Victor Valley MLH master list discussed on September 19th. SANBAG staff is awaiting further direction from the Victor Valley jurisdictions on next steps.

Conversations have taken place with representatives of other Mountain/Desert subareas as well. For example, in the Colorado River subarea, the City of Needles has expressed a desire to focus on the Needles Highway project. The County expects to focus some of its effort on Needles Highway as well. Measure dollars are being used to help leverage funds from other parties including the State of Nevada, the Fort Mohave Indian Tribe, and the Bureau of Indian Affairs. Discussions with other subarea representatives are ongoing.

It should be noted that staff is proceeding with the preparation of the draft Strategic Plan and expects to provide drafts of portions to the pertinent committees in November. Further direction on program structure is needed from the jurisdictions if this timeline is to be met. Several months of review will take place by all SANBAG committees on the relevant portions of the plan, with adoption by the SANBAG Board expected in April 2009.

Financial Impact: This item is consistent with the approved Fiscal Year 2008-2009 SANBAG Budget. TN60909000

Reviewed By: This item is scheduled for review by the Mountain Desert Committee on October 17, 2008.

Responsible Staff: Steve Smith, Chief of Planning
Ty Schuiling, Director of Planning and Programming

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October 8, 2008

Attachment #1

«Mr_Mrs» «First_Name» «Last_Name»
«Full_Company_Name»
«Full_Address»
«City», «State» «Zip»

Dear «Formal_Salutation»:

SANBAG hosted a September 29th Workshop on the Measure I 2010-2040 Strategic Plan Victor Valley Cash-Flow Analysis. We hope that the information provided to your agency was a helpful overview of financial issues associated with the Major Local Highways Program (MLHP) and that you have been able to share this information with others in your agency.

It was agreed at the meeting that SANBAG would follow up with a question to each of the jurisdictions as to whether you wish to pursue bonding for the priority projects currently included in the cash-flow analysis conducted by Montague/DeRose and Associates. The projects are listed in the September 19 Mountain/Desert Committee agenda item #3a (see attached). Your answer to this question will help in determining the next steps in development of the Victory Valley Major Local Highways Program. Additional cash-flow scenarios that evaluate bonding potential could be analyzed based on your input and provided for further consideration by the Victor Valley subarea representatives. We would appreciate a response to the question by October 24, if possible.

If you have any additional thoughts on the cash-flow analysis conducted to date, we would appreciate that as well. This could include such things as: any changes to the Measure I request or to project priorities on your MLHP list; changes to start and completion dates of the projects, thoughts on the Project Advancement Agreement program; etc.

SANBAG staff is targeting discussion of the draft Strategic Plan at their November committee meetings, and we would hope to include a financially feasible strategy for delivery of Victor Valley priority projects in the discussion of the Strategic Plan for the Victor Valley subarea. Feel free to call Ellen Pollema, Transportation Planning Specialist, at (909) 884-8276 should you have any questions about this request.

We thank you for your time and effort.

Very truly yours,

Duane A. Baker
Director, Management Services

Enclosure
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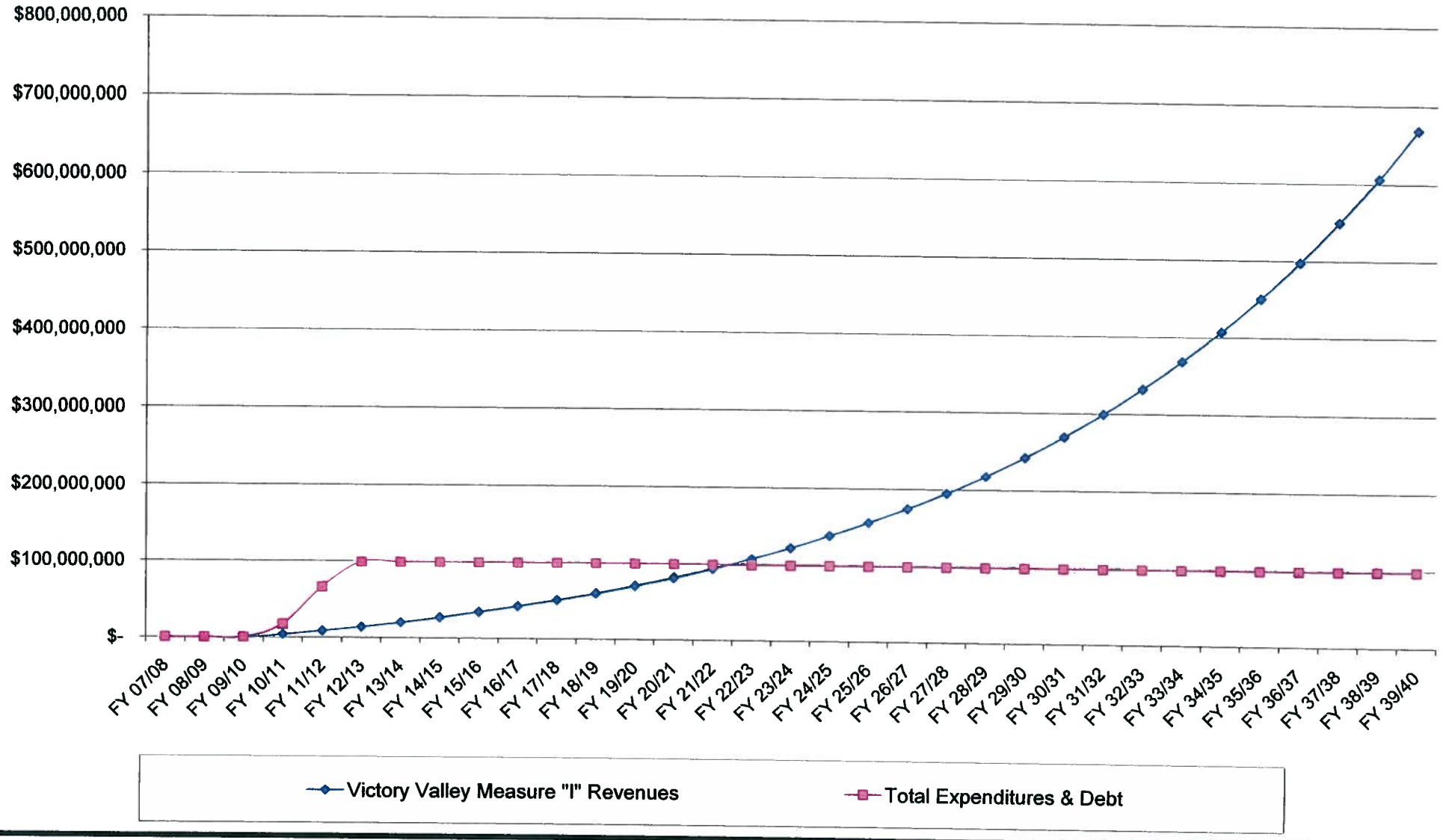
Victor Valley Cash Flow Cumulative Analysis
Measure "I" - Cumulative Revenues and Expenditures
(Base Line Scenario - No Bonding)



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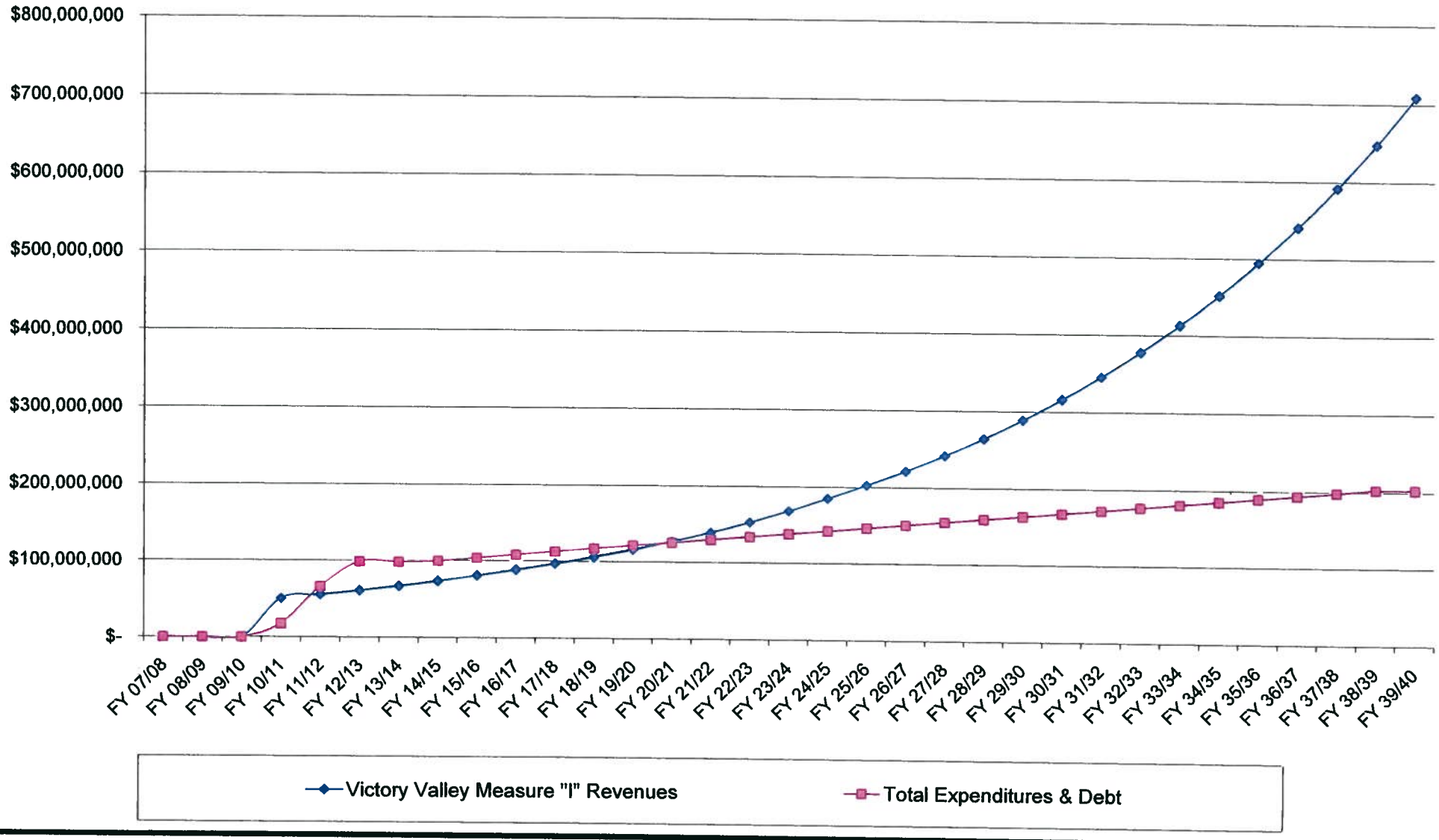
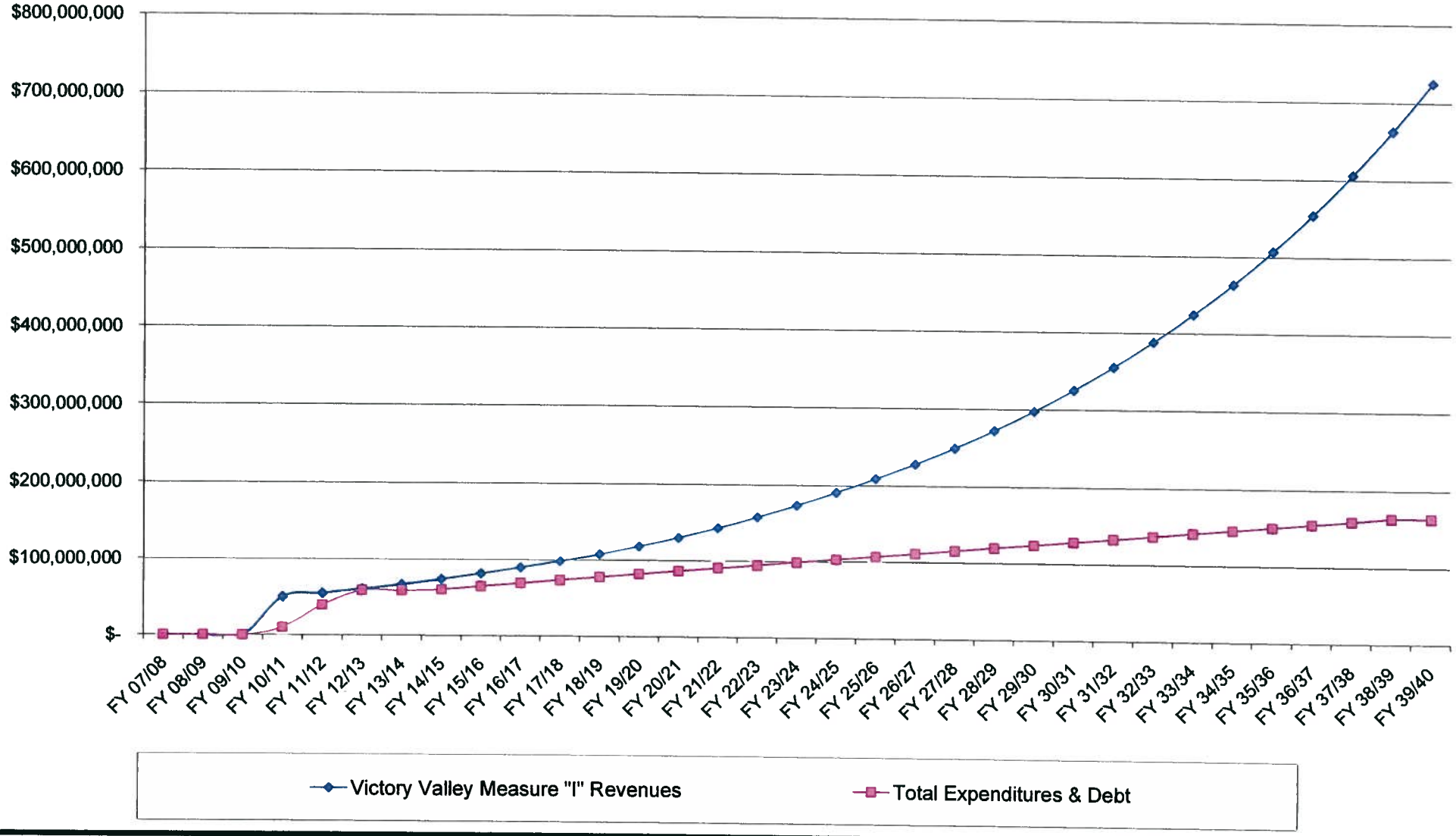
Victor Valley Cash Flow Cumulative Analysis
Measure "I" - Cumulative Revenues and Expenditures
(Base Line Scenario - With Bonding)



Victor Valley Cash Flow Cumulative Analysis
Measure "I" - Cumulative Revenues and Expenditure
(40% Reduction of Expenditures)



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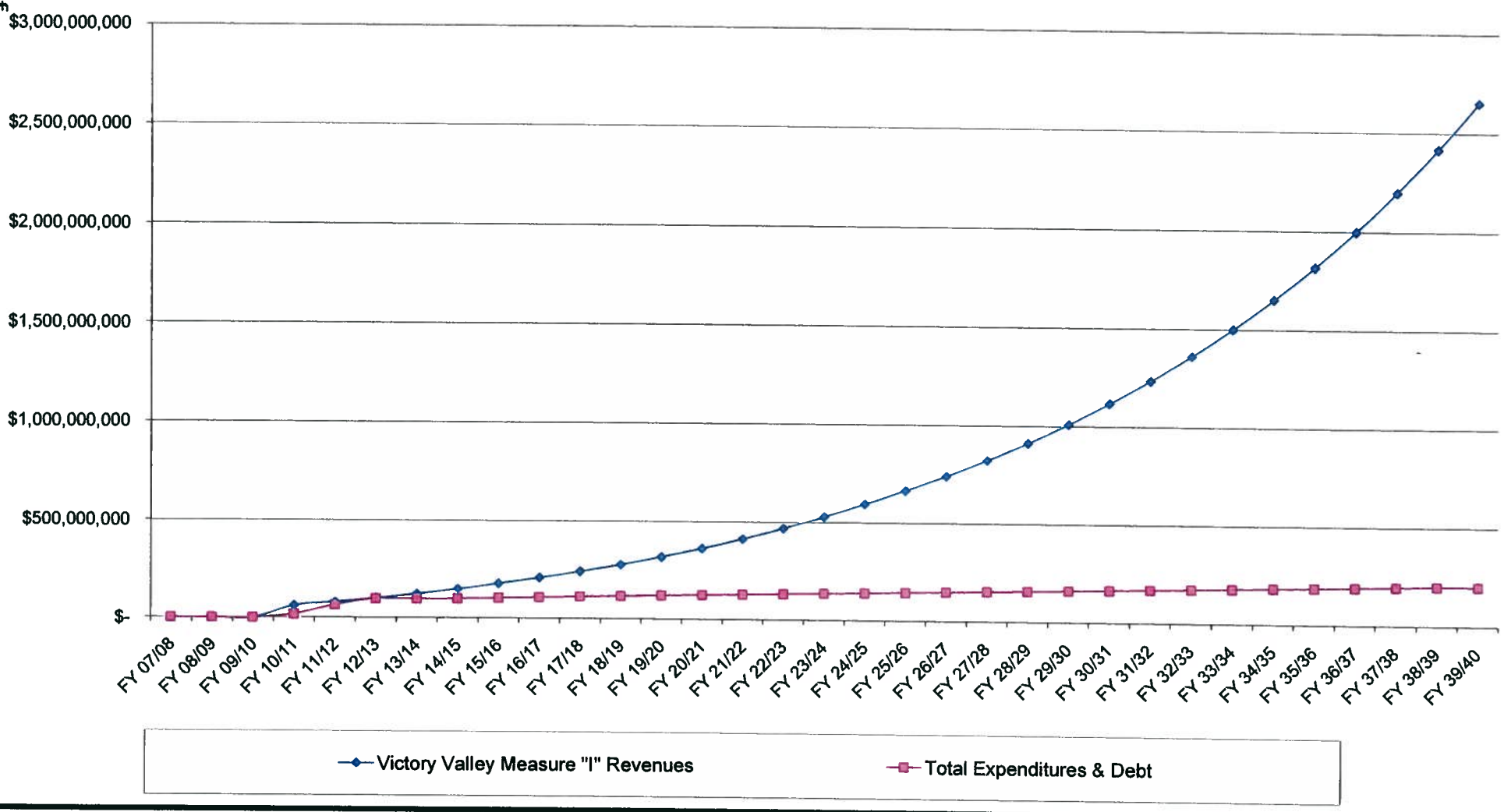
Victor Valley Cash Flow Cumulative Analysis
Measure "I" - Cumulative Revenues and Expenditures
40% Additional Revenue - Other Sources



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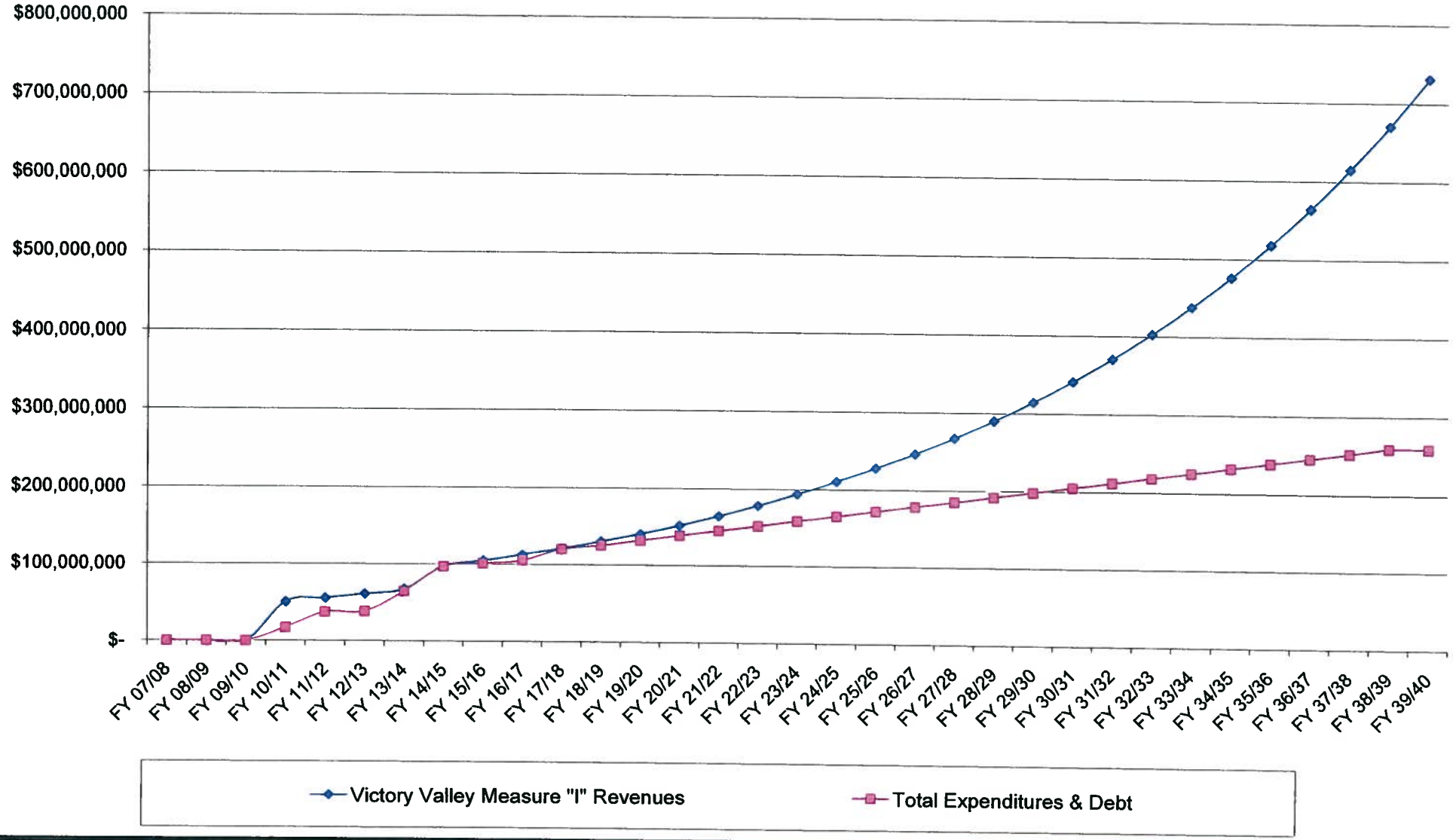
Victor Valley Cash Flow Cumulative Analysis
Measure "I" - Cumulative Revenues and Expenditures
Schedule Delays within MLH Program Revenue



SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments

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MISSION STATEMENT

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

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996