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| San Bernardino Associated Governments | Policy | 34300 |
| Adopted by the Board of Directors March 6, 1991 | Revised | New 3/6/91 |
| Valley Traffic Management & Environmental Enhancement Policies, Guidelines & Criteria for Project Selection & Funding | Revision No. | 0 |
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The following policies and criteria are to be used by SANBAG staff to assess the suitability and relative merits of projects proposed to be funded from the Measure I Traffic Management and Environmental Enhancement (TM&EE) Program. Components of the Measure I Environmental Enhancement Program include corridor greenbelts, HOV inducements, bike and pedestrian trails, open space plan development, and air quality-related inducements including alternate fuel vehicle programs. Projects to be funded by this program are not limited to these categories.

Traffic Management and Environmental Enhancement Program Policies

1. The TM&EE Program should fund both traffic management and environmental enhancement planning and plan implementation.
2. The funds should not be expended for actual capital improvements, but should be used as "seed money" to support planning and creation of long-term or permanent transportation management programs and environmental enhancements.
3. No formal division of funding between traffic management projects and environmental projects is desirable, but a reasonable balance between the two categories will be maintained.
4. Expenditures in a given year may exceed the funds received by the program that year, as long as repayment to the source of the additional funds occurs in subsequent years, accurate project tracking and accounting procedures are maintained, and TM&EE expenditures over the life of Measure I do not significantly exceed 1.5 percent of total Measure I revenues.
5. "Frontloading" of environmental expenditures from other Measure I programs, with repayment in later years from TM&EE Program revenues, is appropriate if nonrenewable resources or unique opportunities would otherwise be lost, and the action will not be detrimental to other Measure I programs.

Project Selection and Prioritization Criteria

1. Projects funded by the TM&EE Program should be of multi-jurisdictional significance; the proposed project should involve at least three jurisdictions directly, and indirect benefits of the project should affect much of the Valley region.
2. Projects will be selected and prioritized on the basis of the likelihood of successful implementation and the degree of resultant quality of life or environmental benefit.
3. Legislatively mandated transportation management and environmental enhancement projects for which adequate funding is not available from other sources may receive priority funding from this program.
4. Projects sponsored or co-sponsored by entities which will share in funding or match TM&EE Program funds will receive priority.

5. Projects which propose to use TM&EE funds in a cost-effective manner, including leveraging of additional funds for use by the project or beneficial multiplier effects, will receive priority.
6. Projects will be selected and prioritized by readiness and ability to achieve significant near-term benefits.

REVISION HISTORY

| Revision No. | Revisions | Adopted |
|---------------------|------------------|----------------|
| 0 | Adopted. | 03/06/91 |
