

# Glossary

**Administrative Committee** – This committee makes recommendations to the Board of Directors and provides general policy oversight that spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; and, serves as the policy review committee for any program area that lacks active policy committee oversight.

**Advance Expenditure Agreement (AEA)** – A contract that establishes agency roles, responsibilities and financial commitments between local jurisdiction(s) and SANBAG that is required to be executed prior to project approval under the Advance Expenditure process.

**Advance Expenditure Process** – Process established to provide reimbursement or credit to local jurisdictions willing to deliver Nexus Study or other Measure I projects with local resources in advance of an allocation of Measure I funds.

**Apportionment** – An action by the SANBAG Board of Directors to assign specific amounts of Measure I 2010-2040 fund to Measure I programs for a given fiscal year. The apportionment decision is made annually by the Board of Directors by February of each year.

**Allocation** – An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

**Bus Rapid Transit (BRT)** – a broad term given to a variety of transportation systems that, through improvements to infrastructure, vehicles and scheduling, attempt to use buses to provide a service that is of a higher quality than conventional urban bus transit. BRT combines a variety of physical, operating and system elements into a permanently intergrated system with a quality image and unique identity designed to approximate Light Rail Transit.

**Capital Project Needs Analysis (CPNA)** – A five-year plan of capital project needs for each program included in the San Bernardino Valley and Victor Valley Expenditure Plans, with the exception of the Local Streets Program (The Local Streets Program has its own separate Five Year Plan requirement. See Five Year 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.

**Commuter Rail Committee** – This committee provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail and other transit service in San Bernardino County.

**Comprehensive Transportation Plan Technical Advisory Committee (CTPTAC)** – The CTPTAC is comprised of city engineers, public works directors and other technical representatives from County of San Bernardino and individual cities countywide. This committee reviews and discusses selected technical transportation issues before these items are presented to policy committees and the Board of Directors.

**Congestion Management Agency (CMA)** -- Prop. 111, passed by California voters in 1990, doubled the state gas tax and directed revenue to the state Congestion Management Program. It specified among other things that each county designate a county-wide Congestion Management Agency (CMA) to put programs in place to keep traffic levels manageable. As a CMA, SANBAG is charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program.

**Congestion Mitigation Air Quality (CMAQ) Program** -- In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program, and provided \$6.0 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CAA amendments, ISTEA and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

**Congestion Management Program (CMP)** -- The program implemented by the CMA to monitor roadway congestion and assess the overall performance of the region's transportation system. Based upon this assessment, the CMP contains specific strategies to analyze the impact of land use decisions and improve the performance of a multi-modal transportation system.

**Consolidated Transportation Services Agency (CTSA)** – An agency designated pursuant to subdivision (a) of Section 15975 of the California Government Code responsible for the coordination of social service transportation.

**Development Mitigation Annual Report** – The annual report prepared by local jurisdictions in the urbanized areas of San Bernardino County as part of the SANBAG Development Mitigation Program that provides annual information on the number of dwelling units and square footage of development permitted, amount of development mitigation revenue collected and the amount of development mitigation revenue expended on projects contained in the Nexus Study.

**Development Mitigation Cooperative Agreement** – A cooperative agreement for freeway interchange project between local the sponsoring agency, defined as the jurisdiction with the majority share of the development mitigation responsibility, and jurisdictions with the minority share of the development mitigation responsibility as established by the Nexus Study. The Development Mitigation Cooperative Agreement commits the participating jurisdictions to provide the requisite amount of development mitigation funding prior to an allocation of Measure I funds.

**Development Mitigation Program** – Measure I 2010-2040 required that all future development pay its fair share for needed transportation facilities as a result of the development and implemented that requirement through the Congestion Management Program (CMP). The Development Mitigation Program is a combination of one chapter and two appendices of the CMP. The Development Mitigation Program is comprised of Chapter 4 (Land Use/Transportation Analysis Program), Appendix K (Development Mitigation Nexus Study) and Appendix J (Development Mitigation Program implementation language).

**Development Share** – The percentage share of total project cost assigned as the development contribution percentage as listed in the SANBAG Nexus Study.

**Environmental Enhancement:** Strategies that mitigate or beautify new or modified transportation projects through the use of hardscape and landscape improvements.

**Equitable Share** – The percentage of Measure I Arterial Sub-program funding guaranteed to each Valley jurisdiction over the life of Measure I 2010-2040. The percentage is the ratio of public share costs for each jurisdiction's list of arterial projects to total Valley arterial public share costs in the Development Mitigation Nexus Study approved by the SANBAG Board in November 2007.

**Express Bus/Bus Rapid Transit Program** – Funds in this Valley Measure I 2010-2040 program are expended for the development, implementation and operation of express bus and bus rapid transit service, to be jointly developed by the SANBAG Board of Directors and transit service agencies serving the Valley Subarea. Eligible projects to be funded by Express Bus/Bus Rapid Transit Service funds include contributions to operating and capital costs associated with implementing high-speed, express-type bus service in high-density travel corridors.

**Express Bus Service** – Limited stop regularly scheduled bus service operating over State highways and/or freeways and taking advantage of High Occupancy Vehicle (HOV) lanes where available.

**Five Year Plan** – A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually, approved by local jurisdiction City Council/Board of Supervisors, and submitted to SANBAG by local jurisdictions.

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**Federal Highway Trust Fund** – The Federal Highway Trust Fund is the account established to receive certain highway-user taxes, such as the federal gas tax, to finance highway and mass transit programs enacted by the U.S. Congress.

**Freeway Interchange Program** – Funds in this Valley Measure I 2010-2040 program are expended to construct new interchanges, add capacity to existing interchanges or reconstruct existing interchanges. The projects contained in the Freeway Interchange Program are contained in the Nexus Study and are prioritized by the SANBAG Board of Directors.

**Freeway Project** – A project listed in the Measure I 2010-2040 Expenditure Plan, Ordinance 04-01, within the Freeway Program for the Valley Subarea.

**Freeway Service Patrol (FSP)** – FSP is a roving team of tow trucks that travel on selected freeways during peak commute hours to provide assistance to stranded motorists. FSP provides help at no cost to drivers who run out of gas, have a flat tire or need minor mechanical assistance. The FSP program is intended to keep freeways moving, reduce the chance of secondary accidents, and to help make the freeways less congested by quickly removing impediments to the flow of vehicular traffic.

**High Occupancy Toll (HOT) Lane** – HOT lanes are limited-access, normally barrier-separated highway lanes that provide free or reduced cost access to qualifying HOVs, and also provide access to other paying vehicles not meeting passenger occupancy requirements.

**High Occupancy Vehicle (HOV) Lane** – A lane reserved for a vehicle containing a driver and one or more passengers.

**Independent Taxpayer Oversight Committee (ITOC)** – Oversight committee established by Measure I Ordinance 04-01. The ITOC provides citizen review of Measure I administration to ensure that all Measure I funds are spent in accordance with provisions of the Expenditure Plan and Ordinance.

**Jurisdiction Master Agreement** – An agreement between SANBAG and a local jurisdiction documenting the allocation of Measure I 2010-2040 funds to the jurisdiction under the Arterial Sub-program of the Major Street Program in the Valley subarea for the specified fiscal year.

**Local Street Program** – Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

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**Maintenance of Effort** – Clause in the Measure I Ordinance 04-01 that requires that Measure I funding shall not replace existing road funding programs or to replace requirements for new development to provide for its own road needs.

**Major Local Highways Program** – One of the programs in Mountain/Desert subareas to fund major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. These funds may also be used to leverage other State and federal funds for transportation projects and to perform planning/project reports.

**Major Projects Committee** – This committee provides policy guidance and recommendations to the Board of Directors on issues related to the Measure I 1990-2010 Major Projects Program and the Measure I 2010-2040 Freeway, Freeway Interchange, Major Streets and Traffic Management Systems programs in the Valley Subarea.

**Major Street Program** – The Major Street Program provides funding to projects defined as congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access in the Valley Subarea. Projects funded by the Major Streets Program are included in the SANBAG Development Mitigation Nexus Study and include both a development share and public share funding component.

**Measure I** – A one-half of one percent retail transactions and use tax statutorily dedicated to transportation planning, design, construction, operation and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. Measure I was first authorized by passage of Ordinance 89-01 in 1989 and reauthorized by passage of Ordinance 04-01 in 2004. Measure I is authorized through March 2040.

**Measure I Strategic Plan** – Document establishing the policies, procedures and institutional processes needed to manage the implementation and on-going administration of Measure I 2010-2040.

**Measure I Subarea** – Geographic subarea of San Bernardino County established for the purpose of conveying Measure I funding. Six Measure I subareas are established in San Bernardino County – Colorado River, Morongo Basin, Mountains, North Desert, San Bernardino Valley and Victor Valley. Measure I subareas were established because the Measure I Ordinance includes return to source provisions that require revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea. Each Measure I subarea includes its own Expenditure Plan within the Measure I Ordinance.

**Metrolink/Rail Program** – The Metrolink/Rail Program provides funding to include purchase of additional commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County; construction of additional track capacity necessary to operate more passenger trains on Metrolink lines serving San Bernardino County; construction of additional parking spaces at Metrolink stations in San Bernardino County;

and provision of funds to match State and federal funds used to maintain the railroad track, signal systems, and road crossings for passenger rail service in San Bernardino County; construction and operation of a new passenger rail service between the cities of San Bernardino and Redlands; and construction and operation of an extension of the Gold Line to Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles.

**Mountain/Desert Committee** – This committee provides policy guidance and recommendations to the Board of Directors on issues related to the mountain/desert region of San Bernardino County, including the Measure I 2010-2040 Local Streets, Major Local Highway and Project Development and Traffic Management Systems programs in the Colorado River, Morongo Basin, Mountains, North Desert and Victor Valley subareas.

**Nexus Network** – A network of regional roadways in the San Bernardino Valley and Victor Valley subareas created based on a generalized set of criteria involving roadway functional classification, propensity to carry inter-jurisdictional traffic, connection to the freeway system and crossings of freeways, rivers or other physical impediments to travel.

**Nexus Study** – The Nexus Study is one component of the SANBAG Development Mitigation Program designed to implement the requirements of Measure I Ordinance 04-01 and the Transportation/Land Use provisions of the CMP. The Nexus Study provides an estimate of development contributions that represent a minimum development share for regional transportation improvements for each local jurisdiction and sphere of influence in the urbanized San Bernardino Valley and Victor Valley subareas, based on the estimates of project costs and the growth data provided by those jurisdictions. Each jurisdiction must develop its own schedule of fees for new development or other per-unit mitigation levels that can be demonstrated to achieve the development contribution levels specified in this Nexus Study by facility type. The development mitigation amounts identified by the Nexus Study represent a significant funding component to the Valley Freeway Interchange and Major Street programs as well as the Victor Valley Local Street and Major Local Highway programs.

**Obligation Authority (OA)** – The total amount of federal funds apportioned to a project that may be committed in a federal fiscal year. Typically, agencies receive an amount of OA that is less than the amount of federal apportionments that are received and obligate the funds through Caltrans Local Assistance.

**Plans and Programs Committee** – This committee provides ongoing policy level oversight for the countywide Comprehensive Transportation Plan and input into the revisions of the Regional Transportation Plan; Congestion Management Program (CMP) revisions, policies relative to deficiency plans, state and federal funding and programming requirements, and related issues; programs to implement or coordinate subregional or local transportation control measures; programming issues related to the CMP Capital Improvement Program, the Regional Transportation Improvement Program (RTIP) and air quality conformity.

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**Population** – For incorporated cities, the population is determined annually by the State Department of Finance population estimate as of January 1 of that year. For the unincorporated areas of the Valley Subarea, the population is determined annually by the County Planning Department, reconciled with the State Department of Finance population estimate as of January 1 of that year.

**Project Advancement Agreement (PAA)** – A contract that establishes agency roles, responsibilities and financial commitments between local jurisdiction(s) and SANBAG that is required to be executed prior to a commitment for reimbursement of project expenditures by SANBAG under the Project Advancement process.

**Project Advancement (PA) Process** – Process established to provide reimbursement to local jurisdictions willing to deliver Nexus Study or other Measure I projects with local resources in advance of the commencement of Measure I 2010-2040 with project construction beginning no later than January 31, 2009.

**Project Development and Traffic Management Systems Program** – One of the programs in Mountain/Desert subareas that fund projects including, but not limited to, corridor studies, project study reports, projects to improve traffic flow and maximize use of traffic facilities, congestion management, commuter assistance programs and programs which contribute to environmental enhancement associated with highway facilities.

**Project Funding Agreement** – An agreement between SANBAG and a local jurisdiction documenting the allocation of Measure I 2010-2040 funds to the jurisdiction for a project under the Valley Freeway Interchange Program or the Rail-Highway Grade Separation Sub-program of the Major Street Program and specifies the conditions of performance by SANBAG and the local jurisdiction associated with that project.

**Public Share** – The share of project cost calculated as the total cost of the project minus the developer share.

**Reserved Account** – An account of Measure I dollars from the arterial portion of the Valley Major Street Program retained by SANBAG for each jurisdiction that can be accessed by a 1:1 match with development contributions. For each dollar of required development share pursuant to the Development Mitigation Nexus Study, one dollar is retained in the reserved account until matching funds are available.

**Senior and Disabled Transit Program** – The Senior and Disabled Transit Program provides funding to offset a portion of future senior and disabled fare increases that would apply to fixed route, Community Link and complementary paratransit services; to help offset operating and capital costs associated with special transit services provided by transit operators, cities and non-profit agencies for seniors and persons with disabilities; to facilitate the creation of a Consolidated Transit Service Agency which will be responsible for the coordination of transit services provided to seniors and persons with disabilities.

**Short Range Transit Plan (SRTP)** – A five-year financially constrained plan of projected transit service levels, operating and capital improvement expenses, updated biennially and submitted to SANBAG by local transit systems, including the passenger rail program.

**Sponsoring Agency** – The jurisdiction with the majority share development mitigation responsibility for projects included in the SANBAG Development Mitigation Nexus Study.

**State Transportation Improvement Program (STIP)** – A multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

**Surface Transportation Program (STP)** – Flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

**Time-Value of Money** – A concept that recognizes that the purchasing power of currency changes over time. Typically a dollar amount at the present time is worth more than the same amount in the future, due to inflation. Time-value of money is a central consideration for cash flow borrowing and program management in Measure I 2010-2040, and is taken into account to ensure that each program receives an equitable share of funds regardless of when the projects are delivered.

**Traffic Management:** Strategies that result in the more efficient use of transportation facilities. Examples include improved traffic signal synchronization and system monitoring.

**Traffic Management Systems Program** – The Traffic Management Systems Programs provides funding for projects that include signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects which contribute to environmental enhancement associated with transportation facilities.

**Traffic Shed** – A traffic shed represents the geographic area around an interchange from which most of the traffic using that interchange is likely to be drawn.

**Transportation Reimbursement Escort Program (TREP)** – A volunteer travel reimbursement program for elderly individuals and individuals with disabilities.

**Unreserved Account** – An account representing a jurisdiction's equitable share of the arterial portion of the Valley Major Street funds minus the dollars in the reserved account. Jurisdictions may access the unreserved account with no development contribution match.

**Vehicle Miles Traveled (VMT)** – Total number of miles driven by all vehicles within a given time period and geographic area.