High Desert Corridor (HDC)

North County Transportation Coalition

38300 Sierra Highway Suite A, Palmdale, CA 93550

Member Jurisdictions

City of Lancaster

County of Los Angeles

City of Palmdale

City of Santa Clarita

Board Members

Members - Elected

James C. Ledford, Chair

Henry Hearns

Marsha McLean

Members - General

Laura Biery, Secretary

Nicole West

Michael Cano

Ron Carter

Robert Newman

Connie Worden-Roberts

Richard Yribe

Tom DiPrima

Arthur Sohikian

December 6, 2007

Hon. Alan Wapner
Chairman
Transportation and Communications Committee
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90012

Dear Chairman Wapner:

As the mayors of the cities of Palmdale and Lancaster, representing approximately 300,000 citizens, and as representatives to the High Desert Corridor Joint Powers Authority (HDCJPA), we urge you today to keep the High Desert Corridor project in the draft Regional Transportation Plan (RTP).

This past Monday the HDCJPA voted unanimously to release a Request for Proposals with the goal of providing the financial plan documents necessary for SCAG to keep the High Desert Corridor in the constrained portion of the RTP before the RTP is officially adopted. This vote reflects the unified and proactive spirit of the HDCJPA which comprises the five cities of the High Desert and both Los Angeles and San Bernardino Counties in promoting this project and meeting SCAG requirements. Additionally in the North County Combined Highway Corridors Study adopted June 2004 the Los Angeles County Metropolitan Transportation Authority (Metro) recommended that the project be included in the next RTP and the RTIP.

The benefits of this project to our cities and to the High Desert are numerous. The Antelope Valley and the Victor Valley are experiencing the fastest growth in population in their respective counties, and the time to build the necessary highway infrastructure to support this growth is now. Additionally, the High Desert Corridor will serve as an integral part of the goods movement infrastructure that our region will need as trade continues to burgeon at the Ports of Los Angeles and Long Beach. Connecting the Palmdale Airport to the current highway infrastructure through the High Desert Corridor will also further regionalize air travel opportunities in the SCAG area and provide greater mobility and air quality improvement for the residents of Los Angeles and San Bernardino Counties.

Thank you for your attention to this matter, and for your inclusion of the High Desert Corridor in the draft RTP to be released today.

Sincerely,

Hon. James C. Ledford
Mayor
City of Palmdale

Hon. Henry Hearns
Mayor
City of Lancaster

Board of Supervisors
County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

December 6, 2007

Hon. Alan Wapner
Chairman
Transportation and Communications Committee
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Chairman Wapner:

As Vice-Chairman of the High Desert Corridor Joint Powers Authority (HDCJPA), Director on the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Supervisor for the 5th District of Los Angeles County, I encourage you and the Transportation and Communications Committee to keep the High Desert Corridor project in the constrained portion of the draft Regional Transportation Plan (RTP) at this time to allow the HDCJPA the opportunity to provide the financial planning documentation necessary for final SCAG approval next year.

On Monday of this week the HDCJPA board unanimously approved the release of a Request for Proposals with the goal of receiving proposed financial plan models that would satisfy SCAG requirements and provide a framework within which the HDCJPA can become a prototypical Public-Private Partnership within the SCAG region.

The High Desert Corridor is a project that has galvanized two Counties—Los Angeles and San Bernardino—and the cities of the High Desert—Lancaster, Palmdale, Apple Valley, Adelanto and Victorville—to work together collaboratively and innovatively as a JPA to promote this vital project of local, regional and national significance.

Connecting the cities and airports and job centers of the High Desert with the High Desert Corridor will provide the first true east-west connection between the two fastest growing areas of Los Angeles and San Bernardino Counties. Implementing this project will begin to lay the transportation infrastructure foundation necessary to support this growing population at an opportune time.

ROOM 869 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
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Regionally the High Desert Corridor also will provide substantial congestion relief along Interstate 5 in the Santa Clarita Valley, along Interstates 210 and 10, and along Interstate 15 through the Cajon Pass by diverting pass-through car and freight traffic that transfers between Interstates 5 and 15 through the Los Angeles and San Bernardino basins. Removing pass-through traffic, particularly truck freight, should be a priority for the SCAG region in providing the extra capacity and traffic relief on these congested corridors, and the High Desert Corridor provides the mechanism needed to make this diversion possible.

Nationally, the High Desert Corridor will provide the first direct express highway connection between the two north-south trade corridors in the Western United States—Interstate 5 and Interstate 15—north of the heavily-populated basins of Los Angeles and San Bernardino Counties. This missing trade link along the perimeter of the Southern California region will provide the time and economic incentives necessary for freight trucks and motorists to bypass the most congested areas of the region and thus directly improve the air quality and mobility of the rest of Southern California.

The High Desert Corridor shows much promise as a special project that may revolutionize how we use Public-Private Partnerships to construct transportation infrastructure with great public value. I urge this Committee to recognize the importance of keeping this project in the constrained portion of the draft RTP and of allowing the HDCJPA to gather and to provide the financial plan information necessary to meet federal requirements for the final release of the RTP.

Sincerely,

MICHAEL D. ANTONOVICH

Supervisor, Los Angeles County
Director, Los Angeles County Metropolitan Transportation Authority
Vice-Chairman, High Desert Corridor Joint Powers Authority

C: Transportation and Communications Committee

High Desert Corridor

Joint Powers Authority

E-220 HIGH DESERT CORRIDOR

PROJECT MANAGEMENT PLAN

FOR

HIGH DESERT CORRIDOR

FROM THE ANTELOPE VALLEY AREA OF THE
COUNTY OF LOS ANGELES
TO
THE VICTOR VALLEY AREA OF THE
COUNTY OF SAN BERNARDINO

(STATE ROUTE 14 TO INTERSTATE ROUTE 15)

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US 395 EAST TO SR 18, STAND ALONE PROJECT, HIGH DESERT CORRIDOR

Project Description

Background

The recently enacted Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) significantly revised federal and state stewardship and oversight responsibilities over our nation's transportation system to provide greater emphasis on financial integrity, project delivery and major project oversight. A key provision lowers the monetary threshold for defining a Major Project from $1 billion to $500 million and extends the lower cost threshold to projects requiring a Project Management Plan. A new provision also requires State Departments of Transportation to prepare an annual Financial Plan for every project with an estimated total cost between $100 million and $500 million.

The Project Management Plan is the guide for implementing the major project documents assumptions and decisions regarding communication, management processes, execution and overall project control. The ultimate purpose of the Project Management Plan is to clearly define the roles, responsibilities, procedures and processes that will result in the major project being managed such that it is completed:

- On-time,
- Within budget,
- With the highest degree of quality,
- In a safe manner for both the individuals working on the project and for the traveling public, and
- In a manner in which the public trust, support, and confidence in the project will be maintained.

The Project Management Plan addresses all phases of the major project life cycle, and ensures that the project will be managed holistically and as a continuum, not incrementally as the project progresses. It is essential that the Project Management Plan establish the standards by which the success of the project is defined. It is expected that all sponsoring agencies will endorse the Plan.

Project Description and Scope of Work

The High Desert Corridor(HDC) is proposed as a freeway/expressway on a new alignment. The analysis area extends from SR 14 in the City of Palmdale near Avenue P-8 to I-15 in the City of Victorville near Stoddard Wells Road. A request for proposals is being issued December 2007 to hire a consulting firm for project development. As part of the proposal submittal, firms will present a proposed financing plan which includes all viable alternatives (i.e. federal, state, private) and possible utilization of the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA).

The strategic analysis will be coordinated with the Joint Powers Authority (JPA) and its staff. The

preparation of the various project reports and documents will be closely coordinated with Caltrans and each of the seven local jurisdictions that will be affected by the new HDC. The seven jurisdictions are the County of Los Angeles, the County of San Bernardino, the Cities of Palmdale, Lancaster, Adelanto and Victorville and the Town of Apple Valley. A proactive outreach process is envisioned to provide information to and receive input from the affected communities, businesses, and resource agencies. The document preparation will be based on past conceptual plans developed by the JPA with assistance from Los Angeles and San Bernardino Counties and Caltrans. They will define preliminary corridors, typical cross sections and potential interchange locations for identified alternatives. Attachment D, Map of Potential HDC Area, shows the area within which candidate alignments will be identified. A minimum right-of-way width of 300 feet has been defined.

There are two sections of the HDC that agencies are currently preparing the environmental study documents. One section is identified as the first project of the HDC and it is located on the east end from US 395 to I-15 continuing into the Town of Apple Valley ending at SR 18 east of the Town limits. This project is well underway with the City of Victorville as lead agency. Also, a second section, identified as project two is located in Antelope Valley on the west end of the HDC. It begins at SR 14 near Avenue P-8 and extends easterly to about 100th Street. This is a Caltrans District 7 project to realign a section of SR 138 but which will connect to the HDC. The approximate distances from Palmdale to Victorville are as follows:

Project 2	SR 14 to 100th Street	10 miles
Middle Section	100th Street to US 395	31 miles
Project 1	US 395 to I-15	9 miles
	Total	50 miles

The overall HDC will overlap and include both of these projects. It is anticipated that there will be coordination occurring on a regular basis between the Consultant, representatives of the JPA, preparers of the two studies, the various cities and Caltrans in order to insure compatibility.
The project will improve mobility, accessibility and safety for east/west travel. Various resolutions of support have been included in the appendix.

Summary of Project History

1930's/40's - Los Angeles Bypass Project Goal was to improve SR-138 to serve as the alternative for LA traffic

1996 - Avenue P-8 Corridor PSR by Caltrans Dist. 7. Focused on developing a freeway between SR-138 & 50th St. East

1998 - San Bernardino County PSR approved by Caltrans Dist. 8
Focused on developing a 4-lane expressway between SR-18 from 2.1 km South of Joshua Road to US 395

1992-1996 - High Desert Corridor Study – Multi-Agency Conducted to determine the feasibility of a transportation corridor in the Greater Antelope Valley

1999 - High Desert Corridor Study Modeling Technical Report-SCAG, Caltrans, and North LA County Subregion
Provided transportation modeling to forecast travel demands for the eastern High Desert Corridor (HDC)

2000 - Preliminary Environmental Evaluation Report - Caltrans
Conducted to assist in the determination of an appropriate level of environmental documentation for the proposed HDC

2000/2001 - High Desert Corridor Study – Caltrans Dist. 7
To provide documentation for viable multi-modal transportation corridor alternatives within the Antelope and Victor/Apple Valleys

2002 - Regionally Significant Transportation Investment Study (RSTIS) - CaltransProvided documentation to identify the need for development of an improved transportation infrastructure to accommodate the expected continuing growth in the Antelope, Victor, and Apple Valleys as well as LA and San Bernardino Counties

2004 - North County Combined Highway Corridors Study – MTA Initiated to develop a multi-modal transportation plan for the northern portion of Los Angeles County. Studied from I-5 to I-15.

2006 – High Desert Corridor PSR – Caltrans Dist. 7
Studied SR-138 from SR-14 to 90th Street East and High Desert Corridor from 90th Street East to I-15

2006 – County formed Joint Powers Authority

2007 - Avenue P-8 Corridor/New SR-138 alignment including on/off ramp locations for Palmdale and unincorporated LA County

2007 – San Bernardino County HDC Project – Victorville and Apple Valley
Studied US 395 to SR-18

Financing Summary

To date the project has received a variety of Federal and local funds.

Fund Type	Project Segment	Year	Fund Total (millions)
CBIP	US 395 to I-15 Project 1	Prior	$3.0
City	US 395 to I-15 Project 1	Prior	$2.4
Demo T21	US 395 to I-15 Project 1	Prior	$2.7
City	US 395 to I-15 Project 1	Prior	$0.7
City (federal money allocated to City	Entire Project	2007/2008	$0.8
Demo T21	US 395 to I-15 Project 1	2007/2008	$2.0
City	US 395 to I-15 Project 1	2007/2008	$0.5
Demo T21	US 395 to I-15 Project 1	2008/2009	$1.3
Demo STL	US 395 to I-15 Project 1	2008/2009	$4.0
City	US 395 to I-15 Project 1	2008/2009	$1.3
PLH	US 395 to I-15 Project 1	2008/2009	$1.0
PLH	US 395 to I-15 Project 1	2009/2010	$1.0
City	US 395 to I-15 Project 1	2012/2013	$0.2
		Total	$20.9

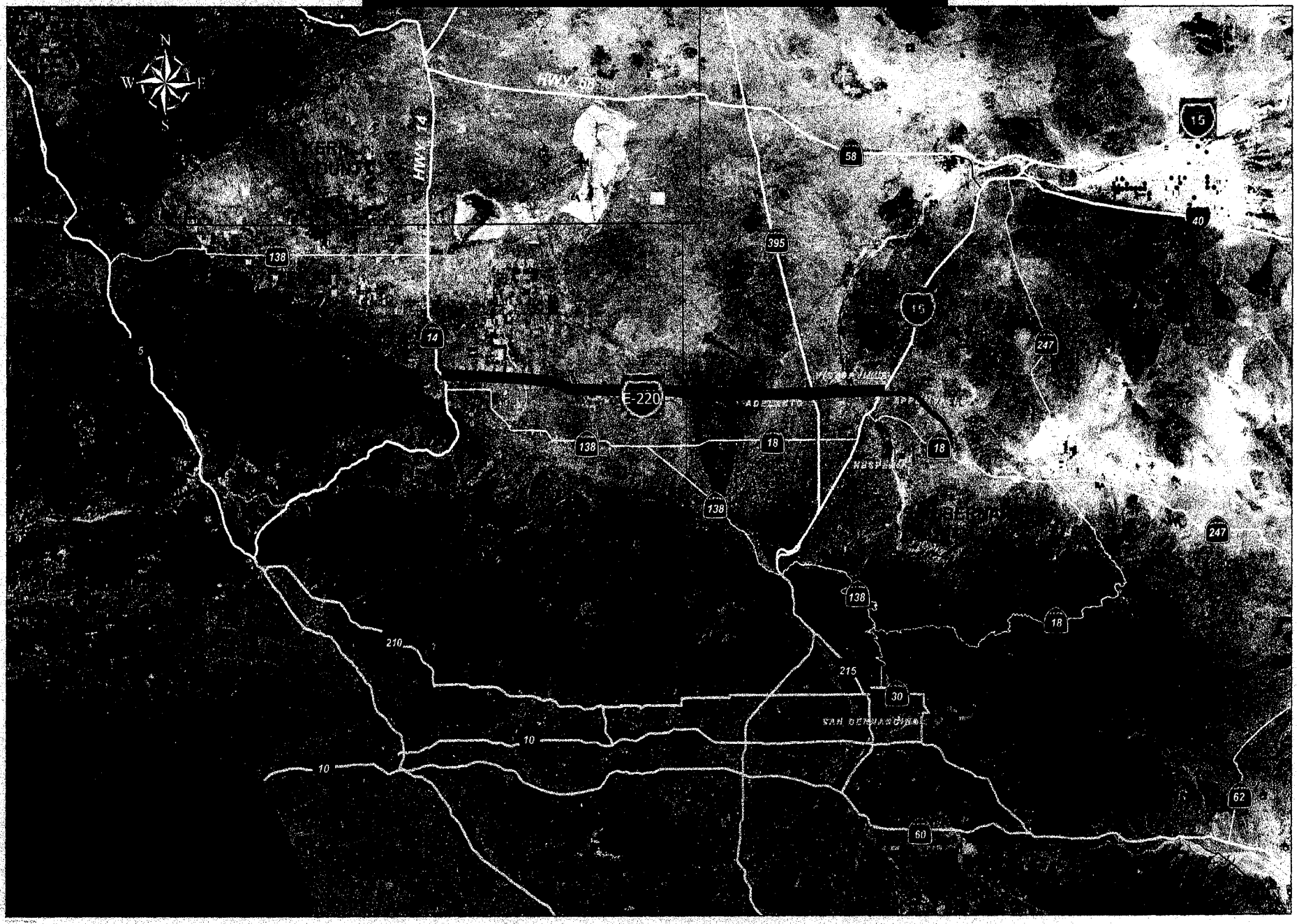
ACRONYMS USED

CBIP = Coordinated Border Infrastructure Program
Demo T21 = Demonstration Funds (Transportation Equity Act of the 21st Century)
Demo STL = Demonstration Funds Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
PLH = Public Lands Highways Program
City = City of Victorville and Town of Apple Valley

APPENDIX A

PROJECT MAP

Map of High Desert Corridor Area



APPENDIX B

EXCERPT FROM SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users was signed into law by President George W. Bush on August 10, 2005. As a result of this law, several new provisions added more high priority corridors as well as add a few more legislatively defined Interstate routes.

In Section 1304, the following high priority corridors were amended:

- Corridor 14: The Heartland Expressway has been revised substantially. While it still connects Denver, Colorado, to Rapid City, South Dakota, through Scottsbluff, Nebraska, the route now includes a spur to Wyoming and a spur to Limon to connect to Corridor 38: Ports to Plains as well as changes in the routing (as follows):
    - (A) In the State of Colorado, the Heartland Expressway Corridor follows:
        - (i) Interstate 76 from Denver to Brush
        - (ii) Colorado Highway 71 from Limon to the border between the States of Colorado and Nebraska
    - (B) In the State of Nebraska, the Heartland Expressway Corridor follows:
        - (i) Nebraska Highway 71 from the border between the States of Colorado and Nebraska to Scottsbluff
        - (ii) United States Route 26 from Scottsbluff to the intersection with State Highway L62A
        - (iii) State Highway L62A from the intersection with United States Route 26 to United States Route 385 north of Bridgeport
        - (iv) United States Route 385 to the border between the States of Nebraska and South Dakota
        - (v) United States Highway 26 from Scottsbluff to the border of the States of Nebraska and Wyoming
    - (C) In the State of Wyoming, the Heartland Expressway Corridor follows United States Highway 26 from the border of the States of Nebraska and Wyoming to the termination at Interstate 25 at Interchange number 94.
    - (D) In the State of South Dakota, the Heartland Expressway Corridor shall generally follow:
        - (i) United States Route 385 from the border between the States of Nebraska and South Dakota to the intersection with State Highway 79
        - (ii) State Highway 79 from the intersection with United States Route 385 to Rapid City.
- Corridor 23, Interstate 35 is amended by added a new branch: "from Wichita, Kansas, to Sioux City, Iowa, which includes I-135 from Wichita, Kansas to Salina, Kansas, United States Route 81 from Saline, Kansas, to Norfolk, Nebraska, Nebraska State Route 35 from Norfolk, Nebraska, to South Sioux City, Nebraska, and the connection to I-29 in Sioux City, Iowa."
- Corridor 33, Capital Gateway is amended as follows (see phrase in italics, which adds Interstate 395 to High Priority status): The Capital Gateway Corridor following United States Route 50 from the proposed intermodal transportation center connected to *and including the I-395 corridor* in Washington, D.C., to the intersection of United States Route 50 with Kenilworth Avenue and the Baltimore-Washington Parkway in Maryland.
- Corridor 34, The Alameda Corridor-East and Southwest Passage, California is changed to this new definition, which replaces the old definition: "The Alameda Corridor-East is generally described as the corridor from East Los Angeles (terminus of Alameda Corridor) through Los Angeles, Orange, San Bernardino, and Riverside Counties, to termini at Barstow in San Bernardino County and Coachella in Riverside County. The Southwest Passage shall follow I-10 from San Bernardino to the Arizona State line." Interstate 8 is dropped out of high priority status.

The following new corridors were added in Section 1304:

- Corridor 46: Interstate Route 710 between the terminus at Long Beach, California, to California State Route 60.
- Corridor 47: Interstate Route 87 from the Quebec border to New York City.
- Corridor 48: The Route 50 High Plains Corridor along the United States Route 50 corridor from Newton, Kansas, to Pueblo, Colorado.
- Corridor 49: The Atlantic Commerce Corridor on Interstate Route 95 from Jacksonville, Florida, to Miami, Florida.

- Corridor 50: The East-West Corridor commencing in Watertown, New York, continuing northeast through New York, Vermont, New Hampshire, and Maine, and terminating in Calais, Maine.

- Corridor 51: The SPIRIT Corridor on United States Route 54 from El Paso, Texas, through New Mexico, Texas, and Oklahoma to Wichita, Kansas.
- Corridor 52: The route in Arkansas running south of and parallel to Arkansas State Highway 226 from the relocation of United States Route 67 to the vicinity of United States Route 49 and United States Route 63.
- Corridor 53: United States Highway Route 6 from Interstate Route 70 to Interstate Route 15, Utah.
- Corridor 54: The California Farm-to-Market Corridor, California State Route 99 from south of Bakersfield to Sacramento, California.
- Corridor 55: In Texas, Interstate Route 20 from Interstate Route 35E in Dallas County, east to the intersection of Interstate Route 635, north to the intersection of Interstate Route 30, northeast through Texarkana to Little Rock, Arkansas, Interstate Route 40 northeast from Little Rock east to the proposed Interstate Route 69 corridor.
- Corridor 56: In Texas, the *La Entrada al Pacifico* Corridor consisting of the following highways and any portion of a highway in a corridor on 2 miles of either side of the center line of the highway:
    - (A) State Route 349 from Lamesa to the point on that highway that is closest to 32 degrees, 7 minutes, north latitude, by 102 degrees, 6 minutes, west longitude.
    - (B) The segment or any roadway extending from the point described by subparagraph (A) to the point on Farm-to-Market Road 1788 closest to 32 degrees, 0 minutes, north latitude, by 102 degrees, 16 minutes, west longitude.
    - (C) Farm-to-Market Road 1788 from the point described by subparagraph (B) to its intersection with Interstate Route 20.
    - (D) Interstate Route 20 from its intersection with Farm-to-Market Road 1788 to its intersection with United States Route 385.
    - (E) United States Route 385 from Odessa to Fort Stockton, including those portions that parallel United States Route 67 and Interstate Route 10.
    - (F) United States Route 67 from Fort Stockton to Presidio, including those portions that parallel Interstate Route 10 and United States Route 90.
- Corridor 57: United States Route 41 corridor between Interstate Route 94 via Interstate Route 894 and Highway 45 near Milwaukee and Interstate Route 43 near Green Bay in the State of Wisconsin.
- Corridor 58: The Theodore Roosevelt Expressway from Rapid City, South Dakota, north on United States Route 85 to Williston, North Dakota, west on United States Route 2 to Culbertson, Montana, and north on Montana Highway 16 to the international border with Canada at the port of Raymond, Montana.
- Corridor 59: The Central North American Trade Corridor from the border between North Dakota and South Dakota, north on United States Route 83 through Bismarck and Minot, North Dakota, to the international border with Canada.
- Corridor 60: The Providence Beltline Corridor beginning at Interstate Route 95 in the vicinity of Hope Valley, Rhode Island, traversing eastwardly intersecting and merging into Interstate Route 295, continuing northeastwardly along Interstate Route 95, and terminating at the Massachusetts border, and including the western bypass of Providence, Rhode Island, from Interstate Route 295 to the Massachusetts border.
- Corridor 61: In the State of Missouri, the corridors consisting of the following highways:
    - (A) Interstate Route 70, from Interstate Route 29/35 to United States Route 61/Avenue of the Saints.
    - (B) Interstate Route 72/United States Route 36, from the intersection with Interstate Route 29 to United States Route 61/Avenue of the Saints.
    - (C) United States Route 67, from Interstate Route 55 to the Arkansas State line.
    - (D) United States Route 65, from United States Route 36/Interstate Route 72 to the East-West TransAmerica corridor, at the Arkansas State line.
    - (E) United States Route 63, from United States Route 36 and the proposed Interstate Route 72 to the East-West TransAmerica corridor, at the Arkansas State line.
    - (F) United States Route 54, from the Kansas State line to United States Route 61/Avenue of the Saints.
- Corridor 62: The Georgia Developmental Highway System Corridors identified in section 32-4-22 of the Official Code of Georgia, Annotated.

- Corridor 63: The Liberty Corridor, a corridor in an area encompassing very critical and significant transportation infrastructure providing regional, national, and international access through the State of New Jersey, including Interstate Routes 95, 80, 287, and 78; United States Routes 1, 9, and 46; New Jersey State Routes 3 and 17; and portways and connecting infrastructure.
- Corridor 64: The corridor in an area of passage in the State of New Jersey serving significant interstate and regional traffic, located near the cities of Camden, New Jersey, and Philadelphia, Pennsylvania, and including Interstate Route 295, United States Route 42, United States Route 130, and Interstate Route 676.
- Corridor 65: The Interstate Route 95 Corridor beginning at the New York State line and continuing through Connecticut to the Rhode Island State line.
- Corridor 66: The Interstate Route 91 Corridor from New Haven, Connecticut, to the Massachusetts State line.
- Corridor 67: The Fairbanks-Yukon International Corridor consisting of the portion of the Alaska Highway from the international border with Canada to the Richardson Highway, and the Richardson Highway from its junction with the Alaska Highway to Fairbanks, Alaska.
- Corridor 68: The Washoe County corridor, along Interstate Route 580/United States Route 95/United States Route 95A, from Reno, Nevada, to Las Vegas, Nevada.
- Corridor 69: The Cross Valley Connector connecting Interstate Route 5 and State Route 14, Santa Clarita Valley, California.
- Corridor 70: The Economic Lifeline corridor, along Interstate Route 15 and Interstate Route 40, California, Arizona, and Nevada, including Interstate Route 215 South from near San Bernadino, California, to Riverside, California, and State Route 91 from Riverside, California, to the intersection with Interstate Route 15 near Corona, California.
- Corridor 71: The High Desert Corridor/E-220 from Los Angeles, California, to Las Vegas, Nevada, via Palmdale and Victorville, California.
- Corridor 72: The North-South corridor, along Interstate Route 49 North, from Kansas City, Missouri, to Shreveport, Louisiana.
- Corridor 73: The Louisiana Highway corridor, along Louisiana Highway 1, from Grand Isle, Louisiana, to the intersection with United States Route 90.
- Corridor 74: The portion of United States Route 90 from Interstate Route 49 in Lafayette, Louisiana, to Interstate Route 10 in New Orleans, Louisiana.
- Corridor 75: The Louisiana 28 corridor from Fort Polk to Alexandria, Louisiana.
- Corridor 76: The portion of Interstate Route 75 from Toledo, Ohio, to Cincinnati, Ohio.
- Corridor 77: The portion of United States Route 24 from the Indiana/Ohio State line to Toledo, Ohio.
- Corridor 78: The portion of Interstate Route 71 from Cincinnati, Ohio, to Cleveland, Ohio.
- Corridor 79: Interstate Route 376 from the Pittsburgh Interchange (I/C No. 56) of the Pennsylvania Turnpike, westward on Interstate Route 279, United States Route 22, United States Route 30, and Pennsylvania Route 60, continuing past the Pittsburgh International Airport on Turnpike Route 60, to the Pennsylvania Turnpike (Interstate Route 76), Interchange 10, and continuing north on Pennsylvania Turnpike Route 60 and on United States Route 422 to Interstate Route 80.
- Corridor 80: The Intercounty Connector, a new east-west multimodal highway between Interstate Route 270 and Interstate Route 95/United States Route 1 in Montgomery and Prince George's Counties, Maryland.

In Sections 1304 and 1908, the following new Interstate Highways were added:

- Corridor 54 - California 99 (Future Interstate 7 or 9)
- Corridor 57 - U.S. 41 (Future Interstate 41)
- Corridor 79 - Interstate 376, including U.S. 22-30 and Pennsylvania 60 between Interstate 79
- Creek Turnpike around Tulsa, Oklahoma - possible reroute of Interstate 44 or new Interstate 644
- Interstate 26 was officially extended approximately 11 miles north of Interstate 81 in Tennessee to near the Virginia State Line, replacing the remaining section of now-former Interstate 181

In the version of HR3 that was submitted by the House to the Senate, there was language in Section 1838 that would authorize a new Interstate Highway (aptly named Interstate 41) to be designated along the U.S. 41 corridor in Wisconsin from Milwaukee north to Green Bay. This specific language does **not** appear in the Conference Report version of HR3 that was signed by President George W. Bush on August 10, 2005:

SEC. 1839. INCLUSION OF CERTAIN ROUTE SEGMENTS ON THE INTERSTATE SYSTEM.

Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 118 Stat. 293) is amended — (1) in subparagraph (A) by striking "and sub-section (c)(45)" and inserting "subsection (c)(45), and subsection (c)(57)"; and (2) by adding the following at the end of sub-paragraph (B)(i): "The route referred to in sub-section (c)(57) is designated as Interstate Route I–41."

APPENDIX C

VICTORVILLE AGENDA ITEMS

CITY OF
VICTORVILLE

760-955-5000
FAX 760-245-7243
email: vville@ci.victorville.ca.us
14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

AGENDA ITEM

CITY COUNCIL MEETING OF: September 4, 2007

SUBMITTED BY: *John A. McGrade*
City Engineer

DATE: August 29, 2007

SUBJECT: HIGH DESERT CORRIDOR – PHASE 1A, INTERMODAL GATEWAY PROJECT, TRADE CORRIDOR IMPROVEMENT FUND

RECOMMENDATION: That City Council take action to commit the matching funds to supplement potential funds to be received from the Trade Corridors Improvement Fund for the High Desert Corridor, Phase 1A, Intermodal Gateway Project, in the amount of $200,000,000 with the proposed fund source breakdown or a modification thereof.

FISCAL IMPACT: $200,000,000

Finance Dept. Use Only
Additional Appropriation
__ *No* _____
✓ *Yes/$ Amount* $200 M
Finance Director Review
$ Approval aom

DISCUSSION:
The High Desert Corridor, Phase 1A, Intermodal Gateway project is a five mile long segment planned to serve the intermodal facility and SCLA area. The project is a candidate for receiving money from Trade Corridors Improvement Fund (TCIF). Staff, along with the High Desert Corridor team and consultants have been preparing information for the SANBAG Board to evaluate and compare this project to other projects being prioritized by the Board. Fact sheets that have been submitted to SANBAG are attached to this report.

A Project Study Report Equivalent has been prepared as supporting documentation for the project submittal to the California Transportation Commission. Five alternatives or design variations have been identified for the High Desert Corridor, Phase 1A, Intermodal Gateway, ranging in cost from about $350 to $422 million. The proposed project is a 4-lane freeway, with a half interchanges at I-15 and Phantom East. The interchange at I-15 would have one to two "flyover" direct connectors and the interchange at Phantom East would have a bridge over the High Desert Corridor with a half diamond and eastbound loop on ramp.

The approval of Proposition 1B resulted in the Highway Safety, Traffic Reduction, Air Quality and Port Security Act of 2006. The act authorized the issuance of $19.9 billion of state general obligation bonds for specified purposes, including high priority transportation corridor improvements. Two billion of those bond funds will be transferred into the Trade Corridors Improvement Fund (TCIF). SB 9, introduced by Senator Lowenthal, provides enabling legislation and defines criteria for project selection.

Written
#9
9-4-07

There are six types of projects that were specifically approved in Proposition 1B.

1. Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.
2. Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.
3. Projects to enhance the capacity and efficiency of ports.
4. Truck corridor improvements, including dedicated truck facilities or truck toll facilities.
5. Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.
6. Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

On May 9, 2007, candidate projects for the TCIF were discussed at a special SANBAG Board meeting. On July 19, 2007, SANBAG staff presented five candidate projects along with a list of 11 grade separation projects. The five projects were:

1. High Desert Corridor, Phase 1A, Intermodal Gateway, Phantom East to I-15
2. I-10 Widening and Interchange Improvements between (I-15 and I-215)
3. I-15 Widening and Devore Interchange Reconstruction
4. Colton Crossing rail-to-rail grade separation
5. State Route 58 realignment and widening

The resulting discussion removed the Colton Crossing and State Route 58 from the candidate list.

The SANBAG Board, at the next meeting on September 12, 2007, will prioritize the candidate projects for endorsement by the Board, in preparation for submitting projects to the California Transportation Commission (CTC). Projects must go before the CTC in a competitive process to receive allocation of funds. One of the requirements is a one to one match of TCIF dollars. The matching fund sources can from "appropriate local, federal or private sources, including fees charged for the movement of cargo in containers", according to the act. A project must be fully funded using the combination of TCIF and matching funds. The TCIF can be used only for the costs of construction. SANBAG sent a letter to the City, dated August 28, 2007, attached, requesting specific information regarding commitment to matching funds to the TCIF.

The project estimate for the two preferable alternatives is $350 million; therefore the match requirement is $175 million. Shown below are proposed funds and amounts:

	$ Million
Measure I, Major Local Highway Program (1)	$25
Measure I, Local (2)	$25
Development Impact Fee, Roads (3)	$25
Redevelopment Agency (4)	$50 - $200
Private (5)	$0 - $50
Total	$200

Notes:

(1) Proposed from the Victor Valley Major Local Highway Program, 2010 – 2040 Measure I, from bonding against future revenues. Total estimated for 30-year measure is $298 million. $25 million would be about 8% of the total. Would require Mountain Desert Committee and SANBAG Board approval

(2) Local Street Projects Measure I, 2010 – 2040, from bonding against future revenues. These dollars are under the control of the Victorville City Council.

(3) City's DIF roads project list identifies the HDC / I-15 interchange with a City Share of $37 million. More DIF can be allocated for the full interchange improvements.
(4) RDA funding amount will range between $50 to $200 million depending on the level of private investment
(5) Private investment will range from $0 to $50 million

The High Desert Corridor project is currently in the Project Approval / Environmental Document (PA/ED) phase. This phase is scheduled to be complete by December 2008. The design and right of way acquisition is scheduled for two years, with the project award by the end of 2010. It appears that projects eligible for the TCIF must be ready for construction by the end of 2012. The High Desert Corridor has received about $19 million of federal funds for the PA/ED and design.

Staff recommends that City Council take action to commit the matching funds to supplement anticipated funds to be received from the Trade Corridors Improvement Fund for the High Desert Corridor, Phase 1A, Intermodal Gateway Project, in the amount of $175,000,000 with the proposed fund source breakdown or a modification thereof.

Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
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

August 28, 2007

Mr. Brian Gengler, P.E.
City of Victorville
P.O. Box 5001
Victorville, CA 92393

Dear Mr. Gengler:

The SANBAG Board is currently working to prioritize its list of candidate projects to be submitted for funding out of the Trade Corridor Improvement Fund (TCIF). One of the requirements identified in the enabling legislation for the TCIF account, SB 9, is that a local 1:1 match be provided for projects funded by TCIF.

The City of Victorville has proposed the High Desert Corridor, Phase 1a, as a candidate project for TCIF funding. SANBAG staff has been tasked with assembling all of the necessary materials and documentation for the candidate projects to be considered by the SANBAG Board during the TCIF discussion that will take place on September 12, 2007. Last week, a letter dated August 16, 2007 was distributed to the SANBAG Board and Deborah Barmack by Victorville's SANBAG Board Member Mike Rothschild. The letter acknowledged the TCIF requirement for matching funds and documented Victorville's track record of providing matching funds for various transportation projects. What the letter did not say specifically, however, was the City of Victorville's willingness to commit $175 million in matching funds for the project and the source of funding identified for the match. The $175 million local match is based on a 1:1 match for the $350 million project cost identified in the draft Project Study Report Equivalent (PSRE) that was submitted to SANBAG on August 24, 2007.

Could you please verify with your city management and City Council the commitment of Victorville to fund the local match of $175 million for the project and the source of the matching funds? SANBAG staff wants to ensure that we are completely clear on the City's intentions and want to avoid any possible misunderstandings as they relate to the City's willingness to fund the local match for the project.

Sincerely,

Ryan Graham
Transportation Planning Specialist

cc: Jon Roberts, Victorville City Manager
Mike Rothschild, SANBAG Board Member

bg070824-rpg.doc

Project Name: High Desert Corridor, Phase 1A – Intermodal Gateway
Fact Sheet

Project Type: Intermodal Rail & Commercial Airport Connection/Increased Truck Throughput

Project Description:
Construct Southern California Intermodal Gateway Improvements in San Bernardino County. Funding is sought for Segment 1A of High Desert Corridor (HDC), which consists of a five mile long, 4-lane freeway from Phantom East to Interstate 15, with connectors to Interstate 15. Full project consists of roadway improvements leading from SR-18 to SR-14.

Estimated Cost ($2007): $350 million

Traffic, Rail & Truck Information:
- Current traffic served by a rural 2/4 lane arterial with 16,000 vehicles per day
- Connects to Southern California Logistics Airport, intermodal rail complex (1.5 million lift capacity), and distribution center (60 million square feet of industrial development approved)
- Rail Phase 1 underway - $15 Million construction of rail lead track and grade separation bridge
- Intermodal rail complex construction scheduled in 2008, start of operations in 2011
- *Traffic forecasts are being studied now; 2035 projections expected within the range of 80,000-100,000 vehicles per day.

Current Status
- Construction Ready in 2011
- PA & ED underway, anticipated to be complete by late 2008
- Los Angeles MTA North County Combined Highway Corridors Study completed 2004
- RSTIS completed in 2002
- PSR completed in 1998

Inclusion in Plans and Programs
- Project included in RTIP and RTP
- Contributions to the project included in the Measure I 2010-2040 Expenditure Plan
- I-15/HDC interchange listed in the Nexus Study
- Not included in the state Goods Movement Action Plan

Funding Status and sources (in addition to TCIF)
- Measure I 2010-2040 Expenditure Plan:
    - Project listed under Victor Valley Major Local Highway Projects program. Expenditure Plan anticipates a contribution from Measure I, but the minimal contribution is intended to leverage additional state, federal and private funds.
- $43.15 million in development mitigation identified for the I-15/HDC in the Nexus Study
- Project has received approximately $19 million in federal funds from TEA-21, SAFETEA-LU and various appropriations bills.
- Project is STIP eligible
- Project is candidate for Public Private Partnership.

Other Notes

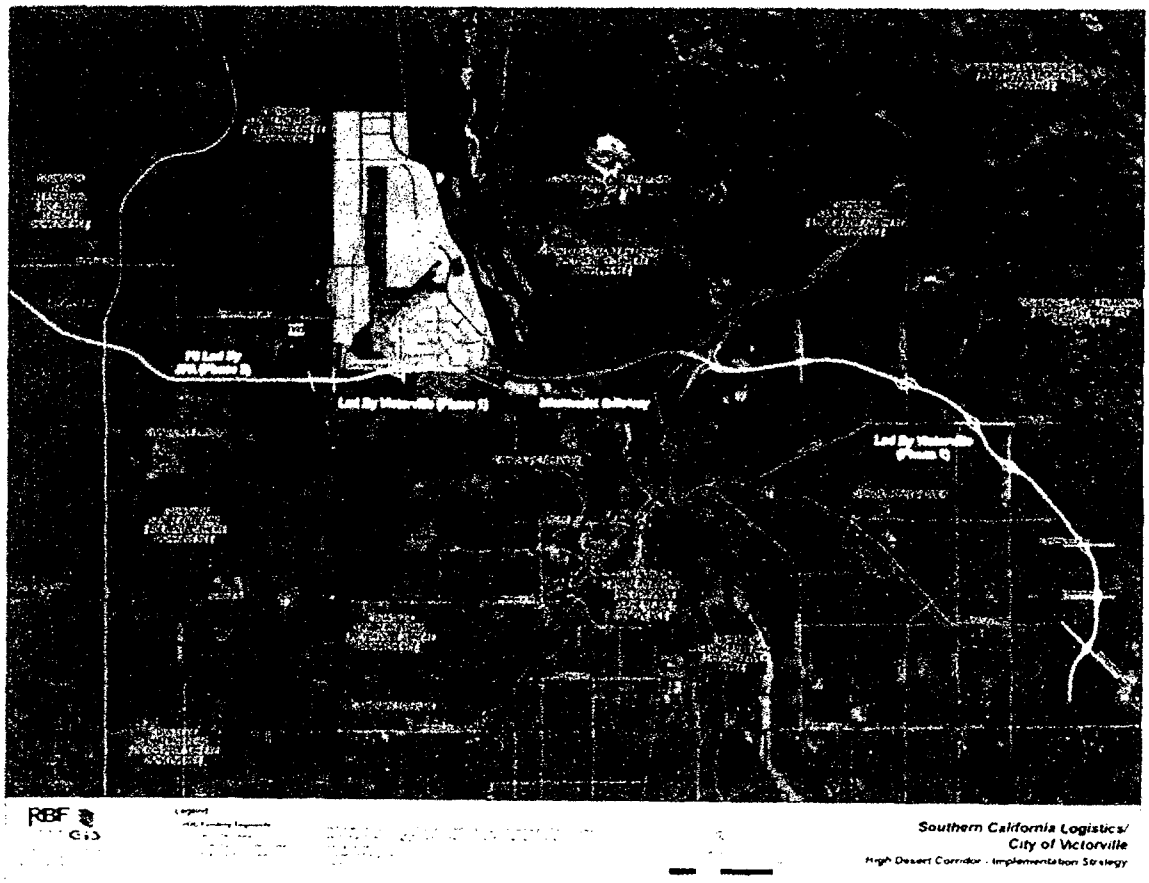
- Leverages private/local investment of approximately $1 billion in Goods Movement-serving infrastructure and development within the city of Victorville, including:
    - $250M investment into Intermodal Rail facility (BNSF/City)
    - $350M investment in Phase 1 construction of 7 million square feet of distribution & warehouse space (Stirling)
    - $150M investment in Airport development (runway, hangar improvements)
    - $450M investment in 550-Megawatt CNG/Solar Power Plant
- Specific levels of contribution from Measure I 2010-2040 is undefined. The Expenditure Plan anticipates contributions from to a number of Victor Valley Major Projects that in total far exceed the anticipated funding of the program.
- Victor Valley Area Transportation Study is currently working to provide a financial strategy to enable the delivery of a transportation system for the Victor Valley that will accommodate proposed growth. Results of the financial plan are anticipated in 2007.

High Desert Corridor Phase 1A - Intermodal Gateway
Project Summary

The Intermodal Gateway is a 4.75-mile starter segment of the High Desert Corridor, connecting the 1-15 with a new BNSF Intermodal Rail/Airport Complex at Southern California Logistics Airport, and facilitating truck access to rail and airport in and out of Southern California's largest master planned multimodal facility.

For TCIF funding, it is proposed that $175 Million be allocated for construction of the starter segment of the highway. The actual intermodal rail facilities and ongoing airport development are 100% locally/privately funded. **The High Desert Corridor project competes favorably for TCIF** as it leverages increased rail capacity, air quality benefits, improved truck movement, highway congestion improvements and significant private investment / public-private partnership.

Goods Movement: The Intermodal Rail Complex has been designed to triple the intermodal lift capacity in San Bernardino County by adding an additional 1 million annual lift capacity to the system. Building new intermodal capacity to benefit the efficiency and throughput of two of Southern California's primary goods movement corridors – in areas beyond the impacted South Coast Air Basin - is critical to meeting California's Goods Movement policy objectives.



Economic Development: In addition to SCLA, the complex will service distribution centers from a 50-mile radius, facilitating new job growth and economic development for the cities of Adelanto, Apple Valley, Hesperia and Barstow. The High Desert Corridor Phase 1a will ensure adequate access to Interstate 15, eliminating constraints to growth of intermodal capacity.

Air Quality Benefits: Reducing Freeway Congestion: Currently employing 2,000 workers, SCLA alone is projected to generate more than 30,000 direct and indirect jobs, and an additional 10,000 induced jobs throughout the High Desert. The High Desert Corridor Phase 1A is a critical component of the region's evolution as a major employment center, reducing congestion caused by commuter traffic into San Bernardino and the rest of the valley.

The Intermodal Gateway segment will help jumpstart the development and funding of the full High Desert Corridor, heading 40 miles west from Apple Valley to Highway 395 and ultimately Palmdale and Lancaster. This new east-west corridor will further relieve congestion pressure on Interstate 15, the 10 and the 210, and enhance Goods Movement synergy with California's Central Valley.

Readiness and Match: The project is construction ready in 2011, well before the desired 5 year timeframe for CTRC programming. And with $1 Billion in City and private funds invested in the Rail Complex, Airport development and related infrastructure, the minimum 1:1 non-state match for TCIF funds is dwarfed compared to the cost of the overall project (highway, rail and surrounding infrastructure/airport development).

Conformance with Prop 1B Voter Approved TCIF Project Eligibility:
The High Desert Corridor is consistent with five of the six types of projects specifically approved by the voters are listed below:

(i) **Highway capacity improvements and operational improvements** to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, **land ports of entry, and airports**, and to **relieve traffic congestion along major trade or goods movement corridors.**

(ii) **Freight rail system improvements** to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and **other projects that improve the efficiency and capacity of the rail freight system.**

(iii) **Projects to enhance the capacity and efficiency of ports.**

(iv) **Truck corridor improvements**, including dedicated truck facilities or truck toll facilities.

(vi) **Surface transportation improvements to facilitate the movement of goods to and from the state's airports.**

CITY OF
VICTORVILLE

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Victorville, California 92393-5001

AGENDA ITEM

CITY COUNCIL MEETING OF: October 16, 2007

SUBMITTED BY: *John A. McGlade*
City Engineer

DATE: October 8, 2007

SUBJECT: *: HIGH DESERT CORRIDOR – APPROVAL OF CONTRIBUTION TO JOINT POWERS AUTHORITY FOR USE IN SAN BERNARDINO COUNTY.*

RECOMMENDATION: *That City Council approve the contribution of $500,000 to the HDC JPA for initial costs within the limits of existing US-395 to the San Bernardino County Line and appropriate said amount from the $800,000 in federal demonstration funds assigned to the City of Victorville.*

FISCAL IMPACT: *$500,000*

Amount Allocated: $
Budget Amount: $
Budget Acct. No.:

Finance Dept. Use Only
Additional Appropriation
___ No ___
✓ Yes/$ Amount $800,000
Finance Director Review
$ Approval aon

DISCUSSION: *A Joint Powers Authority for the High Desert Corridor was formed among the Counties of San Bernardino and Los Angeles and the cities (or towns) of Adelanto, Apple Valley, Victorville, Palmdale and Lancaster. This JPA will be responsible to plan, design and construct the segment between SR 14 and I-15. The San Bernardino County Board of Supervisors authorized the formation of the JPA in October of 2006. Attached is a copy of the report and record of action. The City of Victorville is a member of the JPA and has assigned Councilmember Rothschild as the JPA Board member. It should be noted that the work under way for the 22-mile segment of the High Desert Corridor from existing US-395 to the east side of Apple Valley, connecting with existing SR-18, will not interfere or be delayed by the efforts of the JPA.*

The purpose of the JPA agreement is to "provide for the exercise of powers common to each member, including but not limited to, the creation of the Authority to provide for the financing, planning, design, construction, operation and maintenance of public and/or private transportation and utility corridor (s) (Corridor) from Los Angeles County in the vicinity of the Cities of Palmdale and or Lancaster to San Bernardino County in the vicinity of the City of Victorville, Apple Valley and Adelanto. The activities contemplated by this Agreement include all manner and modes of surface transportation and all manner and modes of utilities including pipelines and conduits, and those substances that may be feasibly conveyed by such."

Written
#16
10-16-07

At the JPA's meeting in March 28, 2007, the JPA approved forwarding letters to each County's Congressional representatives and to both U.S. Senators to introduce the project and to ask for $23 million to be spent on Phase 1 of the project. The JPA board at the same meeting acknowledged the segment the Cities of Victorville and Town of Apple Valley are working on. The letters, dated March 30, 2007, were signed by both Supervisor Mitzelfelt and Supervisor Antonovich went out to the Congressional Representatives and the two Senators states " The High Desert Corridor Joint Powers Authority (HDCJPA) was recently formed between the Counties of San Bernardino and Los Angeles to create a single-purpose agency dedicated to planning and construction the High Desert Corridor between State Route 14 in Los Angeles County and Interstate 15 in San Bernardino County in the most efficient, expeditious and innovative manner".

The High Desert Corridor JPA will be issuing a request for proposals from qualified engineering firms to provide general consulting civil engineering, financing, and project delivery services.

The required consultant services will encompass the numerous facets of feasibility evaluation; conceptual design; environmental documentation; planning, toll systems development, financing plan and toll revenue estimates; coordination and liaison necessary to complete conceptual plans, typical specifications, and estimate documents required for HDC projects. The HDC JPA also anticipates that the general engineering consultant may be asked to prepare detailed designs and construction plans as well as oversee other consultant firms' design activities. The general engineering consultant should also be prepared, either in-house or through a sub-provider, to manage and perform construction oversight, including inspection, testing, record keeping, and change orders, for work performed by construction contractors. Further, the general engineering consultant may be required to prepare project-wide typical standard designs, pavement designs, standard typical sections, and standard retaining wall design options as may be required on some or all future toll roads projects. The general engineering consultant will also be asked to provide website design assistance and support for marketing and public education and outreach efforts.

At the last JPA meeting on September 13, 2007, a request was made to fund the initial costs for a consultant to start study work for the High Desert Corridor. In 2006, an additional $800,000 in federal funds were appropriated for the HDC through the efforts of Congressman McKeon. A letter of clarification from McKeon's office explained that the intent of the appropriation was to use the dollars on the E-220, between existing US-395 and SR-14. Victorville was designated as the recipient and lead agency for these funds. Presently, Victorville has about $19 million in federal funds that have been designated for the High Desert Corridor. Staff recommends that City Council approve the contribution of $500,000 to the HDC JPA for initial expenditures.

REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS OF SAN BERNARDINO COUNTY, CALIFORNIA AND RECORD OF ACTION

October 17, 2006

FROM: **BILL POSTMUS,** Chairman
County Board of Supervisors

SUBJECT: **JOINT POWERS AGREEMENT FOR ESTABLISHMENT OF "HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY"**

RECOMMENDATION: Approve a joint powers agreement under California Government Code Sections 6500-6599.3, to establish the "High Desert Corridor Joint Powers Authority (hereinafter 'Authority')," for purposes of planning, design, construction, financing, operation, and maintenance of public and/or private transportation and utility corridors in the high desert areas of both Los Angeles and San Bernardino counties in the vicinity of the Cities of Palmdale and/or Lancaster to the San Bernardino County Cities of Adelanto, Victorville, and Apple Valley.

BACKGROUND: On June 13, 2006, the Board authorized the establishment of a County task force to work with representatives of Los Angeles County on planning efforts associated with a bi-County transportation project known as the High Desert Corridor (E-220). The project entails a 66 mile stretch of freeway corridor from the Los Angeles Palmdale/Lancaster area through the high desert communities of Adelanto, Victorville, and Town of Apple Valley, providing an alternate transportation corridor for Southern California commercial and residential traffic commuting to the high desert.

The task force met in Los Angeles with its L.A. County task force counterpart on September 29, 2006 to discuss approaches for expediting completion of the project. Although no specific approach for pursuing the project was decided, it was agreed that a joint powers agreement between the counties to work cooperatively towards this end be drafted for review by the respective counties. The County of San Bernardino volunteered to develop the draft agreement, which has been sent to the Los Angeles County team for review and approval.

The agreement would establish a joint powers authority known as the High Desert Corridor Joint Powers Authority, to be governed by a separate governing board comprised of representatives of each county. Some of the salient features of the Authority established by the agreement include:

> **Purpose.** To carry out the planning, design, construction, financing, operation, and maintenance of public and/or private transportation and utility corridors related to a project commonly known as the High Desert Corridor project.

cc: BOS-Postmus
Auditor-Walker
Co. Counsel-Stringer; Hinesley
CAO-Kanold
Filed @ Supervisors-General

mll 10/17/06

Record of Action of the Board of Supervisors

CONTINUED TO TUE, 10/24/06 @ 10 A.M.
BOARD OF SUPERVISORS
COUNTY OF SAN BERNARDINO

MOTION	AYE	MOVE	SECOND	AYE	AYE
	1	2	3	4	5

DENA M. SMITH, CLERK OF THE BOARD

BY

DATED: October 17, 2006

ITEM 083

Powers. Employ personnel; make and enter into contracts with engineering firms and other professional consultants related to the project; borrow money and incur debts; sue and be sued in its own name; apply for federal, state, and local grants; acquire, by negotiated purchase or condemnation, hold or dispose of property; incur debts, liabilities or obligations, provided that no such debt, liability, or obligation shall constitute a debt, liability, or obligation of the members of the Authority; and miscellaneous other powers as defined in Section 4.02 of the agreement.

Board of Directors. Governed by a five-member Board of Directors comprised of two designated Board members from each county plus a fifth member selected by the other four members. One of the San Bernardino Board members will be the First District Supervisor and the second will be appointed by the Board of Supervisors. One of the Los Angeles Board members will be the Fifth District Supervisor and the second will be appointed by the L.A. County Board of Supervisors. The fifth member will be appointed by the initial four members of the Board.

Officers & Employees. The officers of the Authority Board shall be a Chair and Vice-Chair who shall be elected from among its members. A Secretary will be appointed by the Board. The Treasurer function of the Authority shall be performed by the County of San Bernardino's Auditor/Controller-Recorder. The Legal Advisor function of the Authority shall be performed by the County of San Bernardino's County Counsel Office. Other employees may be hired by the Authority at the discretion of the Authority Board.

Contributions. Contributions may be made by the Authority's members to help defray the costs of the Authority's purposes, upon separate action by the respective governing boards of the parties.

Term. The agreement shall continue in effect until rescinded or terminated by a vote of both Boards of Supervisors.

It should be noted that the establishment of the Authority does not involve any financial or programmatic commitment for either County at this time; it simply creates a framework for member agencies to cooperatively pursue approaches to expedite completion of this important High Desert traffic corridor. The development of any plans and proposed financing for the project would be a function of the Authority, but any recommended county involvement in this regard would need to be considered by and acted upon separately by the respective Boards of Supervisors.

Action on this recommendation would approve a joint powers agreement to establish the Authority as generally described in this item. The County of Los Angeles is currently reviewing the agreement and is expected to take a similar action in the near future.

REVIEW BY OTHERS: This item has been reviewed by the County Administrative Office (Norman Kanold, Assistant County Administrator, 387-4532) on October 10, 2006, County Counsel (Ruth Stringer, Assistant County Counsel, 387-5263 and Rex Hinesley, Chief Deputy County Counsel, 387-5479), on October 10, 2006, and the Auditor/Controller-Recorder (Larry Walker, Auditor/Controller-Recorder, 386-8813) on October 12, 2006.

FINANCIAL IMPACT: None. Minimal expenses associated with state filings and noticing initial meetings of the Authority Board once the agreement has been approved by both counties will be absorbed by the parties.

SUPERVISORIAL DISTRICT(S): First

PRESENTER: Bill Postmus, Chairman, County Board of Supervisors

JOINT POWERS AGREEMENT

CREATING

THE HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY

BY AND AMONG

THE COUNTY OF LOS ANGELES
AND
THE COUNTY OF SAN BERNARDINO

HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY

JOINT POWERS AGREEMENT

This JOINT POWERS AGREEMENT, made in accordance with Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (commencing with Section 6500), as amended and supplemented from time to time (the "Act"), for convenience dated as of November 7, 2006, by and among the COUNTY OF LOS ANGELES, a body corporate and politic and a political subdivision of the State of California (the "State"), and the COUNTY OF SAN BERNARDINO, a body corporate and politic and a political subdivision of the State.

RECITALS:

WHEREAS, pursuant to the Act, the authority created under this Agreement (as defined herein) shall possess such common powers of the Members, and may exercise such powers, as specified in this Agreement and to exercise the additional powers granted to it pursuant to the Act;

WHEREAS, by this Agreement, each Member desires to create and establish the High Desert Corridor Joint Powers Authority for the purposes set forth herein and to exercise the powers provided herein.

NOW, THEREFORE, the Members, for and in consideration of the mutual agreements and covenants contained herein, do agree as follows:

ARTICLE I

DEFINITIONS

Section 1.01. Definitions. Unless the context otherwise requires, the words and terms defined in this Article I shall, for the purpose hereof, have the meanings herein specified.

"Act" means the Joint Exercise of Powers Act, Articles 1 through 4 (commencing with Section 6500) of Chapter 5, Division 7, Title 1 of the California Government Code.

"Authority" shall mean the High Desert Corridor Joint Powers Authority, the separate agency created by this Agreement.

"Agreement" means this Joint Powers Agreement as the same now exists and as it may from time to time be amended.

"Board" means the Board of Directors of the Authority created by this Agreement.

"Brown Act" means the Ralph M. Brown Act (Chapter 9 of Part 1 of Division 2 of Title 5 of the Government Code of the State of California (Sections 54950 to 54961), and any successor legislation hereinafter enacted.

"Director(s)" means the person(s) appointed to the Board pursuant to Section 2.03.

"Fiscal Year" means the calendar period from July 1st to and including the following June 30th, unless and until changed by a resolution of the Authority.

"Member" means each of the County of Los Angeles or the County of San Bernardino.

"Members" means all of the Member Counties collectively.

"PTAC" means the Policy and Technical Advisory Committee.

"State" means the State of California.

ARTICLE II

GENERAL PROVISIONS REGARDING PURPOSE, CREATION AND OPERATION OF THE AUTHORITY

Section 2.01. Purpose. In accordance with Section 6503 of the Act, the purpose of this Agreement is to provide for the exercise of powers common to each Member, including but not limited to, the creation of the Authority to provide for the financing, planning, design, construction, operation and maintenance of public and/or private transportation and utility corridor(s) (Corridor) from Los Angeles County in the vicinity of the Cities of Palmdale and/or Lancaster to San Bernardino County in the vicinity of the City of Victorville, Apple Valley and Adelanto. The activities contemplated by this Agreement include all manner and modes of surface transportation and all manner and modes of utilities including pipelines and conduits, and those substances that may be feasibly conveyed by such.

Section 2.02. Term. This Agreement shall become effective when it has been approved by each of the Members. This Agreement shall continue in full force and effect until terminated by mutual consent of the Members.

Section 2.03. Board of Directors. The Authority shall be governed by a Board of Directors (Board), with each Director receiving one vote. The Board shall be comprised of five Directors designated as follows:

A. San Bernardino County shall be represented by its First District Supervisor and a second Director recommended for appointment by the First District Supervisor and appointed by action of the San Bernardino County Board of Supervisors who must be an elected or appointed official of San Bernardino County, the City of Adelanto, the Town of Apple Valley or the City of Victorville.
B. Los Angeles County shall be represented by its Fifth District Supervisor and a second Director recommended for appointment by the Fifth District Supervisor and appointed by action of the Los Angeles County Board of Supervisors who must be an elected or appointed official of Los Angeles County, the City of Palmdale or the City of Lancaster.
C. A fifth Director shall be selected by the four Directors designated in subsections A and B.

Section 2.04. Alternates. Except as provided below, each Member shall appoint an alternate (Alternate) for each of its two Directors. The Alternate for the fifth Director shall be appointed by the four Directors from a list of persons nominated by the PTAC. An Alternate may perform all functions of a Director, including voting, in the absence of the Director, unless as the respective Director limits the authority of his or her Alternate in a writing filed with the Secretary. The Alternate for San Bernardino County's First District Supervisor shall be appointed by the First District Supervisor. The Alternate for Los Angeles County's Fifth District Supervisor shall be appointed by the Fifth District Supervisor.

Section 2.05. Term of Board of Directors. Each Director and Alternate shall serve at the pleasure of his or her appointing authority. The fifth Director shall serve a one–year term which may be renewed at the will of the Member Directors.

Section 2.06. Meetings. All meetings of the Board shall be called, noticed, held and conducted subject to the provisions of the Brown Act. The Board shall meet a minimum of one time per year. The meeting shall take place at a location determined by the Board but the location must be within the jurisdictional boundaries of either the County of Los Angeles or the County of San Bernardino.

Section 2.07. Minutes. The Secretary shall cause to be kept minutes of the meetings of the Board and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each Director of the Board, committee members of the PTAC, and the Clerk of the Board of Supervisors of each Member.

Section 2.08. Quorum. A majority of the Board shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time. The affirmative votes of at least a majority of the Directors present at any meeting at which a quorum is present shall be required to take any action by the Board.

Section 2.09. Bylaws. The Board may adopt Bylaws for the conduct of business and as are necessary for the purposes hereof. The Board may adopt additional resolutions, rules, regulations, and policies for the conduct of its business and as are necessary for the purposes hereof in a manner consistent with this Agreement and the Bylaws.

Section 2.10. Annual Budget. The Board shall adopt an annual budget for each fiscal year. The Bylaws may further provide for the presentation and content of the budget.

Section 2.11. Annual Operational and Fiscal Report. The Board shall cause an annual operational report and annual fiscal report to be prepared and provided to each Member.

Section 2.12. Enlargement of the Board of Directors. The Board may increase the number of Directors on the Board from five Directors to seven Directors. The additional two Directors shall be appointed at the recommendation of San Bernardino County's First District Supervisor and Los Angeles County's Fifth District Supervisor to their respective Member Boards for approval.

ARTICLE III

OFFICERS AND EMPLOYEES

Section 3.01. Chair and Vice-Chair. The Board of Directors shall elect from among its members, a Chair and a First and Second Vice-Chairs. The Chair shall sign all contracts on behalf of the Authority, except as otherwise set forth in this Agreement, and shall perform such other duties as may be imposed by the Board in the Bylaws. The First Vice-Chair shall sign contracts and perform all of the Chair's duties in the absence of the Chair, unless the Bylaws of the Authority provide otherwise. The duties of the Second Vice-Chair may be set forth in the Bylaws. Elections for such officers shall be held each year at a regular or special meeting of the Board with terms running concurrent with the Authority's Fiscal Year. The term of office shall be the Fiscal Year or until a successor is elected.

Section 3.02. Secretary. The Board shall appoint a Secretary to the Board. The Secretary shall serve at the pleasure of the Board. The Secretary shall countersign all contracts signed by the Chair or Vice-Chair on behalf of the Authority, unless the Bylaws of the Authority provide otherwise. The Secretary shall cause a notice of this Agreement to be filed with the California Secretary of State pursuant to Section 6503.5 of the Act and Section 53051 of the California Government Code. The Secretary shall be responsible to the Board for the call, noticing and conduct of the meetings pursuant to the Ralph M. Brown Act (Section 54950 et seq. of the California Government Code). The Board may further provide for the duties and responsibilities of the Secretary in the Bylaws.

Section 3.03. Treasurer. Pursuant to Section 6505.5 of the Act, the Board shall designate either the Treasurer of the County of San Bernardino or the Treasurer of the County of Los Angeles as the Treasurer of the Authority, until otherwise determined by the Authority. The Treasurer shall be the depository, shall have custody of all of the accounts, funds and money of the Authority from whatever source, shall have the duties and obligations set forth in Sections 6505 and 6505.5 of the Act and shall assure that there shall be strict accountability of all funds and reporting of all receipts and disbursements of the Authority. The bond of the Treasurer under this Agreement shall be his official bond as the Treasurer of the County of San Bernardino or the Treasurer of the County of Los Angeles and no additional bond will be required. The monies of the Authority shall be accounted for separately and invested in the same manner and upon the same conditions as local agencies pursuant to Section 53601 of the Government Code, including but not limited to investment in the County treasury pool of either San Bernardino or Los Angeles County.

Section 3.04. Contract With Certified Public Accountant. The Auditor-Controller of San Bernardino County or the Auditor-Controller of Los Angeles County as designated by the Board, shall be the Auditor of the Authority, until otherwise determined by the Authority. As required by Section 6505 of the Act, the Auditor shall make arrangements or contract with a certified public accountant or firm of certified public accountants for the annual audit of accounts and records of the Authority. In each case the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under Section 26909 of the Government Code of the State of California and shall conform to generally accepted auditing standards. When such an audit of accounts and records is made by a certified public accountant, a report thereof shall be filed with each Member and each officer of the Agency.

Such a report shall be filed within six months of the end of the fiscal year under examination. Any costs of the audit, including contracts with, or employment of, certified public accountants in making an audit pursuant to this section, shall be borne by the Authority and shall be a charge against any unencumbered funds of the Authority available for that purpose.

Section 3.05. Officers in Charge of Records, Funds and Accounts. Pursuant to Sections 6505.1 of the Act, the Treasurer shall have charge of, handle and have access to all accounts, funds and money of the Authority and all records of the Authority relating thereto. The Secretary shall have charge of, handle and have access to all other records of the Authority.

Section 3.06. Legal Advisor. The Board has the discretion to designate either the County Counsel of San Bernardino County or the County Counsel of Los Angeles County as legal advisor and counsel to the Authority in consultation with the other County Counsel.

Section 3.07. Other Employees. The Board shall have the power by adoption of Bylaws to appoint and employ such other employees, consultants and independent contractors as may be necessary for the purpose of this Agreement.

Section 3.08. Officers and Employees of the Authority. As required by Section 6513 of the Act, all of the privileges and immunities from liability, exemption from laws, ordinances and rules, all pension, relief, disability, workers' compensation and other benefits which apply to the activities of officers, agents, or employees of a public agency when performing their respective functions shall apply to the officers, agents or employees of the Authority to the same degree and extent while engaged in the performance of any of the functions and other duties of such offices, agents or employees under this Agreement with no additional compensation. None of the officers, agents, or employees directly employed by the Board shall be deemed, by reason of their employment by the Board to be employed by any of the Members or, by reason of their employment by the Board, to be subject to any of the requirements of the Members.

ARTICLE IV

POWERS

Section 4.01. General Powers. The Authority shall exercise, in the manner herein provided, the powers which are common to each of the Members, or as otherwise permitted under the Act, and, necessary to the accomplishment of the purpose, as provided in Section 2.01, Purpose, of this Agreement. As required in the Act, the Authority shall be a public entity separate from each of the Members.

Section 4.02. Specific Powers. The Authority is hereby authorized, in its own name, to do all acts necessary for the exercise of the foregoing general powers, including but not limited to, any or all of the following:

(a) to make and enter into contracts;

(b) to employ agents or employees;

(c) to sue and be sued in its own name;

(d) to acquire, by negotiated purchase or condemnation, construct, manage, maintain or operate any property, building, works, or improvements;

(e) to acquire, by negotiated purchase or condemnation, hold or dispose of property;

(f) to incur debts, liabilities or obligations, provided that no such debt, liability, or obligation shall constitute a debt, liability or obligation of the Members;

(g) to apply for, accept, receive and disburse grants, loans and other aids from any agency of the United States of America or of the State;

(h) to invest any money in the treasury pool as indicated in Section 3.03 of this Agreement; and

(i) to carry out and enforce all the provisions of this Agreement.

Section 4.03. Restrictions on Powers. Pursuant to Section 6509 of the Act, the above powers shall be subject to the restrictions upon the manner of exercising the power of one of the Members, which is designated as San Bernardino County.

Section 4.04. Obligations of Authority. The debts, liabilities and obligations of the Authority shall not be the debts, liabilities and obligations of the Members.

ARTICLE V

POLICY AND TECHNICAL ADVISORY COMMITTEE

LA-36
SB

Section 5.01. Creation of Committee. There shall exist in the Authority a committee named the Policy and Technical Advisory Committee (PTAC). ~~There shall be twelve~~ voting members of the PTAC who shall be appointed as follows: ~~Three each by the Members~~; one each by the cities of: Adelanto, Apple Valley, Victorville, Lancaster and Palmdale; and one representative for the unincorporated area of Los Angeles County.

Section 5.02. Other Agencies. The PTAC may include other non-voting agencies that the Board may deem appropriate, including but not limited to Caltrans, Metropolitan Transportation Authority, San Bernardino Associated Governments, etc.

Section 5.03. Duties. The PTAC shall provide advice on policy and technical issues to the Board and have such other and further duties as may be set forth in the Bylaws.

ARTICLE VI

CONTRIBUTIONS, ASSETS AND DISTRIBUTION UPON TERMINATION

Section 6.01. Contributions. The Members may make contributions from their treasuries for the purpose set forth in Section 2.01, Purpose, make payments of public funds to defray the cost of such purpose, make advances of public funds for such purpose, and/or use its personnel, equipment or property in lieu of contributions or advances. The provisions of Section 6512.1 of the Act are hereby incorporated into this Agreement by reference.

Section 6.02. Distribution of Assets upon Termination. Upon termination of this Agreement and after resolution of all debts, liabilities and obligations, all money and other property, both real and personal, of the Authority shall, pursuant to Sections 6511 and 6512 of the Act, be divided among the Members proportional to the contributions made by the respective Members.

ARTICLE VII

LIABILITY, INDEMNIFICATION AND INSURANCE

Section 7.01. Authority Liability and Indemnification. The debts, liabilities, and obligations of the Authority shall not be the debts, liabilities and obligations of the Members. The Board of Directors of the Authority, and the officers, employees, and staff of the Authority shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. They shall not be liable for any mistakes of judgment or any other action made, taken or omitted by them in good faith, including without limitation, investment of Authority funds, or failure to invest. No member of the Board of Directors, and no officer or employee of the Authority shall be responsible for any action taken or omitted by any other director, officer or employee. No director, officer or employee shall be required to give a bond or other security to guarantee the faithful performance of his or her duties pursuant to this Agreement, except as otherwise provided in Section 3.03. The Authority shall indemnify, defend and hold harmless the individual Board of Director members, and the Authority's officers and employees from any and all claims, actions, losses, damages and/or liability arising from any actions or omissions taken lawfully and in good faith pursuant to this Agreement. The Authority shall indemnify, defend and hold harmless each of the Members and their authorized officers, employees, agents and volunteers from any and all claims, actions, losses, damages and/or liability arising from the Authority's acts, errors or omissions and for any costs or expenses incurred by any Member on account of any claim therefor, except where such indemnification is prohibited by law.

Section 7.02. Member Indemnification. Pursuant to the provisions of California Government Code Section 895 et seq., and except as required in Section 7.01, Authority Indemnification of Members, herein, each Member agrees to defend, indemnify and hold harmless each other Member from any liability, claim, or judgment for injury or damages caused by any negligent or wrongful act or omission of any agent, officer and/or employee of the indemnifying Member which occurs or arises out of the performance of this Agreement.

Section 7.03. Insurance. The Board shall provide for insurance covering liability exposure in an amount as the Board determines necessary to cover risks of activities of the Authority.

Section 7.04. Third Party Beneficiaries. This Agreement and the obligations hereto are not intended to benefit any party other than its Members, except as expressly provided otherwise herein. Only the signatories to this Agreement shall have any rights or causes of action against any party to this Agreement as a result of that party's performance or non-performance under this Agreement, except as expressly stated in this Agreement.

ARTICLE VIII

MISCELLANEOUS PROVISIONS

Section 8.01. Notices. Notices hereunder shall be in writing and shall be sufficient if addressed to the offices listed below and shall be deemed given upon deposit in to the U.S. mail, first class, postage prepaid:

San Bernardino County	First District Supervisor County Government Center 385 North Arrowhead Avenue, 5th Floor San Bernardino, CA 92415-0110
With a copy to:	San Bernardino County Counsel County Government Center 385 North Arrowhead Avenue, 4th Floor San Bernardino, CA 92415-0140
Los Angeles County	Fifth District Supervisor 869 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012
With a copy to:	Los Angeles County Counsel 500 West Temple Street, Suite 648 Los Angeles, CA 90012

The Members may change the above addresses for notice purposes by written notification as provided above to each of the other Members. Said change of address may be filed with the Bylaws. Meeting notices and general correspondence may be served electronically.

Section 8.02. Law Governing. This Agreement is made in the State of California under the constitution and laws of the State, and is to be so construed.

Section 8.03. Amendments. This Agreement may be amended at any time, or from time to time, by unanimous consent of all Members hereto.

Section 8.04. Severability. Should any part, term or provision of this Agreement be decided by any court of competent jurisdiction to be illegal or in conflict with any law of the State, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be affected thereby.

Section 8.05. Successors. This Agreement shall be binding upon and shall inure to the benefit of the successors of the Members, respectively. No Member may assign any right or obligation hereunder without the unanimous consent of all Members.

Section 8.06. Section Headings. All article and Section headings in this Agreement are for convenience of reference only and are not to be construed as modifying or governing the language in the Section referred to or to define or limit the scope of any provision of this Agreement.

Section 8.07. Multiple Counterparts. This Agreement may be executed in multiple counterparts, any one of which shall be deemed an original but all such counterparts shall together constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their duly authorized officers, and their official seal to be hereto affixed, as of the day and year written.

COUNTY OF SAN BERNARDINO

_____
Bill Postmus, Chairman
Board of Supervisors

Dated:_____

SIGNED AND CERTIFIED THAT A COPY OF THIS DOCUMENT HAS BEEN DELIVERED TO THE CHAIRMAN OF THE BOARD

Dena M. Smith, Clerk of the Board of Supervisors

By:_____
Deputy

Date:_____

Approved as to Legal Form:
DENNIS E. WAGNER
Interim County Counsel

By:_____
Deputy

Date:_____

COUNTY OF LOS ANGELES

_____
Michael D. Antonovich, Mayor
Los Angeles County

Dated:_____

SIGNED AND CERTIFIED THAT A COPY OF THIS DOCUMENT HAS BEEN DELIVERED TO THE MAYOR OF THE BOARD

Sachi A. Hamai, Clerk of the Board of Supervisors

By:_____
Deputy

Date:_____

Approved as to Legal Form:
RAYMOND G. FORTNER, JR.
County Counsel

By:_____
Deputy

Date:_____

RESOLUTION NO. 03-56

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VICTORVILLE EXPRESSING SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert Region of San Bernardino County between the Lancaster/Palmdale area of Los Angeles County east through the High Desert region of Adelanto, Apple Valley, Barstow, Hesperia and Victorville of San Bernardino County is expected to grow by over one million new residents in the next 10 years; and

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin to and through the state of Nevada and points beyond; and

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and to the Pacific Rim; and

WHEREAS, the strength and growth of this economy for the entire nation depends on adequate surface transportation; and

WHEREAS, the High Desert Cities of San Bernardino County support the High Desert Corridor proposed East-West Highway, which will reduce commuter congestion on Interstate 15, Highway 18 and State Route 138; and

WHEREAS, the High Desert Cities are providing multi-modal opportunities through its airport, highways and rail system for all goods movement through our corridor and the proposed East-West Highway will enhance the goods movement in and out of all areas of California; and

WHEREAS, the Palmdale Airport and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California; and

WHEREAS, people and goods will be trapped within the Los Angeles Basin without the development of an additional surface transportation corridor

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Victorville supports a coalition of businesses, government, industry and

associations that recognize the need and importance for the expeditious development of the High Desert Corridor; and

BE IT FURTHER RESOLVED that the City Council of the City of Victorville respectfully requests that the Federal government recognize this need and support these local efforts in the reauthorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

BE IT FURTHER RESOLVED that the City Council of the City of Victorville names the High Desert Corridor as a transportation priority during this reauthorization process.

PASSED, APPROVED AND ADOPTED this 20th day of May, 2003.

Terry E. Caldwell
MAYOR OF THE CITY OF VICTORVILLE

ATTEST:

Carolee Bates
CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

I, CAROLEE BATES, City Clerk of the City of Victorville and ex-officio Clerk to the City Council of said City, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 03-56 which was adopted at a meeting held on the 20th day of May, 2003, by the following roll call vote, to wit:

AYES: Councilmembers Almond, Cabriales, Caldwell, Hunter and Rothschild

NOES: None

ABSENT: None

ABSTAIN: None

Carolee Bates
CITY CLERK OF THE CITY OF VICTORVILLE

APPENDIX D

TOWN OF APPLE VALLEY RESOLUTION

APPLE VALLEY CHAMBER OF COMMERCE
"In Step With Progress"
Box 1073 • APPLE VALLEY CALIFORNIA 92307 • 17852 HAPPY TRAILS HIGHWAY • ((760) 242-2753

RESOLUTION OF SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNADINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert Region between Lancaster/Palmdale area of Los Angeles County east through the Victorville/Apple Valley area of San Bernadino County is expected to grow by over 1 million new residents in the next ten years; and

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin to and through into the state of Nevada and points beyond; and

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and to the Pacific Rim; and

WHEREAS, the strength and growth of this economy for the entire Nation depends on adequate surface transportation; and

WHEREAS, the new Southern California International Logistics Airport has already begun major goods movement for the region by air, rail, and highway within the alignment of the intended High Desert Corridor; and

WHEREAS, this airport is providing multi-modal opportunities for all goods movement within the ports, rail, and highways in Greater Los Angeles Basin;

WHEREAS, the Palmdale Airport and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California; and

WHEREAS, people and goods will be trapped within the Los Angeles Basin without the development of an additional surface transportation corridor;

NOW, THERFORE, BE IT RESOLVED, the Apple Valley Chamber of Commerce supports a Coalition of businesses, government, industry, and associations that recognize

APPLE VALLEY CHAMBER OF COMMERCE
"In Step With Progress"
Box 1073 • APPLE VALLEY CALIFORNIA 92307 • 17852 HAPPY TRAILS HIGHWAY • ((760) 242 2753

the need and importance for the expeditious development of the High Desert Corridor; and

The Apple Valley Chamber of Commerce respectfully requests that the Federal government recognizes this need and support these local efforts in the re-authorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

to this end, the Apple Valley Chamber of Commerce names the High Desert Corridor as one of its highest transportation priorities during this re-authorization process.

Janice Flinn,
Chairman of the Board
Apple Valley Chamber of Commerce
March 21, 2003

APPENDIX E

SANBAG RESOLUTION AND MEASURE I ORDINANCE

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
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

Minute Action

AGENDA ITEM: 4

Date: November 3, 2004

Subject: Resolution of Support for the High Desert Corridor

Recommendation:* Approve Resolution No. 05-005, a resolution of support for the High Desert Corridor.

Background: In January 2003, the Project Approval and Environmental Document (PA&ED) phase of the Victor Valley segment of the High Desert Corridor project commenced. The Victor Valley segment of the High Desert Corridor project is the realignment of State Route 18 beginning near Joshua Street in the Town of Apple Valley and ending at US-395 in the City of Adelanto. The corridor will be a four-lane expressway with an interchange at Interstate 15 and will provide access to the Southern California Logistics Airport. Ultimately, the High Desert Corridor will extend west to the Antelope Valley, providing an expressway between the Antelope Valley and the Victor Valley.

The High Desert Corridor (HDC) is a high priority project for the Cities of the Victor Valley and the Antelope Valley in Los Angeles County. The HDC will provide multiple benefits to the high desert region of both counties. The HDC will provide much needed access to the Southern California Logistics Airport and to Palmdale Airport, both of which are expected to grow over the next decade. The HDC will also increase mobility and decrease congestion on local streets and

*

Approved Consent	*Approved* *San Bernardino Associated Governments* *Board of Directors* *Date: November 3, 2004* *Moved: Valles* *Second: Young* *In Favor: 22* *Opposed: 0* *Abstained: 0* *Witnessed:* Anna Aldana

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roads in the Victor Valley region by providing a high speed facility which will serve as an alternative to local streets and roads. Furthermore, the addition of another high speed facility between the Victor Valley and the Antelope Valley will increase safety on SR-138 by providing an alternative route between the respective valleys. As a sign of their commitment to the HDC, the City of Victorville and the Town of Apple Valley have approved resolutions of support for the project.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 0521300, High Desert Corridor Studies.

Reviewed By: This item was reviewed by the Mountain/Desert Committee on October 15, 2004, and unanimously recommended for approval.

Responsible Staff: Andrew Green
Transportation Planning Analyst

SANBAG SUPPORT

RESOLUTION NO. 05-005

RESOLUTION OF SAN BERNARDINO ASSOCIATED GOVERNMENTS EXPRESSING SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert region between the Lancaster/Palmdale area of Los Angeles County east through the High Desert region of Adelanto, Apple Valley, Barstow, Hesperia, and Victorville of San Bernardino County, is expected to grow by over one million new residents in the next 10 years; and,

WHEREAS, the High Desert region of these two counties provides needed access from the Los Angeles Basin to and through the State of Nevada and points beyond; and,

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and Pacific Rim; and,

WHEREAS, the strength and growth of the economy for the entire region depends on adequate surface transportation facilities; and,

WHEREAS, the High Desert Cities of San Bernardino County support the High Desert Corridor, a proposed east-west highway which will reduce commuter congestion on Interstate 15, State Route 18, and State Route 138; and,

WHEREAS, the High Desert Cities are providing multi-modal opportunities through its airport, highways, and rail system for goods movement through the region and the proposed High Desert Corridor will enhance short-haul and long-haul goods movement in California; and,

WHEREAS, the High Desert Corridor will provide much needed access to Southern California Logistics Airport; and,

WHEREAS, the High Desert Corridor will connect the High Desert region of San Bernardino County to Palmdale Airport and Edwards Air Force Base, which serve homeland security and national defense;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of San Bernardino Associated Governments supports the expeditious development of the High Desert Corridor.

Approved
San Bernardino Associated Governments
Board of Directors

Date: *November 3, 2004*

Moved: *Valles* *Second:* *Young*

In Favor: *22* *Opposed:* *0* *Abstained:* *0*

Witnessed: Anna Aldana

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MEASURE "I"

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
ORDINANCE NO. 04-01

AN ORDINANCE PROVIDING FOR THE CONTINUATION OF A ONE-HALF OF ONE PERCENT RETAIL TRANSACTIONS AND USE TAX BY THE SAN BERNARDINO COUNTY TRANSPORATION AUTHORITY FOR LOCAL TRANSPORTATION PURPOSES AND THE TRANSPORTATION EXPENDITURE PLAN

PREAMBLE

This one-half of one percent retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards in this Ordinance to ensure that funding from the Measure "I" one-half of one percent transactions and use tax is used in accordance with the specified voter-approved transportation project improvements and programs. These safeguards include:

- The specific projects and programs included in the Expenditure Plan will be funded by revenue raised by this transactions and use tax. The transportation Expenditure Plan can be changed only upon approval by a majority of all cities in the County representing a majority of the incorporated population and approval by the San Bernardino County Board of Supervisors.

- An Independent Taxpayer Oversight Committee is created to provide for citizen review to ensure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance.

- Continuation of San Bernardino County's one-half of one percent transactions and use tax is for transportation programs only and is not intended to replace traditional revenues generated through locally-adopted development fees and assessment districts. Collection of the one-half of one percent transactions and use tax will start upon the expiration of the Existing Tax.

- The San Bernardino County Transportation Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide transactions and use tax revenue to any city or to the County unless all transportation revenues currently used by that agency are continued to be used for transportation purposes.

The San Bernardino County Transportation Authority ordains as follows:

SECTION I. SUMMARY. This Ordinance provides for the continued imposition of a retail transactions and use tax of one-half of one percent for local transportation purposes for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes, the administration of the tax proceeds and a county transportation Expenditure Plan.

SECTION II. MANDATED TAXPAYER SAFEGUARDS.

A. Independent Taxpayer Oversight Committee. Beginning on April 1, 2010, an Independent Taxpayer Oversight Committee will be established as specified in Exhibit B of this Ordinance to provide citizen review and to ensure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. Exhibit B contains the specific terms and conditions for an Independent Taxpayer Oversight Committee and its review of periodic independent financial audits.

B. Administrative Costs. The Authority shall expend only that amount of funds generated from the tax that is necessary and reasonable to carry out its responsibilities for audit, administrative expenses, staff support, and contract services. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by the tax.

C. Maintenance of Effort. The Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

The government agencies shall maintain their existing commitment of transportation funds for street, highway and public transit purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies.

SECTION III. DEFINITIONS. The following definitions shall apply in this Ordinance:

A. "The Expenditure Plan" means the San Bernardino County Transportation Authority Expenditure Plan (attached as Exhibit A and adopted as part of this Ordinance) including any future amendments thereto.

B. "County" means the County of San Bernardino.

C. "Authority" means the San Bernardino County Transportation Authority. The San Bernardino County Transportation Commission has been designated to serve as the Authority under the provisions of Public Utilities Code Section 180050.

D. "Existing Tax" means the one-half of one percent retail transactions and use tax adopted pursuant to Ordinance No. 89-01 and Ordinance No. 90-01.

SECTION IV. AUTHORITY. This Ordinance is enacted, pursuant to the provisions of Division 19 (commencing with Section 180000) of the Public Utilities Code, and Section 7252.16 of the Revenue and Taxation Code.

SECTION V. CONTINUED IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX.

Upon voter approval of Measure "I," the Authority shall continue to impose, in the incorporated and unincorporated territory of the County of San Bernardino, a transactions and use tax for transportation purposes (referred to as "the tax") at the rate of one-half of one percent (0.5%) for a period of thirty (30) years beginning April 1, 2010. There shall be no coincidental assessment of the current tax (which will expire on March 31, 2010) and the tax to be imposed pursuant to this Ordinance. The tax shall be imposed by the Authority in accordance with Section 180201 of the

Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. The tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

SECTION VI. PURPOSES. Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, the administration of this division, including legal actions related thereto and costs of the initial preparation and election, the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems including rail, and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

SECTION VII. RETURN TO SOURCE. After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated from each specified subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories in each subarea. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendations of local representatives. Other than the projects identified in the Cajon Pass Expenditure Plan, revenues generated within a subarea shall be expended outside of that subarea only upon approval of two-thirds (2/3) of the jurisdictions within the affected subarea.

SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of this Measure "I" that would:

1. Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code Section 66000 et seq. and as determined by the Congestion Management Agency.

2. Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of this Measure "I."

SECTION IX. ADMINISTRATION OF PLANS. The Authority shall impose and collect the tax, and shall administer the Expenditure Plan consistent with the provisions and priorities of the Expenditure Plan and consistent with the authority cited herein.

SECTION X. BONDING AUTHORITY. Upon voter approval of Measure "I", the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by

way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section V hereof, including the carrying out of transportation projects described in the Expenditure Plan.

SECTION XI. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit has been established pursuant to Ordinance 89-01 pursuant to Section 4 of Article XIIIB of the California Constitution and Section 180202 of the Public Utilities Code. The appropriations limit has and shall be subject to adjustment as provided by law.

SECTION XII. EFFECTIVE AND OPERATIVE DATES. Subject to voter approval, this Ordinance shall become operative on the first day of the first calendar quarter commencing more than 110 days after adoption of this Ordinance. Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incidental to the administration and operation of this Ordinance.

SECTION XIII. ELECTION. The Authority requests the Board of Supervisors to call an election for voter approval of the attached proposition Measure "I" (Exhibit C), which election shall be held on November 2, 2004, and consolidated with other elections to be held on that same date, that the measure retains its designation as Measure "I," and that it appear first in order on the local San Bernardino County ballot before all other local measures. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. The sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition and the imposition of the tax shall require the affirmative vote of 2/3rds of the electors voting on the attached proposition at the election described in this section.

SECTION XIV. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan may only be amended by the following process:

1. Beginning in 2015, and at least every ten years thereafter, the Authority shall review and, where necessary, propose revision to the Expenditure Plan. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public.
2. The Authority shall notify the cities/towns and Board of Supervisors of the proposed revision and initiation of an amendment, reciting findings of necessity.
3. Actions of the city/town councils and Board of Supervisors to approve or to oppose the amendment shall be formally communicated to the Authority within 60 days of notice of initiation of amendment.
4. The boundaries of subareas shall be amended only by unanimous approval of all the jurisdictions in the subareas where an amendment is proposed to include or exclude territory.
5. Approval of the amendment by a majority of the cities/towns constituting a majority of the incorporated population provided, however, that any amendment of the Victor Valley Expenditure Plan (Schedule E) shall also require a two-thirds vote of the jurisdictions within the Victor Valley subarea.
6. Approval of the amendment by the Board of Supervisors.
7. Approval of the amendment by the Authority.

SECTION XV. SEVERABILITY. If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, or the existing tax and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

SECTION XVI. THE EXISTING TAX. Nothing in the Ordinance is intended to modify, repeal, alter or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

APPROVED AND ADOPTED by the San Bernardino County Transportation Authority at its meeting on June 2, 2004 by the following vote:

AYES: Alexander, Burgnon, Dale, Hertzmann, Ulloa, Norton-Perry, Chastain, Nuaimi, Cortes, Lindley, McCallon, Christman, Eaton, Valentine, Ovitt, Gilbreath, Wilson, Bagley, Rothschild, Riddell, Cook, Biane, Hansberger, Postmus, Aguiar, Young

NOES: None

ABSENT: Nehmens, Valles, Pomierski

ABSTENTION: None

By: _____
William J. Alexander, Chairman
San Bernardino County Transportation Authority

Attested: _____
Vicki Watson
Clerk of the Board

Exhibit A

Transportation Expenditure Plan

Revenue Estimates and Distribution. Allocation of revenue authorized by Ordinance No. 04-01 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in Schedule A – Transportation Improvement Program. The estimated revenue is based upon 2004 value of money and is not binding or controlling.

Return to Source. After deduction of required Board of Equalization fees and authorized costs, revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

Subarea Identification. The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain-Desert area will include the following subareas: (1) The North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) The Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) The Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) The Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

Contribution from New Development. No revenue generated from the tax shall be used to replace the fair share contributions required from new development.

Requirement for Annual Financial and Compliance Audits of Measure "I" Funds. The San Bernardino County Transportation Authority and each agency receiving an allocation of Measure "I" revenue authorized in this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure "I" revenue.

Cajon Pass Expenditure Plan. Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan are listed in Schedule C.

San Bernardino Valley Subarea Expenditure Plan. In that area described as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Schedule D.

A. State and Federal Transportation Funds. A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley subarea.

B. Revenue Estimates. Tax revenues generated by Ordinance No. 04-01 for the Valley subarea over a thirty year period are estimated to be **$4,520 million**. Approximately **$881 million** in state and federal funds and approximately **$777 million** in contributions from new development are projected for the area over this period, for an estimated total Valley area revenue of **$6,178 million** for transportation improvements. Revenue estimates are not binding or controlling.

C. Freeway Projects. 29% of revenue collected in the San Bernardino Valley Subarea shall fund freeway projects within the San Bernardino Valley Subarea. Projects to be constructed with Freeway Projects funds are listed in Schedule D1. Cost estimates for such projects are not binding or controlling.

D. Freeway Interchange Projects. 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. Projects to be constructed with Freeway Interchange Projects funds are listed in Schedule D2. Equitable geographic distribution of projects shall be taken into account over the life of the program.

E. Major Street Projects. 20% Over the thirty-year life of Measure "I," the Major Street Projects category will accrue approximately 18% of revenue collected in the Valley. Upon initial collection of revenue, the Major Street Projects category will receive 20% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Projects allocation shall be reduced to no more 17% but to not less than 12% upon approval by the Authority Board of Directors and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided in the Measure "I" Ordinance.

Major Street Projects are defined as congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access. The Major Street Projects portion of the San Bernardino Valley program shall be expended pursuant to a five-year project list to be annually adopted by the Authority after being made available for public review and comment. Funding priorities shall be given to improving roadway safety, relieving congestion, street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program.

F. Local Street Projects. 20% of revenue collected in the Valley Subarea shall be distributed among local jurisdictions in the Valley Subarea for Local Street Projects. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Local Street Projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Street Project funds shall be based upon a Five Year Plan adopted annually by the governing body of each jurisdiction after being made

available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The local adopted Five Year Plan shall be consistent with local, regional, and state transportation plans.

G. Metrolink/Rail Service. 8% of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service. Eligible expenditures of Metrolink/Rail Service funds 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. Projects to be funded by Metrolink/Rail Service funds are listed in Schedule D5.

H. Senior and Disabled Transit Service. 8% of revenue collected in the Valley Subarea shall fund Senior and Disabled Transit Service. 6% of revenue collected in the Valley Subarea in this category shall be expended to reduce fares and enhance service for senior citizens and persons with disabilities. Eligible expenditures in the Senior and Disabled Transit Service category shall include: (1) The provision of funding to off-set a portion of future senior and disabled fare increases that would apply to fixed route, Community Link and complementary paratransit services. (2) The provision of local funds to help off-set operating and capital costs associated with special transit services provided by transit operators, cities and non-profit agencies for seniors and persons with disabilities. (3) At least 2% of the revenue collected in the Valley Subarea in this category will be directed to 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.

I. Express Bus/Bus Rapid Transit Service. 2% Over the thirty-year life of Measure "I," the Express Bus/Bus Rapid Transit Service category will accrue approximately 4% of revenue collected in the Valley. Upon initial collection of revenue, the Express Bus/Bus Rapid Transit Service category will receive 2% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Express Bus/Bus Rapid Transit Service category shall be increased to at least 5%, but no more than 10% upon approval by the Authority Board of Directors. The Major Street Projects category shall be reduced by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided by the Measure "I" Ordinance.

Funds in this category shall be expended for the development, implementation and operation of express bus and bus rapid transit service, to be jointly developed by the Authority and transit service agencies serving the Valley Subarea. Eligible projects to be funded by Express Bus/Bus Rapid Transit Service funds shall include contributions to operating and capital costs associated with implementing high-speed, express-type bus service in high-density travel corridors.

J. Traffic Management Systems. **2%** of revenue collected in the Valley Subarea shall fund traffic management systems. Eligible projects under this category shall 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.

Mountain/Desert Expenditure Plan. In that area described as the Mountain/Desert Area, the following Expenditure Plan requirements shall apply. Schedules E, F, G, H, I illustrate estimated revenue and projects to be constructed in each Mountain/Desert subarea.

A. State and Federal Transportation Funds. A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert subareas.

B. Revenue Estimates. Tax revenues generated by Ordinance No. 04-01 for the Mountain/Desert region over a thirty year period are estimated to be **$1,250 million**. Approximately **$165 million** in state and federal funds and approximately **$369 million** in contributions from new development are projected for the area over this period, for an estimated total Mountain-Desert area revenue of **$1,784 million** for transportation improvements. Revenue estimates are not binding or controlling.

C. Local Street Projects. 70% of revenue collected within each subarea shall be apportioned for Local Street Projects within each subarea. 2% of revenue collected within each subarea shall be reserved in a special account to be expended on Project Development and Traffic Management Systems. Eligible Project Development and Traffic Management Systems projects may include, at the discretion of local subarea representatives, costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects which contribute to environmental enhancement associated with highway facilities. Expenditure of Project Development and Traffic Management Systems funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Project Development and Traffic Management Systems funds are not required for improvements of benefit to the subarea, then revenue in the Project Management and Traffic Management Systems category may be returned to the general Local Street Projects category. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

After reservation of 2% collected in each subarea for Project Development and Traffic Management Systems, the remaining amount of funds in the general Local Street Projects category shall be allocated to local jurisdictions based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon State Board of Equalization data. Schedules E, F, G, H, I reflect the estimate of revenue available for Local Street Projects in each Mountain/Desert subarea.

Projects in the general Local Street Projects category are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Transportation Project funds may be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Transportation Project Funds shall be based upon the Five Year Plan adopted annually by resolution of the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The locally adopted Five Year Plans shall be consistent with other local, regional, and state transportation plans.

D. Major Local Highway Projects. **25%** of revenue collected within each subarea shall be reserved in a special account to be expended on Major Local Highway Projects of benefit to the subarea. Major Local Highway Projects are defined as major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. Major Local Highway Projects funds can be utilized to leverage other state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Major Local Highway Projects funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Major Local Highway Projects funds are not required for improvements of benefit to the subarea, then revenue in the Major Local Highway Projects category may be returned to jurisdictions within the subarea. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

E. Senior and Disabled Transit Service. 5% of revenue collected within each subarea shall be reserved in an account for Senior and Disabled Transit Service. Senior and Disabled Transit is defined as contributions to transit operators for fare subsidies for senior citizens and persons with disabilities or enhancements to transit service provided to seniors and persons with disabilities. In the Victor Valley subarea, the percentage for Senior and Disabled Transit Service shall increase by .5% in 2015 with additional increases of .5% every five years thereafter to a maximum of 7.5%. Such increases shall automatically occur unless each local jurisdiction within the subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users. In the North Desert, Colorado River, Morongo Basin, and Mountain Subareas, local representatives may provide additional funding beyond 5% upon a finding that such increase is required to address unmet transit needs of senior and disabled transit services. All increases above the 5% initial revenue collected for Senior and Disabled Transit Service shall come from the general Local Street Projects category of the subarea.

Expenditure of Senior and Disabled Transit Service funds shall be approved by the Authority Board of Directors, based upon recommendation of subarea representatives and the Mountain/Desert Committee.

F. Mountain/Desert Committee. The Mountain-Desert Committee of the Authority shall remain in effect and provide oversight to implementation of the Mountain/Desert Expenditure Plan.

Measure "I" Transportation Expenditure Plan Schedules

SCHEDULE A

Countywide Measure "I" Revenue and Distribution

Estimated Countywide Measure "I" Distribution	Amount
Cajon Pass Expenditure Plan (3% of San Bernardino Valley Subarea and Victor Valley Subarea Revenues - See Schedule C)	**$ 170 Million**
Total San Bernardino Valley Subarea Expenditure Plan (See Schedule D)	**$ 4,520 Million**
Total Mountain-Desert Expenditure Plan	**$ 1,250 Million**
Victor Valley Subarea (See Schedule E)	$ 852 Million
North Desert Subarea (See Schedule F)	$ 95 Million
Mountains Subarea (See Schedule G)	$ 119 Million
Morongo Basin Subarea (See Schedule H)	$ 125 Million
Colorado River Subarea (See Schedule I)	$ 59 Million

SCHEDULE B

Transportation Improvement Revenues

Total Countywide Transportation Revenues	Amount
Estimated Countywide Measure "I" Revenue	$ 6,120 Million
(Less 1% Administration and 2% Board of Equalization Collection Charge)	($ 180) Million
Countywide Measure "I" Revenue Available for Transportation Projects (See Schedule A)	$ 5,940 Million
Estimated State and Federal Revenues	$ 1,106 Million
Estimated Contributions from New Development	$ 1,146 Million
Total Estimate Revenue Available for Transportation Projects	**$ 8,192 Million**

SCHEDULE C

Cajon Pass Expenditure Plan

Project Description	Amount
I-15 Widening and Improvement through Cajon Pass	*$ 170 Million*
Devore Interchange Widening and Improvements at I-15/I-215	*$ 40 Million*
I-15 Dedicated Truck Lane Development	*$ 20 Million*
Total Cajon Pass Projects Cost	*$ 230 Million*
Cajon Pass Measure "I" Revenue	**$ 170 Million**
State and Federal Revenues	$ 60 Million
Total Cajon Pass Projects Revenues	$ 230 Million

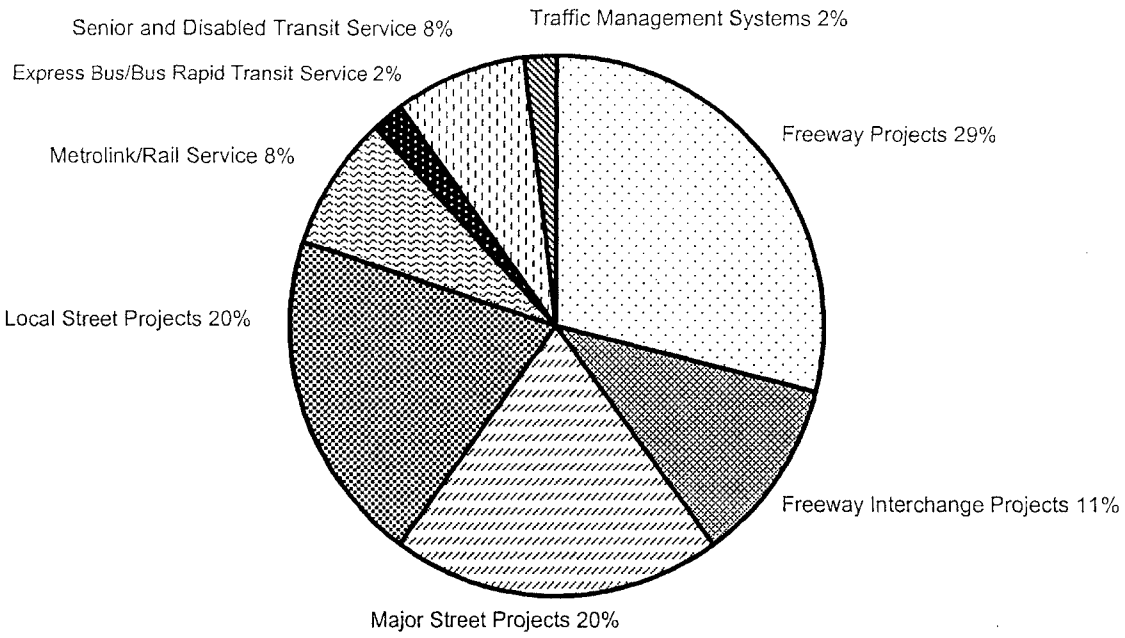
SCHEDULE D

San Bernardino Valley Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Freeway Projects (See Schedule D1)	29%	$ 1,311 Million
Freeway Interchange Projects (See Schedule D2)	11%	$ 497 Million
Major Street Projects* (See Schedule D3)	20%	$ 814 Million
Local Street Projects (See Schedule D4)	20%	$ 904 Million
Metrolink/Rail Service (See Schedule D5)	8%	$ 362 Million
Express Bus/Bus Rapid Transit Service* (See Schedule D6)	2%	$ 180 Million
Senior and Disabled Transit Service	8%	$ 362 Million
Traffic Management Systems	2%	$ 90 Million
Total San Bernardino Valley Subarea Measure "I" Revenue	**100%**	**$4,520 Million**

* Percentage distribution adjusts to serve transportation needs. Amount shown is average over 30-year Measure.

FIGURE D
San Bernardino Valley Subarea Expenditure Plan



SCHEDULE D1

San Bernardino Valley Expenditure Plan Freeway Projects Detail

Freeway Projects	Amount
I-10 Widening from I-15 to Riverside County Line	*$ 610 Million*
I-15 Widening from Riverside County Line to I-215	*$ 180 Million*
I-215 Widening from Riverside County Line to I-10	*$ 300 Million*
I-215 Widening from SR-30/210 to I-15	*$ 120 Million*
SR-30/210 Widening from I-215 to I-10	*$ 140 Million*
Carpool Lane Connectors	*$ 90 Million*
Total Freeway Projects Cost	*$ 1,440 Million*
Freeway Projects Measure "I" Revenue	**$ 1,311 Million**
State and Federal Revenues	$ 129 Million
Total Freeway Projects Revenues	$ 1,440 Million

SCHEDULE D2

San Bernardino Valley Expenditure Plan Freeway Interchange Projects Detail

Freeway Interchange Projects	Amount
Improvements ***including but not limited to:***	
I-10 Interchanges at Monte Vista, Grove/Fourth St, Vineyard, Cherry, Citrus, Cedar, Riverside, Mt. Vernon, Tippecanoe, Mountain View, California, Alabama, Wabash, Live Oak Canyon, Wildwood Canyon	
I-15 Interchanges at 6th St/Arrow, Baseline, Duncan Canyon, Sierra	
SR-60 Interchanges at Ramona, Central, Mountain, Grove, Vineyard	
I-215 Interchanges at University Parkway and Palm	
SR-30/210 Interchanges at Waterman, Del Rosa, Highland, 5th St, and Baseline	
Freeway Interchange Projects Measure "I" Revenue	**$ 497 Million**
State and Federal Revenues	$ 32 Million
Contribution from New Development	$ 333 Million
Total Interchange Projects Revenues	$ 862 Million

SCHEDULE D3

San Bernardino Valley Expenditure Plan Major Street Projects Detail

Major Street Projects	Amount
Improvements to major streets that connect communities, serve major destinations, and provide freeway access, ***such as but not limited to:***	
Edison, Pine, Central, Mountain, Grove	
Foothill/Fifth, Baseline, Valley, Slover, Jurupa	
Tippecanoe, Anderson, University, Palm	
Lugonia, Barton, improvements to relieve traffic on Yucaipa Blvd	
Railroad Crossing Improvements, such as but not limited to Milliken and Hunts Ln	
Major Street Projects Measure "I" Revenue	**$ 814 Million**
State and Federal Revenues	$ 82 Million
Contribution from New Development	$ 444 Million
Total Major Street Projects Revenues	$ 1,340 Million

SCHEDULE D4

San Bernardino Valley Expenditure Plan Local Street Projects Detail

Local Street Projects	Amount
Distribution to cities and County for street repair and improvements	
Local Street Projects Measure "I" Revenue	**$ 904 Million**
State and Federal Revenues	$ 187 Million
Total Local Street Projects Revenues	$ 1,091 Million

SCHEDULE D5

San Bernardino Valley Expenditure Plan Metrolink/Rail Service Detail

Metrolink/Rail Service	Amount
Contributions to the following projects:	
Metrolink	
Redlands Extension	
Gold Line Extension	
Metrolink/Rail Service Measure "I" Revenue	**$ 362 Million**
State and Federal Revenues	$ 330 Million
Total Metrolink/Rail Service Revenues	$ 692 Million

SCHEDULE D6

San Bernardino Valley Expenditure Plan Express Bus/Bus Rapid Transit Service Detail

Express Bus/Bus Rapid Transit Service	Amount
Express Bus/Bus Rapid Transit Service Measure "I" Revenue	**$ 180 Million**
State and Federal Revenues	$ 121 Million
Total Express Bus/Bus Rapid Transit Service Revenues	$ 301 Million

SCHEDULE E

Victor Valley Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	$ 596 Million
Major Local Highway Projects	25%	$ 213 Million
Senior and Disabled Transit Service	5%	$ 43 Million
Total Victor Valley Subarea Measure "I" Revenue	**100%**	**$852 Million**

Victor Valley Expenditure Plan Detail

Local Street Projects

Distribution to cities and County for street repair and improvements
New construction to relieve Bear Valley Rd, Ranchero Rd, new east/west roadways

Local Street Projects Measure "I" Revenue	**$ 596 Million**
State and Federal Revenues	$ 39 Million
Contribution from New Development, Major Streets	$ 281 Million
Total Local Street Projects Revenues	$ 916 Million

Major Local Highway Projects

Contributions to Projects ***including but not limited to****:*

New Interchanges at I-15 and Ranchero, Eucalyptus, LaMesa/Nisqualli
High Desert Corridor
I-15 Widening through Victor Valley
SR-138 Widening and Improvements
US-395 Widening and Improvements

Major Local Highway Projects Measure "I" Revenue	**$ 213 Million**
State and Federal Revenues	$ 112 Million
Contribution from New Development, Freeway Interchanges	$ 88 Million
Total Major Local Highway Projects Revenues	$ 413 Million

Senior and Disabled Transit Service **$ 43 Million**

SCHEDULE F

North Desert Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	$ 66 Million
Major Local Highway Projects	25%	$ 24 Million
Senior and Disabled Transit Service	5%	$ 5 Million
Total North Desert Subarea Measure "I" Revenue	**100%**	**$ 95 Million**

North Desert Expenditure Plan Detail

Local Street Projects

Distribution to cities and County for street repair and improvements
Improvements ***including but not limited to*** *Lenwood Rd, Armory Rd, Rimrock Rd and Main St*

Local Street Projects Measure "I" Revenue	**$ 66 Million**
State and Federal Revenues	$ 2 Million
Total Local Street Projects Revenues	$ 68 Million

Major Local Highway Projects **$ 24 Million**

Contributions to Projects ***including but not limited to****:*

SR-58 Widening and Improvements
US-395 Widening and Improvements
Lenwood Rd and Vista Rd Grade Separations in Barstow

Senior and Disabled Transit Service **$ 5 Million**

SCHEDULE G

Mountains Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	$ 83 Million
Major Local Highway Projects	25%	$ 30 Million
Senior and Disabled Transit Service	5%	$ 6 Million
Total Mountains Subarea Measure "I" Revenue	**100%**	**$119 Million**

Mountains Expenditure Plan Detail

Local Street Projects

Distribution to cities and County for street repair and improvements

Local Street Projects Measure "I" Revenue	**$ 83 Million**
State and Federal Revenues	$ 5 Million
Total Local Street Projects Revenues	$ 88 Million

Major Local Highway Projects **$ 30 Million**

*Contributions to Projects **including but not limited to**:*

SR-18 & SR-38 Safety and Traffic Flow Improvements
SR-330 Safety and Traffic Flow Improvements
SR-138 Safety and Intersection Improvements
SR-18 Safety and Intersection Improvements
Realignment and Rehabilitation of Daley Canyon Rd and Kuffel Canyon Rd

Senior and Disabled Transit Service (5%) **$ 6 Million**

SCHEDULE H

Morongo Basin Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	$ 88 Million
Major Local Highway Projects	25%	$ 31 Million
Senior and Disabled Transit Service	5%	$ 6 Million
Total Morongo Basin Subarea Measure "I" Revenue	**100%**	**$ 125 Million**

Morongo Basin Expenditure Plan Detail

Local Street Projects

Distribution to cities and County for street repair and improvements

Local Street Projects Measure "I" Revenue	**$ 88 Million**
State and Federal Revenues	$ 5 Million
Total Local Street Projects Revenues	$ 93 Million

Major Local Highway Projects **$ 31 Million**

Contributions to Projects ***including but not limited to:***

SR-62 & SR-247 Widening and Safety Improvements

SR-62 Widening and Safety Improvements between the Morongo Basin and the Coachella Valley

Senior and Disabled Transit Service **$ 6 Million**

SCHEDULE I

Colorado River Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	$ 41 Million
Major Local Highway Projects	25%	$ 15 Million
Senior and Disabled Transit Service	5%	$ 3 Million
Total Colorado River Subarea Measure "I" Revenue	**100%**	**$ 59 Million**

Colorado River Expenditure Plan Detail

Local Street Projects

Distribution to cities and County for street repair and improvements

Local Street Projects Measure "I" Revenue	**$ 41 Million**
State and Federal Revenues	$ 2 Million
Total Local Street Projects Revenues	$ 43 Million

Major Local Highway Projects **$ 15 Million**

Contributions to Projects ***including but not limited to:***

Needles Highway Widening and Realignment from I-40 to the Nevada State Line

Reconstruction of J Street and Construction of new Bridge in Needles connecting I-40 to Arizona

Senior and Disabled Transit Service (5%) **$ 3 Million**

FIGURE J
Mountain/Desert Expenditure Plan

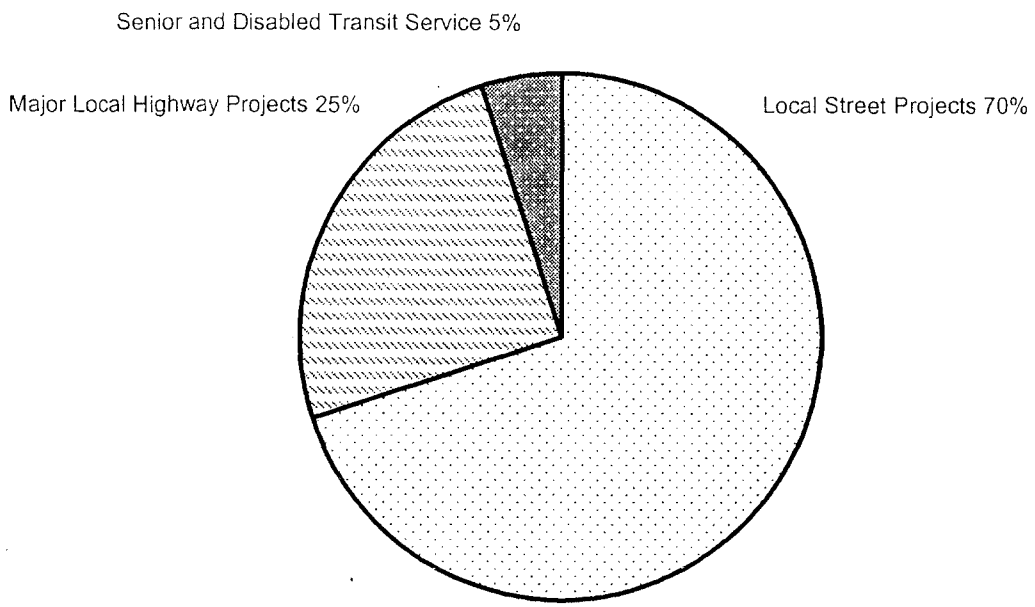


Exhibit B
Independent Taxpayer Oversight Committee (ITOC)

ITOC Goal and Function. Voter approval of this Measure "I" shall result in creation of an Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to ensure that all Measure "I" funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 04-01.

Audit Requirement. A bi-annual fiscal and compliance audit shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the San Bernardino County Transportation Authority as defined by the Governmental Accounting Standard Board and the financial and compliance audits of the member jurisdictions.

Role of Financial and Compliance Audit and the ITOC. The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

Membership and Selection Process. The Authority shall have an open process to select five committee members, which shall include solicitation of trade and other organizations to suggest potential nominees to the committee. The committee members shall possess the following credentials:

- One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub- recipient of Measure "I" funding.
- One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One member who is a current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.
- The Chair and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

Terms and Conditions for Committees. Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the county or a full time staff member of any city, the county government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, either due to expiration of term, death or resignation the nominating body for that committee shall nominate an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.

ITOC Operation Protocols.

- Given the thirty-year duration of the tax extension, the ITOC shall be appointed 180 days after the effective date of the tax extension (April 1, 2010) and continue as long as Measure "I" revenues are collected.
- Authority Board of Directors and staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

Conflict of Interest. ITOC voting members shall have no legal action pending against the Authority or San Bernardino Associated Governments and are prohibited from acting in any commercial activity directly or indirectly involving the Authority or San Bernardino Associated Governments, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity, which receives the transportation tax funds authorized by the voters in this Ordinance.

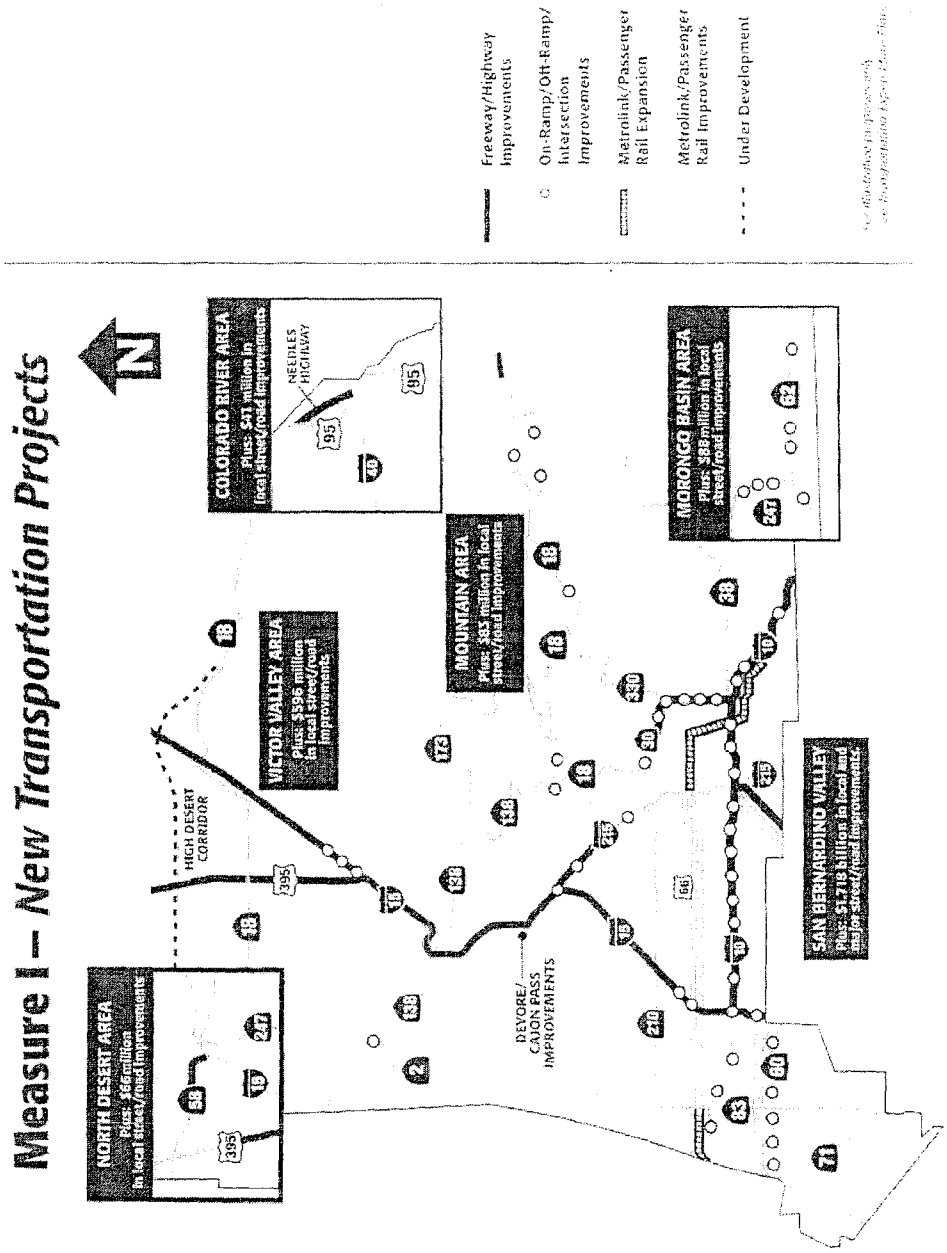
Exhibit C

Measure "I" Local Transportation Improvement Program

To relieve traffic congestion, improve safety and match state/federal transportation funds for:

- Widening/improving I-10, I-15, I-210, I-215, SR-60, SR-62, SR-18, US-395;
- Improving freeway interchanges countywide;
- Improving local streets and roads;
- Expanding transit for seniors and disabled riders; and
- Expanding Metrolink commuter rail;

Shall San Bernardino County voters continue the existing half-cent transportation sales tax (Ordinance 04-01) for thirty years and create an Independent Taxpayer Oversight Committee to insure all voter mandates are met?


Measure I – New Transportation Projects
N
NORTH DESERT AREA
Plus: $66 million in local street/road improvements
COLORADO RIVER AREA
Plus: $41 million in local street/road improvements
NEEDLES HIGHWAY
VICTOR VALLEY AREA
Plus: $396 million in local street/road improvements
MOUNTAIN AREA
Plus: $83 million in local street/road improvements
MORONGO BASIN AREA
Plus: $89 million in local street/road improvements
SAN BERNARDINO VALLEY
Plus: $1.718 billion in local street/road improvements
HIGH DESERT CORRIDOR
DEVORE/ CAJON PASS IMPROVEMENTS
Freeway/Highway Improvements
On-Ramp/Off-Ramp/ Intersection Improvements
Metrolink/Passenger Rail Expansion
Metrolink/Passenger Rail Improvements
Under Development

APPENDIX F

WESTERN STATES CHAPTER AMERICAN CONCRETE ASSOCIATION RESOLUTION

WESTERN STATES CHAPTER
AMERICAN CONCRETE PAVEMENT ASSOCIATION
3723 Birch Street, Suite 11 ▪ Newport Beach, CA 92660 ▪ Tel: 949-222-9196, Fax: 949-263-1141

RESOLUTION OF SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert Region between Lancaster/Palmdale area of Los Angeles County east through the Victorville/Apple Valley area of San Bernardino County is expected to grow by over 1 million new residents in the next ten years; and

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin to and through into the state of Nevada and points beyond; and

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and to the Pacific Rim; and

WHEREAS, the strength and growth of this economy for the entire Nation depends on adequate surface transportation; and

WHEREAS, the new Southern California International Logistics Airport has already begun major goods movement for the region by air, rail, and highway within the alignment of the intended High Desert Corridor; and

WHEREAS, this airport is providing multi-modal opportunities for all goods movement within the ports, rail, and highways in Greater Los Angeles Basin;

WHEREAS, the Palmdale Airport and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California; and

WHEREAS, people and goods will be trapped within the Los Angeles Basin without the development of an additional surface transportation corridor;

NOW, THEREFORE, BE IT RESOLVED, the Western States Chapter, American Concrete Pavement Association supports a Coalition of businesses, government, industry, and associations that recognize the need and importance for the expeditious development of the High Desert Corridor; and

Western States Chapter, American Concrete Pavement Association respectfully requests that the Federal government recognize this need and support these local efforts in the re-authorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

APPENDIX G

CITY OF PALMDALE
RESOLUTION

PALMDALE

a place to call home

James C. Ledford, Jr.
Mayor

Mike Dispenza
Mayor Pro Tem

Richard J. Loa
Councilmember

James A. Jim Root
Councilmember

Richard H. Rick Norris
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

CITY COUNCIL

CLERK'S CERTIFICATE

I, Victoria L. Hancock, CMC, City Clerk of the City of Palmdale, State of California, do hereby certify as follows:

The attached is a full, true and correct copy of Resolution No. CC 2003-101 adopted at the Regular Meeting of the City Council of the City of Palmdale duly held at the Regular Meeting place thereof, on May 14, 2003, at which meeting all of the members of said City Council had due notice and at which a majority thereof was present.

I further certify that I have carefully compared the same with the original Resolution No. CC 2003-101 on file and of record in my office and that said Resolution CC 2003-101 is a full, true, and correct copy of the original Resolution No. CC 2003-101 adopted at said meeting.

At said meeting, Resolution No. CC 2003-101 was adopted by the following vote:

AYES: Mayor Ledford and Councilmembers Loa, Root, Norris, and Dispenza

NOES: None

ABSENT: None

ABSTAIN: None

WITNESS my hand and the seal of the City of Palmdale this 14th day of May 2003.

Victoria L. Hancock

Victoria L. Hancock, CMC
City Clerk

Auxiliary aids provided for communication accessibility upon 2 hours notice and request

CITY OF PALMDALE

COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. CC 2003-101

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE SUPPORTING THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR BYPASS ROUTE THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert Region between the Lancaster/Palmdale area of Los Angeles County east through the Victorville/Apple Valley area of San Bernardino County is expected to grow by over one million new residents in the next ten years;

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin into the state of Nevada and points beyond;

WHEREAS, a Los Angeles basin bypass route has been identified and designated as the High Desert Corridor, which from the Interstate 5 heads east on State Route138, to South on State Route 14, to Avenue P-8, and then east to Interstate-15;

WHEREAS, the ports of Los Angeles and Long Beach are significant cargo destinations for truck hauled goods to and from the eastern United States and this traffic is expected to significantly increase in the future;

WHEREAS, the strength and growth of this economy for the entire Nation depends on adequate surface transportation for both people and goods;

WHEREAS, the new Southern California International Logistics Airport has already begun major goods movement for the region by air, rail, and highway within the alignment of the intended High Desert Corridor;

WHEREAS, this airport is providing multi-modal opportunities for all goods movement within the ports, rail, and highways in the Greater Los Angeles Basin;

WHEREAS, the Palmdale Regional Airport, Plant 42, and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California;

WHEREAS, the Palmdale Regional Airport is designed to relieve air and traffic congestion at the Los Angeles Airport (LAX) and in the Los Angeles Basin, and is in the process of developing cargo ramps to meet the cargo needs, and

WHEREAS, people and goods will experience significant delays within the Los Angeles Basin unless an additional surface transportation corridor is developed;

NOW, THEREFORE, BE IT RESOLVED, the City of Palmdale supports a coalition of businesses, government, industry, and associations that recognize the need and importance for the expeditious development of the High Desert Corridor;

The City of Palmdale respectfully requests that the Federal Government recognize this need and support these local efforts in the re-authorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

The City of Palmdale names the High Desert Corridor as its highest transportation priority during this re-authorization process.

PASSED, APPROVED and ADOPTED this 14th day of May, 2003 by the following vote:

AYES: Mayor Ledford and Councilmembers Loa, Root, Norris, and Dispenza

NOES: None

ABSTAIN: None ABSENT: None

James C. Ledford, Jr., Mayor

ATTEST:

Victoria L. Hancock, CMC, City Clerk

Approved as to form:

City Attorney

APPENDIX H

CITY OF ONTARIO RESOLUTION

RESOLUTION OF SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

August 6, 2003

WHEREAS, the High Desert Region between Lancaster/Palmdale area of Los Angeles County east through the Victorville/Apple Valley area of San Bernardino County is expected to grow by over 1 million new residents in the next ten years; and

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin to and through into the state of Nevada and points beyond; and

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and to the Pacific Rim; and

WHEREAS, the strength and growth of this economy for the entire Nation depends on adequate surface transportation; and

WHEREAS, the new Southern California International Logistics Airport has already begun major goods movement for the region by air, rail, and highway within the alignment of the intended High Desert Corridor; and

WHEREAS, this airport is providing multi-modal opportunities for all goods movement within the ports, rail, and highways in Greater Los Angeles Basin;

WHEREAS, the Palmdale Airport and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California; and

WHEREAS, people and goods will be trapped within the Los Angeles Basin without the development of an additional surface transportation corridor;

NOW, THEREFORE, BE IT RESOLVED, the ***Ontario Chamber of Commerce*** supports a Coalition of businesses, government, industry, and associations that recognize the need and importance for the expeditious development of the High Desert Corridor; and

The **Ontario Chamber of Commerce** respectfully requests that the Federal government recognize this need and support these local efforts in the re-authorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

To this end, the ***Ontario Chamber of Commerce*** names the High Desert Corridor as one of its highest transportation priorities during this re-authorization process.

Stanley Cruse	Robert L. Traister	Ruben Estrada
Stanley Cruse	Robert L. Traister	Ruben Estrada
Governmental Chair	President CEO	Chairman of the Board

421-B North Euclid Avenue
Ontario, California, 91762
(909) 984-2458 Fax (909) 984-6439 www.ontario.org

APPENDIX I

COUNTY OF LOS ANGELES
LETTER OF SUPPORT

Board of Supervisors
County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

June 19, 2003

The Honorable Howard "Buck" McKeon
Congressman
US House of Representatives
2242 Rayburn HOB
Washington D.C. 20515

Dear Congressman McKeon:

On behalf of the growing constituency in my District, I would like to express support for the High Desert Corridor (HDC) surface transportation facility through the High Desert of Los Angeles and San Bernardino County areas of California.

State Routes 138 and 58 are significant east-west corridors for the High Desert communities. However, planning information over the last several years has indicated that more than one million more residents will move into this two-county area in the next few years, and Palmdale, as one of the cities in my District, expects to have truck goods movement increases by approximately 1300% by the Year 2020. Therefore, an additional east-west corridor, serving from the Palmdale/Lancaster area east to and through Victorville and Apple Valley is all the more necessary.

It is also important to identify that Interstates 10 and 210 can no longer handle the growing traffic. Tourists, local residents, and commercial truck traffic have already burdened these highways.

As Congress deliberates the reauthorization of TEA-21, I recognize your interest in the development of HDC. Palmdale/Lancaster and Victorville/Apple Valley have HDC projects in various stages of planning and implementation. I encourage you to continue your Federal efforts on behalf of these growing communities.

Sincerely,

MICHAEL D. ANTONOVICH
Supervisor

MDA:rfc

ROOM 869 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1010 • WEBSITE http://antonovich.co.la.ca.us/

APPENDIX J

APPLE VALLEY CHAMBER OF COMMERCE RESOLUTION

RESOLUTION NO. 2003-21

RESOLUTION OF SUPPORT FOR THE DEVELOPMENT OF THE HIGH DESERT CORRIDOR SURFACE TRANSPORTATION FACILITY THROUGH THE LOS ANGELES AND SAN BERNARDINO COUNTY AREAS OF CALIFORNIA

WHEREAS, the High Desert Region between Lancaster/Palmdale area of Los Angeles County east through the Victorville/Apple Valley area of San Bernardino County is expected to grow by over 1 million new residents in the next ten years; and

WHEREAS, the High Desert Region of these two counties provides needed access from the Los Angeles Basin to and through into the state of Nevada and points beyond; and

WHEREAS, the ports of Los Angeles and Long Beach expect to increase their truck hauled goods movement to and from this region to points east in the United States and to the Pacific Rim; and

WHEREAS, the strength and growth of this economy for the entire Nation depends on adequate surface transportation; and

WHEREAS, the new Southern California International Logistics Airport has already begun major goods movement for the region by air, rail and highway within the alignment of the intended High Desert Corridor; and

WHEREAS, this airport is providing multi-modal opportunities for all goods movement within the ports, rail and highways in Greater Los Angeles Basin;

WHEREAS, the Palmdale Airport and Edwards Air Force Base each serve homeland security and national defense for the over 20 million people in Southern California; and

WHEREAS, people and goods will be trapped within the Los Angeles Basin without the development of an additional surface transportation corridor;

NOW, THEREFORE, BE IT RESOLVED, the Town of Apple Valley supports a Coalition of businesses, government, industry, and associations that recognize the need and importance for the expeditious development of the High Desert Corridor; and

The Town of Apple Valley respectfully requests that the Federal Government recognize this need and support these local efforts in the re-authorization of the Transportation Efficiency Act for the 21st Century as well as any other possible Federal funding opportunities for the High Desert Corridor; and

To this end the Town of Apple Valley names the High Desert Corridor as its highest transportation priority during this re-authorization process.

PASSED, APPROVED and ADOPTED by the Town Council this 27th day of May, 2003.

MAYOR

TOWN CLERK

Council Meeting Date: 5/27/03

Town of Apple Valley
Resolution No. 2003-21

STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO

TOWN OF APPLE VALLEY

I, LA VONDA M-PEARSON, Town Clerk for the Town of Apple Valley, Apple Valley, California, do hereby certify that Resolution No. 2003-21, duly and regularly adopted by the Town Council at a meeting thereof held on the 27th day of May 2003 by the following vote:

AYES:	Council Members Burgnon, Nassif, Shoup, Mayor Pro Tem Sagona and Mayor Jasper.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Town of Apple Valley, California, this 29th day of May 2003.

LA VONDA M-PEARSON, CMC
TOWN CLERK

By: Patty Hevle
Patty Hevle, Deputy

SEAL

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: High Desert Corridor, State Route 18

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: This notice is to inform agencies and the public that an Environmental Impact Statement (EIS) will be prepared for a project in San Bernardino, California. Furthermore, it is advised that environmental review, consultation, and any other action required in accordance with applicable Federal laws and regulations for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its July 1, 2007 assumption of all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA–LU codified in 23 U.S.C. 327(a)(2)(A).

FOR FURTHER INFORMATION CONTACT: Mr. Russell Williams, Acting Office Chief, Environmental Oversight, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. Telephone: (909) 383–1554.

SUPPLEMENTARY INFORMATION: The California Department of Transportation (Caltrans), in cooperation with the city of Victorville, will prepare an EIS on the proposal to construct a portion of the High Desert Corridor (HDC), in San Bernardino County, California. The proposed project would involve construction of a freeway/expressway to realign State Route (SR) 18 on new alignment from US 395 in the City of Adelanto to SR 18 near the Town of Apple Valley for a distance of approximately 21 miles. This notice of intent is prepared in accordance with 40 CFR 1501.7 and 1508.22.

In addition, to NEPA, the project is required to comply with the efficient environmental review process pursuant to the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003—A Legacy for Users (SAFETEA–LU) Section 6002 codified at 23 U.S.C. 138. The process is intended to promote efficient project management by the NEPA lead agency and to provide enhanced opportunities for coordination and accountability with the public as, well as, Federal, State, local, and tribal government agencies during the project development process. The process will include activities such as invitation of participating and cooperating agencies, preparation of a coordination plan, and establishment of a statute of limitations on the EIS. Pursuant to SAFETEA–LU Section 6002, sponsor agencies are required to notify the Secretary of Transportation of the type of work, termini, length, and general location of the project, together with a statement of Federal approvals anticipated to be necessary for the proposed project. Issuance of this notice will serve to meet these requirements for initiation of the environmental review process.

Currently, SR 18 exists as a four-lane conventional highway with numerous signalized intersections, business districts and congestion bottlenecks which restrict accessibility and mobility for east-west travel, and reduces throughput and safety for interregional travel in Victor Valley. The purpose of the project is to maximize accessibility to major economic generators such as the Southern California Logistics Airport and the industrial park surrounding Apple Valley Airport, improve mobility for interregional travel and truck/goods movement by providing freeway/expressway connectivity between regional routes US 395, I–15, and SR 18. Improvements to the corridor are considered necessary to alleviate the projected traffic demand for the increasing population growth in the area. Another goal of the project is to maintain consistency with the overall development of the High Desert Corridor and the future Victor Valley Beltway.

It is proposed to construct a "stand alone" phase of the HDC in Victor Valley from US 395 in Adelanto to SR 18 of the Town of Apple Valley, a distance of approximately 21 miles. A preferred Alternative has not been selected at this point, but two Build Alternatives will be analyzed along with the No-Build Alternative. Alternative 1, known as the north alignment, would construct the HDC as a multi-lane freeway/expressway on new alignment from U.S. 395 to continue east between the Southern California Logistics Airport and the proposed new Federal Prison in Victorville. The new alignment would cross the Mojave River and the BNSF mainline, intersect I–15 north of the Stoddard Wells Road Interchange, travel east through the industrial section of the Town of Apple Valley, then turn south to meet existing SR 18. In addition, at least 6 interchanges, 8 bridge/undercrossing structures, 5 grade intersections, and at least 300 ft. of right of way are proposed for Alternative 1.

Alternative 2, from US 395 to I–15, would follow the same alignment as Alternative 1 from U.S. 395 to just west of I–15. Alternative 2 would then swing south to tie into SR 18 near Rimrock Road. This section of the alternative from east of I–15 will be constructed as an access controlled highway. On the east of I–15, Alternative 2 will be on new alignment for about 3.5 miles and then it will replace existing SR 18 for about 6 miles. Alternative 2 will meet SR 18 in the same location as Alternative 1. In addition, at least 4 interchanges, 8 at grade intersections, and 200-300 ft of right of way are proposed for Alternative 2.

The two Alternatives will be studied and refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500–1508 and 23 CFR part 771), the Clean Air Act Amendments, Section 404 of the Clean Water Act, Executive Order 12898 regarding Environmental Justice, the National Historic Preservation Act, the Federal Endangered Species Act, the Section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. Based on available information, the project is anticipated to require a Clean Water Act 404 permit, a right-of-way use permit from the Bureau of Land Management. In addition, consultation is anticipated under Section 7 of the FESA and Section 106 of the NHPA.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. The EIS will incorporate comments from the public scoping process as well as analysis from environmental and engineering technical studies. Other alternatives suggested during the scoping process would be considered during the development of the EIS. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and Local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans at the address indicated above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 28, 2007.

David Tedrick,

Project Development Team Leader, South Region, California Division, Federal Highway Administration.

[FR Doc. 07–5049 Filed 10–11–07; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Minnesota

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Interstate (I)-94/Trunk Highway (TH) 10 Interregional Connection from west of Becker to east of St. Cloud in Sherburne, Stearns and Wright Counties, Minnesota. Those actions grant approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions of the highway project will be barred unless the claim is filed on or before 180 days from the date of this notice. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Thomas Sorel, Division Administrator, Federal Highway Administration, Galtier Plaza, Suite 500, 380 Jackson Street, St. Paul, Minnesota 55101, Telephone (651) 291-6100, e-mail: *Thomas.sorel@fhwa.dot.gov*. The Minnesota Division Office's normal business hours are 7:30 a.m. to 4 p.m. (central time). For the Minnesota Department of Transportation (Mn/DOT): Mr. Terry Humbert—District 3, 3725—12th Street North, Mail Stop 031, St. Cloud, Minnesota 56303-2130, Telephone (320) 223-6527, (800) 627-3529 TTY, e-mail: *Terry.Humbert@state.mn.us*.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing approvals for the following highway project in Minnesota: I–94/TH 10 Interregional Connection from Clearwater, Wright County to Clear Lake, Sherburne County, Minnesota. The project will be an approximately 5.4-mile, four-lane freeway with interchanges at I–94 and TH 10 and a grade-separated rail crossing near TH 10 and includes the construction of a new crossing of the Mississippi River. The project also includes an interchange at existing TH 24 to provide local access to/from the Cities of Clear Lake and Clearwater. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS), approved on December 21, 2006, in the FHWA Record of Decision (ROD) issued on September 7, 2007, and in other documents in the FHWA project files. The FEIS, ROD and other project records are available by contacting the FHWA or Mn/DOT at the addresses provided above. The FHWA FEIS and ROD can be viewed and downloaded from the project Web site at *http://www.dot.state.mn.us/d3/projects/interregionalconnection/index.html*.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
3. *Wildlife:* Endangered Species Act [16 U.S.C. 1531–1544 and section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
4. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archaeological and Historic Preservation Act [16 U.S.C. 469–469(c)].
5. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
6. Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
7. *Executive Orders:* E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: U.S.C. 139(l)(1).

Issued on: October 5, 2007.

Thomas K. Sorel,

Division Administrator, Federal Highway Administration, St. Paul, Minnesota.

[FR Doc. 07–5044 Filed 10–11–07; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2007–0007]

Postponement of Medical Review Board (MRB) Public Meeting

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), (DOT).

ACTION: Notice.

SUMMARY: FMCSA announces the postponement of the Medical Review Board meeting that was scheduled for October 15, 2007 from 8 a.m.–11:30 a.m. at the U.S. Department of Transportation.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, 202–366–4001.

SUPPLEMENTARY INFORMATION: On August 14, 2007, FMCSA published a Notice in the **Federal Register** announcing a public meeting of the Medical Review Board to be held on October 15, 2007 (72 FR 45479). The meeting announced on August 14, 2007 will not be held. FMCSA will publish a Notice in the **Federal Register** announcing the date, time, and place of any rescheduled MRB meeting. The public may also refer to: *http://www.mrb.fmcsa.dot.gov* for upcoming meeting announcements.

Issued on: October 4, 2007.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

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