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The San Bernardino Associated Governments (SANBAG) is the Council of Governments and Transportation Authority for San Bernardino County. SANBAG is funded through a variety of federal, state and local funding sources, including Measure I – our local sales tax measure for transportation. Since 1990, San Bernardino County voters have taxed themselves in order to deliver nearly \$2 billion critical transportation projects to the region. Measure I, extended in 2010, is further projected to bring another \$4.5 billion to the region for multi-modal improvements to our transportation infrastructure.

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Keep people and goods
moving

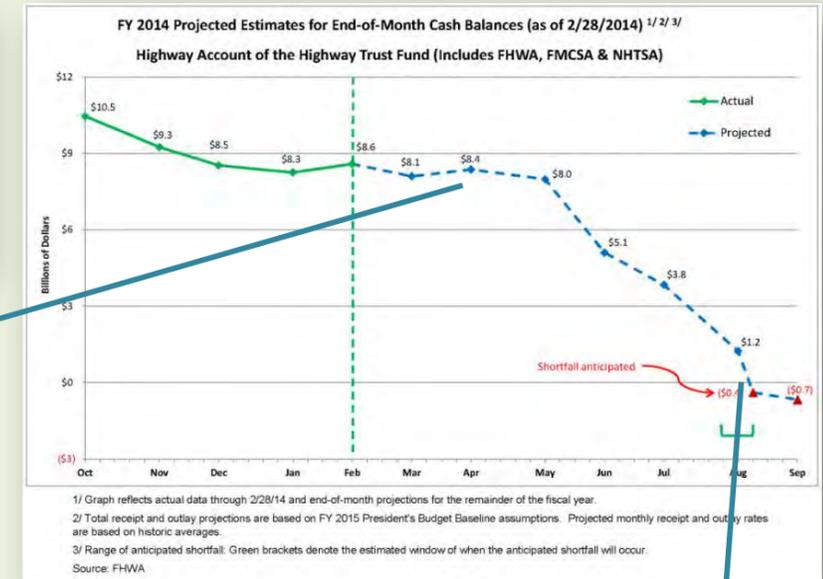
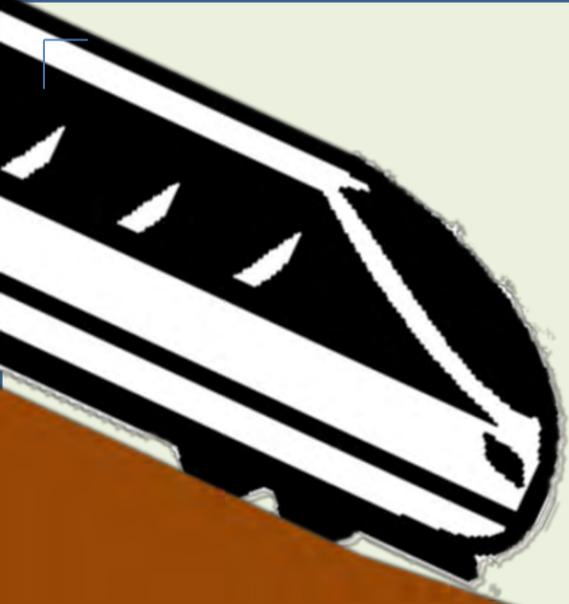


Governments
SANBAG
 Working Together



APR 2014

...the time for a decision is now!



A long term, fully-funded transportation bill will provide infrastructure agencies with the stability needed to invest in the development of future projects and takes into account the needs of existing projects that rely on multi-year funding structures. If federal funds are allowed to lapse, existing projects will halt and projects coming online will be stalled.

Infrastructure Investments Spur Economic Development

There is no more efficient way to get our nation back to work, grow the economy, and deliver much needed mobility projects to the nation than to have a long-term, fully funded federal transportation program. According to FHWA, every \$1 billion in transportation projects that move forward, those investments yield approximately 18,000 jobs. Transportation investment generates not only construction jobs, but overall economic benefits through the more efficient movement of people and goods. Although the gap is closing some, Riverside and San Bernardino Counties' combined unemployment rate still persists at 8.9% (December 2013). This is higher than the state's average of 8.3% and well above the national average of 6.7%. Our region needs the economic development and job growth that comes with a long-term, sustained federal investment.

Reward Innovation Through Investment

As traditional funding sources become increasingly scarce, it is important for Congress to provide the flexibility for state and local agencies to generate new revenue sources, develop creative partnerships, and deliver projects utilizing alternative project delivery mechanisms. Continuing to support and grow programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), government backed bond proposals like Build America and America FastForward, New/Small Starts transit programs, Transportation Investments Generating Economic Recovery (TIGER), and the further development of Public-Private Partnership authority can help leverage new funding sources for infrastructure projects and provide more efficient ways to deliver projects.

Freight Investments Build Our Economy

A critical part of any reauthorization bill is funding for improving goods movement networks throughout the country. The Primary Freight Network and the recommendations of the Panel on 21st Century Freight Transportation should guide future investments in the nation's goods movement infrastructure.

The SANBAG region serves as the primary gateway for the nation's economic growth and prosperity, yet Southern California's goods movement routes are suffering from carrying the heavy burden of the nation's demand. Although the Ports are a significant component of the overall system, Goods Movement does not begin and end at the ports of entry. Without appropriate investment in the entire corridor, the benefits of investments at the ports are limited.

Building on Investments in Reform

The next federal transportation reauthorization should build upon the reforms contained in MAP-21 and support additional improvements to project delivery mechanisms to reduce regulatory burdens, promote flexibility in meeting the goals established within each program, and reward partnerships with local and state agencies. The reforms included in MAP-21 are not yet complete and efforts should continue to be made to monitor the implementation of these programs, push to advance regulatory timelines, and provide meaningful reporting on outcomes.

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