

Measure I Capital Projects Needs Analysis Summary

Measure I

Measure I is the one-half cent sales and use tax passed by the voters in November 1989 (Measure I 1990-2010) and renewed in November 2004 (Measure I 2010-2040) to fund transportation projects, including construction, repair, and maintenance.

Measure I revenues are administered by the county's regional transportation planning agency, the San Bernardino County Transportation Authority (SBCTA). The agency is established by statute under California law. The agency is run by a board of directors comprised of representatives from each of the county's incorporated cities and the five members of the Board of Supervisors.

Measure I Strategic Plan

The Measure I Strategic Plan was adopted by the SBCTA Board of Directors to provide a strategy for implementation of Measure I at the countywide level as well as for the individual programs within each geographic subarea. The Strategic Plan contains the specific policies that govern each of the programs, describing the rules and procedures by which SBCTA manages Measure I projects and interacts with local jurisdictions in funding projects and facilitating project delivery.

Measure I Programs

Measure I revenues are allocated into various programs to fund specific types of projects, such as freeways, freeway interchanges, desert and mountain area major local highways, arterial roads in the valley, grade separations, transit, planning, traffic management system, and local priorities (Local Street Program). The percentage of collected revenues allocated to each program are specified in the Measure I ordinance 04-01.

Measure I Major Streets/Major Local Highways Program

Projects located on major streets and highways that serve as primary routes of travel within a subarea, which may include State highways and freeways, where appropriate. The subareas are the Valley, Victor Valley, Morongo Basin, North Desert, Colorado River Area, and Mountains.

Measure I Freeway Interchange Program

Projects located on freeway on- and off-ramps, including portions of major streets leading to those ramps.

The Nexus Study

SBCTA serves as the county's Congestion Management Agency and administrator of the county's Congestion Management Program (CMP). The Nexus Study is a required by the Development Mitigation Program component of the CMP. The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. The Nexus Study identifies roadway improvement projects located on this network and their costs that are eligible to receive or expend Measure I 2010-2040 Valley Freeway Interchange, Valley Major Street, Victor Valley Local Street (capacity enhancement projects only) and Victor Valley Major Local Highway funds to reduce congestion. Projects not included in the Nexus Study are not eligible for SBCTA allocations of state or federal transportation funds included in the Measure I 2010-2040 Expenditure Plan.

Capital Projects Needs Analysis

The Capital Project Needs Analysis (CPNA) is a five-year plan of capital project needs under Measure I focusing on the major streets and freeway interchange programs. The CPNA project list identifies which Nexus Study projects a local jurisdiction will construct during a five-year period. The CPNA projects are eligible for public share reimbursement under the Measure's Valley Major Streets, Valley Freeway Interchange, and the Victor Valley Major Local Highways Programs. Eligible projects are listed in the SBCTA Nexus Study and the County's Regional Transportation Development Mitigation Plan.

The CPNA includes estimates of project costs to be incurred by funding type, fiscal year, and phase for the five year period following the beginning of the subsequent fiscal year. The Measure I Strategic Plan requires a local jurisdiction's governing body to approve their CPNA and submit their CPNA to SBCTA by September 30 of each year.

Project funding consists of a public share and a development share. The public share, paid by SBCTA, is the project costs needed to address existing deficiencies in the county's regional transportation network. The development share, paid by local jurisdictions, is the project costs required to mitigate the impact of new development on the transportation network. Development share project costs are funded through collection of a development impact fee from developers as development occurs.

The CPNA allows SBCTA to identify funding needs for required reimbursements and to budget accordingly.

Project Selection Methodology for Inclusion in the CPNA

The project must be identified in the Nexus Study and in the County's Development Mitigation Fee Plan to be eligible for reimbursement from SBCTA's public share. The Nexus Study identifies the percentage of project costs that must be funded with the development share. The County's Fee Plan identifies the estimated amount of County developer fees needed for the project. County developer fees are collected within sixteen spheres of influence and developer fees collected in one particular sphere may only fund projects located within that sphere.

The County selects projects for construction based on the following criteria, each of which is considered for placement in the CPNA:

1. Regional significance
 - The roadway is likely to carry traffic across city or county boundaries, or within a given jurisdiction, is likely to carry a significant proportion of non-local traffic.
 - The degree of significance necessitates that the project's construction occur
2. Amount of Development Mitigation Fees available
 - Some spheres experience rapid development, in which case development fees may be readily available, whereas in other spheres development may occur more slowly. Because the amount collected within a sphere may not be enough to fund a significant project, the County may carry over funds from year to year until enough has been collected to fund a needed project.
3. Coordination with other local agencies
 - Some Nexus Study projects require a development mitigation fee contribution from more than one local agency
 - Taking into consideration the first two criteria, the County may partner with other agencies in identifying projects to participate in as a joint endeavor when the

project is of mutual need and benefit and the partnering agency has its required development mitigation fee contribution available.

Note: A regionally significant project in which the County is contributing developer fees may not be listed in the County CPNA. In this case, the project would be listed in another local agency's CPNA because they have elected to be the lead agency for the project's construction.