

San Bernardino Associated Governments	<b>Policy</b>	<b>34400</b>
Adopted by the Board of Directors	June 5, 1991	Revised
		New 6/5/91
<b>Measure I Valley Arterial Program - Policies, Guidelines, &amp; Criteria</b>	Revision No.	0
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Based on the provisions of Schedule D of the [Measure I Expenditure Plan](#), the following are the Valley Arterial Program policies and guidelines:

A. The Measure I Arterial Program will utilize objective analytical procedures, including application of a uniform level of service (LOS) assessment methodology, designation of LOS standards, periodic traffic monitoring, and traffic forecasts provided by local and subregional models consistent with RivSan. In addition, the program requires application of consistent procedures which identify the cause(s) of substandard network performance, evaluate alternative actions to remedy the problem, and define the benefit to be gained from a proposed project. These objective procedures shall be the basis for selection and prioritization of projects to address substandard LOS on the Measure I network.

B. Traffic LOS, monitoring, forecasting, mitigation, and capital improvements procedures will serve as the basis of an objective process (described below) to select and prioritize Measure I Arterial projects, on the basis of greatest existing need, with the West Valley and East Valley. For purposes of this document, West Valley is defined as Valley cities and unincorporated areas of the County west of the jurisdictional boundary between Fontana and its sphere of influence, and Rialto and its sphere of influence. The East Valley comprises all Valley cities and unincorporated areas of the County east of that boundary. The objective selection and prioritization process is to be applied uniformly to the Measure I network within both areas of the Valley.

C. The Measure I Arterial Network should include only streets of significance to interjurisdictional or regional traffic, including streets which offer alternatives to freeway travel. Improvements on lesser streets should be funded from the Measure I Local Program and other sources. The Measure I Network should not be allowed to expand beyond those streets on which the objective project selection and prioritization processes can be maintained and used to program improvements.

D. Cities, the County, and SANBAG can submit projects for funding by the Measure I Arterial Program.

E. Measure I Arterial Program funding should be apportioned on a per capita basis between the West Valley and East Valley as defined in part B, based on annual California Department of Finance population data. Within the West Valley and East Valley areas, projects to be funded from the Measure I Arterial Program will be selected and prioritized through use of objective project procedures described herein.

F. The Measure I Arterial Capital Improvements Program should be a five-year program to be updated and prioritized every two years based on objective criteria described below.

G. East Valley and West Valley projects selected and prioritized through the objective procedure described herein will be approved by majority vote of Board members from the respective areas. West Valley Board members shall include County Supervisors from the 2nd and 4th Districts. East Valley Board members shall include County Supervisors from the 3rd and 5th Districts. Funding of the highest priority projects will be subject to availability of funds. The subcommittee

recommends that Arterial Program funding of projects should be structured on a pay-as-you-go basis, subject to the outcome of the financial analysis conducted in the preparation of the Strategic Plan.

H. The selection and prioritization process will be applied every two years, and the list can be revised after each application of the objective evaluation process. Projects not atop the priority list which cannot be fully funded in a given year must compete for funding again in the following year(s). The projects atop each priority list which cannot be fully funded in a given year will receive first priority in the next year.

I. Agencies with projects approved for funding through the Measure I Arterial Program are required to participate in the State/Local Partnership Program (SB 140). Measure I funds equal to the amount received through the State/Local Partnership will be returned to the Measure I Arterial Program fund by the local agency.

J. Fair share funding is not a requirement of the Measure I Arterial Program, and is not consistent with use of Measure I Arterial funds to alleviate the greatest existing needs. Other funding sources, such as the Measure I Local Program, provide for fair share funding. The Arterial Program fund allocation process (as described above) provides for a fair apportionment between West Valley and East Valley projects, but within those areas project selection and prioritization will be based on greatest existing need, as identified by data provided by traffic monitoring and travel demand forecasting. The project selection and prioritization criteria will be applied to the current Measure I Arterial Projects lists for the East Valley and West Valley. Newly proposed projects will also be accepted for inclusion in the lists. All projects must meet the selection criteria stated herein. The selected projects will be prioritized by superiority based on the process and prioritization criteria stated herein. Funding will be subject to approval by a majority of SANBAG Board members from the respective Valley areas. Funding for the Monte Vista project will be attributed to the West Valley share of the program.

K. Projects to be funded from the Measure I Arterial Program should measurably improve the capacity or LOS on the designated network of arterial roads, to mitigate existing or forecast deficiencies in system performance. Resurfacing or rehabilitation projects would not qualify unless they demonstrably enhance the capacity of the system. Maintenance and rehabilitation projects are eligible for funding under the Combined Road Program.

L. The Combined Road Plan, as it applies to the Valley area funding, should be focused on the Measure I Arterial network to provide a coordinated approach to arterial programming, to create or enhance eligibility for other programs, such as the state Transportation Systems Management program, and to facilitate the monitoring of project development leading to quicker project deliver. Resurfacing and rehabilitation projects are eligible for funding under the Combined Road Program.

M. Pursuant to the requirements of [Schedule D](#), projects funded by the Measure I Arterial Program should emphasize and give priority to improving traffic levels of service on existing roadways prior to funding new development needs. Local agencies submitting projects to be funded from this program must adopt a development financing mechanism what would require all future development to pay for needed transportation facilities as a result of the development. Measure I Arterial Program funding should be limited to those jurisdictions which have the required development financing mechanism in place.

N. Funding for specific projects from the Measure I Arterial Program should be allocated based only on existing need. Existing need is defined as the proportion of need caused by existing development and new development beyond the jurisdictional authority of the agency in which the project is located. This provision should be revised if an interjurisdictional development financing mechanism for regional transportation facilities is implemented. Existing need is to be identified through traffic analysis or modeling that is consistent with RivSan, conducted by the local agency with SANBAG review. The proportion of the needed improvement that is attributable to new

development that has been permitted by the local jurisdiction should be funded by a development financing mechanism as required by Measure I.

O. The project cost will be determined by standard cost estimation practices, and must be agreed upon by both the lead agency as an incentive to control cost.

P. A proposed schedule shall be submitted to SANBAG for each project submitted for funding through the Measure I Arterial Program. If a funded project encounters a delay of six or more months in relation to a scheduled milestone during its development process, the SANBAG Board (Valley members) can opt to move funds to the next highest priority project. Projects are required to demonstrate satisfactory progress once SANBAG authorization has been given to proceed on a project. (Bench marks to be established.)

Q. Measure I Arterial Program funds can be expended on right-of-way acquisition and construction. A project must result in a useable segment of roadway. The costs of environmental documentation, agency-furnished materials, and administrative costs are to be borne by the local agency.

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#### REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	6/5/91

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