



President
Brad Mitzelfelt
Supervisor,
San Bernardino
County

Mike Leonard, Mayor
City of Hesperia
Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda
Paul Eaton, Mayor
City of Montclair
Edward Paget, Mayor
City of Needles
Alan Wapner, Mayor Pro Tem
City of Ontario
Diane Williams, Council Member
City of Rancho Cucamonga
Jon Harrison, Council Member
City of Redlands
Ed Scott, Council Member
City of Rialto
Patrick Morris, Mayor
City of San Bernardino
Jim Harris, Mayor Pro Tem
City of Twentynine Palms
John Pomierski, Mayor
City of Upland
Ryan McEachron, Council Member
City of Victorville
Richard Riddell, Mayor
City of Yucaipa
George Huntington, Mayor
Town of Yucca Valley
Gary Ovitt, Supervisor
County of San Bernardino

Janice Rutherford, Supervisor
County of San Bernardino
Neil Derry, Supervisor
County of San Bernardino
Josie Gonzales, Supervisor
County of San Bernardino
Ray Wolfe, Caltrans
Ex-Officio Member
Deborah Robinson Barmack
SANBAG Executive Director

Vice-President

Larry McCallon, Mayor
City of Highland

Cari Thomas, Mayor
City of Adelanto
Rick Roelle, Mayor
Town of Apple Valley
Julie McIntyre, Mayor Pro Tem
City of Barstow
Bill Jahn, Mayor
City of Big Bear Lake
Dennis Yates, Mayor
City of Chino
Ed Graham, Vice Mayor
City of Chino Hills
David Zamora, Mayor
City of Colton
John Roberts, Council Member
City of Fontana
Walt Stanckiewicz, Mayor
City of Grand Terrace

SANBAG STAFF



Executive Director
Deborah Barmack

dbarmack@
sanbag.ca.gov
909.884.8276

Jennifer Franco
Director of Legislative Affairs
jfranco@sanbag.ca.gov

Washington, D.C. Contacts:
Van Scoyoc Associates
202.737.6554
Steven O. Palmer, spalmer@vsadc.com
Casey Morgan, cmorgan@vsadc.com

Drivers of Inland Empire Growth

According to Southern California Inland Empire Economist John E. Husing, Ph.D., who wrote in his January 2011 **Inland Empire Quarterly Economic Report**:

There were six factors responsible for 77.6% of the increased inflow of economic activity into the Inland Empire from 2000-2010. Most important was logistics at 27.2%, which consists of warehousing and distribution, plus wholesale trade. These sectors are heavily dependent upon the Ports of Los Angeles and Long Beach. Surprisingly, construction ranked second, accounting for 22.2% of the influx of economic activity. It is followed by employment services, since many part-time workers are used in the first two groups. It accounted for 10.7% of the growth among economic drivers. Ambulatory care ranked fourth with 7.8% of the growth. It is assumed that 80% of doctors and dentist offices are funded by insurance policies and state or federal agencies. Fifth was professional, scientific and technical services. Sixth was finance and insurance firms, largely due to the real estate boom. Each of the other 19 sectors accounted for under 2.5% of growth among economic drivers.

TOP 6 DRIVERS OF ECONOMY

Logistics	27.2 %
Construction	22.2 %
Employment Services	18.7 %
Ambulatory Health Care Services	7.8 %
Professional, Scientific, and Technical Services	5.9 %
Finance and Insurance	3.7 %



Building America's Future



Jobs Now and Jobs Tomorrow:
San Bernardino Leading the Way



San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide.

SANBAG serves more than two million residents in the County, which spans across 20,160 square miles. As the County Transportation Commission, SANBAG supports:

- **Freeway construction projects**
- **Regional and local road improvements**
- **Train and bus transportation**
- **Railroad crossings (right)**
- **Call boxes, ridesharing, congestion management**
- **Long-term planning studies**



SANBAG obtains funding from a variety of federal, state and local funding sources, and administers Measure I, the half-cent transportation sales tax approved by county voters.

The SANBAG Board of Directors is comprised of 29 elected officials, including one representative from each of the 24 cities in the County and all five County Supervisors (see list of Board Members and their jurisdictions on the back of this report).

County Facts

County population in 2010:	2.075 million
Avg. population growth rate 2000-2009:	2 % per year
Median Age of Population:	31 years of age
<i>(nearly 30% of residents are under age 18)</i>	
Geographic Size:	20,160 square miles
<i>(largest county in the contiguous United States by area)</i>	
Incorporated cities:	24 (see back panel)

Land Use Facts:

- More than 80% of the land in San Bernardino County is owned and controlled by the Federal Bureau of Land Management and the U.S. Department of Defense.
- Military uses comprise more than 14% of land use and residential uses comprise nearly 9%.

Air Quality: Extreme nonattainment for ozone; nonattainment for fine particulate matter (PM2.5); significant health risk associated with airborne toxics, mostly attributable to diesel emissions from trucks and trains.

Unemployment rate: 14.9 % (as of January 2011)

Self-Help County: Measure I

SANBAG and its member jurisdictions raise approximately \$100 million annually in revenue to provide transportation improvements throughout San Bernardino County. But that is not enough to cover the needs of the largest geographic county in the contiguous United States. With external influences, particularly goods movement and tourism passing through the County, the freeways, highways, roadways, transit and passenger rail systems are all impacted.



To build national priority projects, SANBAG must rely on federal dollars to match State and local funds.

First 20 Years Completed...

In 1989, San Bernardino County voters approved Measure I to ensure that needed transportation projects were implemented countywide for the next twenty years, from 1990 through 2010.



Extended for 30 more years...

In 2004, San Bernardino County voters overwhelmingly approved an extension of the Measure I sales tax, with 80% voting to extend Measure I - this time for thirty years through 2040. SANBAG administers Measure I revenue and is responsible for determining which projects receive Measure I funding and ensuring that transportation projects are implemented. Measure I funds are allocated based on a strategic plan.

\$1.8 Billion collected in first 20 years...

During the first 20 years of Measure I, nearly \$1.8 billion was collected and distributed to member jurisdictions to conduct transportation improvement projects in their areas.

Measure I, 2010-2040, 30-year Revenue Forecast is \$4.5 Billion...

Revenue projections for the next thirty years will fluctuate due to unknown economic conditions. There may be fewer projects in the early years of the new Measure I, but over the 30-year life of the new Measure I, it is estimated that SANBAG will collect \$4.5 billion for transportation improvements in San Bernardino County.

Transportation Authorization Bill

I-15 Mainline Expansion from SR-60 to I-10

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$100 Million	\$50 Million	1,800	Baca

GOODS MOVEMENT: See Map: # 3

This segment of I-15, a Trade Corridor of National Significance, experiences severe congestion. The addition of two lanes (each direction) between SR-60 and I-10, along I-15, will relieve the congestion and improve the overall traffic circulation.

I-15 / Rancho Road Interchanges

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$170 Million	\$75 Million	3,000	Lewis/McKeon

CONGESTION MITIGATION: See Map: # 7

The Rancho Road Interchange along Interstate 15 (I-15), a Trade Corridor of National Significance, will provide new access to the central and southern portions of the Victor Valley. The Victor Valley community is located just north of the Cajon Pass in the Inland Empire and the business community caters to the logistics industry. With an estimated population of 368,622 (2010), this urbanizing area endures increased freight movement traffic and commuters alike. The interchange will improve traffic circulation and divert congestion on the heavily traveled existing interchange at Bear Valley Road, which averages daily traffic counts of 67,000 vehicles.

High Desert Corridor JPA - P3 (Public-Private Partnership)

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$400 Million	\$148 Million	7,200	McKeon

GOODS MOVEMENT: See Map: # 8

The Federal Highway Administration has designated the High Desert Corridor as E-220, a High Priority Corridor on the National Highway System from Los Angeles to Las Vegas, via Palmdale and Victorville. The project will serve as an alternative route for freight from the ports of Los Angeles, Long Beach and Hueneme to Interstate 15 and Interstate 40, which serve a large part of the United States. It is a candidate for Public-Private Partnership funding. This project has the support of two Counties (San Bernardino and Los Angeles), seven High Desert cities, SANBAG, and LA Metro. The project is currently in the PA&ED phase, which is expected to be completed in 2012/2013.

I-10 / Cedar Avenue Interchange

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$53 Million	\$20 Million	900	Baca

GOODS MOVEMENT: See Map: # 4

Freight traffic is heavy along the Interstate 10 (I-10) Corridor between Interstate 15 (I-15) and Interstate 215 (I-215), especially since this section of I-10 serves the region as a major logistics hub, handling transloaded freight from the local ports and interstate cargo. More specifically, Cedar Avenue is a multi-function arterial route, serving as a truck route that provides access to industrial sites, and supports traffic to community centers such as schools and shopping areas located in south Fontana. In addition to needing funds to relieve heavy congestion, this interchange sustained substantial water damage during this winter's storm season.



Alameda Corridor East: Lenwood Grade Separation

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$32 Million	\$6 Million	500	McKeon

GOODS MOVEMENT: See Map: # 6

The Lenwood Road Grade Separation project is included in the Alameda Corridor East (ACE) Rail Improvement Program. This planning document has identified high priority railroad grade separation projects that are needed to mitigate for community impacts resulting from increased freight traffic to/from the largest seaport complex in America. The Lenwood Road grade separation project will alleviate safety, noise and travel delays currently endured by the City of Barstow. This segment of ACE supports 100 trains per day which is expected to double by 2030. Construction is scheduled to begin mid-2012. This grade separation is planned to be constructed in conjunction with the County of San Bernardino's companion project, Shadow Mountain Road Grade Separation.

Projects We Need from the Next Surface

The next Federal Surface Transportation Bill needs to be a "game changer." In many ways, SANBAG's priority projects for the new authorization bill will also be "game changers" for Southern California...and the nation. From the I-15/I-215 Devore Interchange - the major chokepoint for goods movement on the west coast - to Redlands Passenger Rail - the first light rail line in the Inland Empire - these are more than just another set of projects from another local government. SANBAG is putting forward projects that will meet national mobility, air quality, and livability goals.

I-15/I-215 Devore Interchange Improvements

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$368 Million	\$151 Million	6,600	Dreier

GOODS MOVEMENT:

See Map: # **1**

In addition to closing the funding gap to commence construction for the Devore Interchange, in the long term, additional funding is sought through the next transportation authorization act to *complete* construction of this goods movement project. The magnitude and the significance of this project to the region and to Southern California cannot be underestimated; goods movement from the Ports of Los Angeles/Long Beach to destinations outside of California will not be sustainable without this project. This project supports substantial interstate commerce and travel to recreational/entertainment destinations that have direct and indirect consequences to the economy. At an estimated project cost of \$368 million, there is a short-term funding shortfall of \$37 million to commence construction; however, the entire project through completion has a total funding shortfall of \$151 million. SANBAG is committed to delivering this nationally needed goods movement project and State and local funds are already providing two-thirds of the entire funding package for Devore Interchange.



Redlands Passenger Rail Project

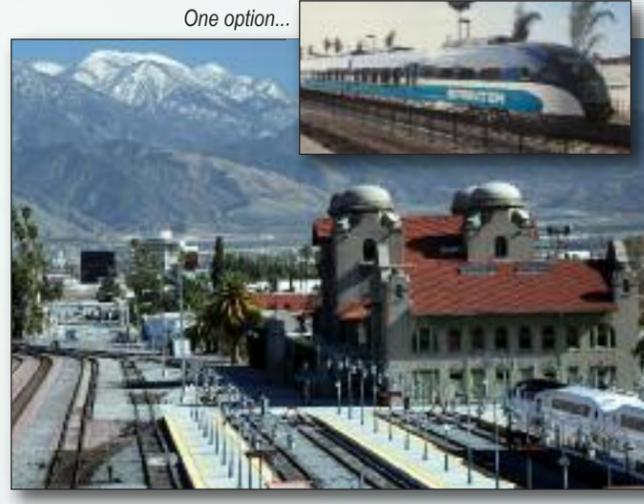
Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$228 Million	\$114 Million	4,100	Lewis

COMMUTER RAIL / LIVABILITY:

See Map: # **2**

SANBAG is conducting an Alternatives Analysis and Environmental Assessment for the Redlands Corridor. This project will link passenger rail service from the San Bernardino Metrolink east to Redlands via light rail. This further enhances the livability factor in the region. SANBAG is working extensively with its 24 member cities on population density and future planning for Transit Oriented Development (TOD).

One option...



I-10 HOV (High Occupancy Vehicle) Lanes from Haven Avenue to Ford Street

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$750 Million	\$100 Million	3,600	Baca, Lewis

SHARED RIDE:

See Map: # **5**

This project will add a High Occupancy Vehicle (carpool) lane in each direction. This segment of the I-10, a Trade Corridor of National Significance and one of the most congested segments of freeway in the Inland Empire, will experience improved efficiency in the movement of people and goods with the completion of these improvements.

SANBAG Project List

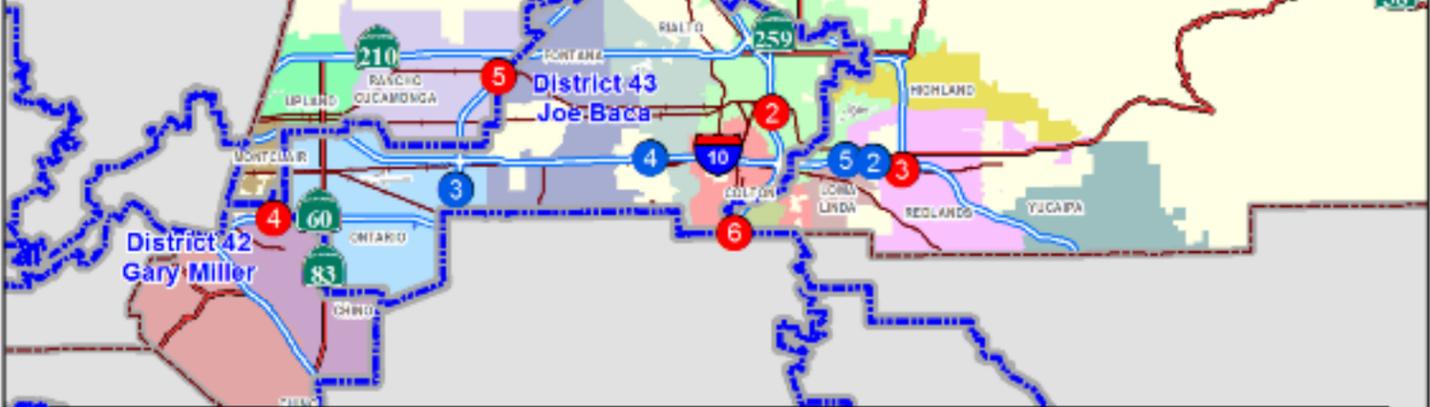
2011 Short Term Funding Needs & New Surface Transportation Authorization



LEGEND

FUNDING NEEDS:
Indicated by RED #s
Project details on p. 4-5

NEW AUTHORIZATION:
Indicated by BLUE #s
Authorization project details on p. 6-7



- | | |
|--|--|
| <p>Short Term Funding Needs</p> <ul style="list-style-type: none"> 1 Devore Interchange Improvements 2 Downtown San Bernardino Passenger Rail Project* 3 Redlands Rail Grade Crossing Safety Improvements* 4 SR 60 Central Ave. Interchange 5 Base Line/I-15 Interchange 6 I-215 Corridor South, Bi-County Project 7 Randero Rd. Interchange 8 HDC Development & Interchange 9 Yucca Loma Corridor 10 Needles Highway | <p>SANBAG Authorization Requests</p> <ul style="list-style-type: none"> 1 Devore Interchange Improvements 2 Redlands Passenger Rail Project* 3 I-15 Expansion from SR 60 and I-10 4 I-10 & Cedar Ave 5 I-10 HOV from I-215 to SR-210 6 Linnwood Grade Separation 7 Randero Rd. Interchange 8 High Desert Corridor |
|--|--|

* These Projects are interconnected

Today's challenges are complex and are transforming the way we live, work and compete in the global economy. SANBAG, along with its regional stakeholders, supports building a viable goods movement network that meets national priorities.

Interstate railways and highways running through San Bernardino County accommodate approximately 80% of all containerized cargo transported to/from California. Our region proudly serves as a link between local ports and the rest of the nation. The preferred truck corridors within San Bernardino County – State Route 60, Interstate 10 (I-10), Interstate 15 (I-15) and Interstate 215 (I-215) – currently handle daily truck volumes between 15,000 and 22,000. Along this route, the only passageway connecting these routes to the rest of the country is constrained by an outdated interchange at the merger of I-15/I-215, known as the Devore Interchange. This interchange is considered by one Federal Highway Administration report as the second worst grade related bottleneck for trucks in the nation. The Devore Interchange is unable to safely and efficiently accommodate current freight traffic. Moreover, Devore Interchange is regularly highlighted as a project that requires prioritization by transportation coalitions advocating for a national goods movement strategy. Given the country's paced economic rebound, projected increased cargo transported to/from the local ports, and expected overall growth in freight movement, it is anticipated that the economic gains from such activity will be hampered without resolving the current bottleneck at the Devore Interchange.

Devore: A Legacy Goods Movement Project

SANBAG is currently working on the Devore Interchange to improve inter-state mobility, safety, and to help pave the way to economic growth. SANBAG and the State of California are able to fast-track this project, but further assistance is needed to resolve a funding gap for this nationally-significant project.



This goods movement project is needed now because trucks bound for Nevada, Arizona, Utah, and throughout America's heartland are adding costs to businesses and consumers and slowing down the national economy. The I-15 is the backbone of the system to move goods from Southern California to the rest of the nation via connections with the transcontinental corridors of I-40, I-70, I-80, and I-90.

The Devore Interchange improvements will: add an additional lane on the I-15 in each direction through the interchange to eliminate a chokepoint in the system caused by current lane drops; reconfigure the interchange to improve geometrics; install truck by-pass connectors through the interchange; and other operational improvements. The improvements will mitigate congestion bottlenecks and improve overall safety.

In addition to serving the ports, an efficient transportation system is a necessity to the area's job growth strategy. With one of the highest unemployment rates in the nation, this area has an opportunity to create a large number of logistic-sector jobs. The industrial land closer to the coast and the ports is nearly fully developed, thus forcing logistic development to this area.

This project is estimated to create 6,600 jobs.



Redlands Rail: Grade Crossing Safety Improvements

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$ 20 Million	\$5 Million	360	Lewis (R-41)

RAIL SAFETY: See Map: # **3**
Since the purchase by SANBAG of the 9-mile stretch of rail in the Redlands Subdivision, many of the at-grade railroad crossings need safety improvements to improve goods movement, vehicular circulation, and to protect pedestrians. The project will improve several major crossings by realigning and reconstructing the approaching roadways, replacing railroad track and grade crossing panels, and upgrading or replacing the railroad warning devices.

Project Status: Design



State Route 60 / Central Avenue

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$48 Million	\$6 Million	800	Miller (R-42)

GOODS MOVEMENT: See Map: # **4**
Central Avenue connects with Interstate 10 (I-10), State Route 60 (SR-60) and the 71 Expressway between the cities of Chino, Ontario and Montclair. This interchange improvement will accommodate future widening of SR-60 and will help reduce congestion and facilitate regional goods movement, as SR-60 is one of two main routes utilized by freight trucks to access Interstate 15. This project is in need of federal funding support to commence planning phases.

Project Status: PSR

High Desert Corridor / I-15 Interchange

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$100 Million	\$5 Million	1,800	McKeon (R-25)

GOODS MOVEMENT: See Map: # **8**
This new interchange will significantly alleviate gridlock on Interstate 15. Currently, the traffic between these two areas is handled by a two-lane rural road which must accommodate the truck traffic into and out of the Southern California Logistics Airport (formerly George Air Force Base) and its related industrial tenants. Increasing access to the Airport will allow the expansion of the Airport's multi-modal facility, with a much needed benefit of creating jobs for the region. This project has the support of two Counties (San Bernardino and Los Angeles), seven High Desert cities, SANBAG, and LA Metro.

Project Status: PA&ED



Yucca Loma Corridor & Yucca Loma Bridge

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$101 Million	\$ 5 Million	576	Lewis (R-41)

CONGESTION MITIGATION: See Map: # **9**
The Yucca Loma Corridor, a regionally-significant "shelf-ready" project, is needed to move traffic across the center of the Victor Valley. At its west end, this corridor will connect with the LaMesa/Nisqualli Interchange, which is scheduled to begin construction December 2011. At the east end of this project, road improvements and a bridge will increase regional connectivity and enhance opportunities for economic growth.

Project Status: PS&E

I-15 Corridor: Ranchero Road Interchange

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$83 Million	\$5 Million	1,494	Lewis (R-41)

CONGESTION MITIGATION: See Map: # **7**
The Ranchero Road Interchange on Interstate 15, a nationally designated Trade Corridor of National Significance, will provide access to the southern end of the Victor Valley and to the newly recognized Hesperia (Business) Enterprise Zone which is primarily adjacent to and east of the interstate. The project is expected to be under construction in summer 2012. It will complete the Ranchero Road Corridor, which is scheduled to be under construction by summer 2011.

Project Status: Right-of-Way

Needles Highway

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$80 Million	\$5 Million	1,400	Lewis (R-41)

SAFETY: See Map: # **10**
Located within the tri-state area of Arizona, California and Nevada, Needles Highway connects Interstate 40 (I-40) and the City of Needles in California with Laughlin and Bullhead City in Nevada. For traffic originating in southern California, it is the road of choice leading to retirement and entertainment communities and provides access to the Fort Mohave Indian Reservation. The condition of Needles Highway has deteriorated greatly in recent years. Safety improvements proposed include widening the existing roadway, adding shoulders, realignment as necessary to increase public safety, traffic signals, left-turn lanes at the I-40 interchange and a truck-climbing lane.

Project Status: PA&ED

SANBAG is seeking opportunities to invest in significant regional projects that will put people to work, enhance the region's national goods movement system, increase safety, improve overall mobility and establish conditions for economic growth throughout the region.

Our Ask: (1) acquire funding for the Devore Interchange; (2) preserve transit funding; and (3) to obtain authorization for alternative funding - procurement options, such as Public-Private Partnerships. Our local Measure I transportation tax funds have kept priority projects on schedule until now. Each project listed in the following pages provides jobs today and provides a catalyst for continued job growth and economic benefits.

I-15 / I-215 Devore Interchange

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$368 Million	\$37 Million	6,600	Dreier, Lewis, Baca

GOODS MOVEMENT: See Map: # **1**

The Devore Interchange project addresses a national freight movement bottleneck. This is no ordinary interchange. Where Interstate 15 and Interstate 215 (I-15/I-215) meet in Southern California is a national crossroads for interstate commerce. Specifically, this project will reconfigure the I-15/I-215 merger lanes through the interchange to provide four lanes in each direction to improve mobility and safety. The Devore Interchange is unique in that it is one of the only routes out of the Ports of Los Angeles and Long Beach to the western U.S., and is also along a NAFTA trade route. SANBAG and the State of California contributed more than two-thirds of the funding to make this project "shelf ready," which is more than the required fair share to acquire federal funds. The project is ready for construction, but is truly a federal goods movement project. The project must be kept on schedule to meet deadlines for the State-designated design-build procurement to advance construction.

In the short term, there is a \$37 million funding gap in spite of a substantial state and local investment. This \$37 million will close the overall funding need of \$151 million.

Project Status: PA&ED funded by Measure I

Downtown San Bernardino Passenger Rail Project

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$72 Million	\$2 Million	1,296	Baca (D-43)

LIVABILITY & COMMUTER RAIL: See Map: # **2**

Formally known as the Redlands 1st Mile Extension, work is already underway for extending Metrolink's San Bernardino Line by one mile, from the Santa Fe Depot into the heart of the City of San Bernardino. This project is a companion project to the on-going work to construct the San Bernardino intermodal transit facility and the Redlands Passenger Rail project, a project that will link passengers to rapid bus routes offered by sbX and Metrolink. These companion projects are critical to an integrated transit system.

The Downtown San Bernardino passenger Rail Project is an important first element of the network for which funding is being sought. Three of the seven lines operated by Metrolink currently serve San Bernardino County residents, which carried between five and six million passengers in Fiscal Year 2009/10, representing 50% of the total Metrolink passengers.

The Downtown San Bernardino Passenger Rail Project will accommodate increasing demand in Southern California for more mobility options and will help the South Coast Air Basin meet federal air quality standards by reducing commuter traffic on our highways.

Project Status: Right-of-Way Acquisition

I-15 / Baseline Interchange

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$43 Million	\$5 Million	800	Dreier (R-26)

CONGESTION MITIGATION: See Map: # **5**

Traffic along Interstate 15 encounters increasing congestion north of Interstate 10 as local drivers, commuters, and freight trucks travel during both day and night. Southbound morning traffic and northbound afternoon traffic are especially heavy, causing hours of delay. The California Transportation Commission approved I-15 Base Line Interchange as a State Local Partnership Project.

Project Status: PS&E

I-215 Corridor South / Bi-County Project

Total Project Cost	Amt. Requested	Jobs Created	Congressional District
\$177 Million	\$4 Million	2,900	Baca/Lewis

CONGESTION MITIGATION & AIR QUALITY: See Map: # **6**

This project will add a High Occupancy Vehicle (HOV) lane in each direction of I-215 from the SR-60/SR-91/I-215 Interchange in Riverside County to the I-215/Orange Show Road Interchange in the City of San Bernardino. Construction of approximately 7.5 miles of HOV lanes will close the final "gap" required to provide 70 miles of continuous HOV lanes resulting in reduced congestion and improved air quality.

Project Status: PS&E

SANBAG is looking to build an integrated transit network to better meet the needs of this region's growing economy. The Downtown San Bernardino Passenger Rail Project, also known as the Redlands 1st Mile and Passenger Rail Project, will expand transit options in San Bernardino to the City of Redlands and links transit riders to mass transit facilities with service to Los Angeles. Anticipating ridership growth in transit, SANBAG started the planning and development for this project over twenty years ago. Currently, SANBAG is looking for assistance with a funding gap to begin construction on the 1st mile of this project, which will include safety enhancements and extend Metrolink's existing track to connect to other transit modes.

The first project of its kind for San Bernardino County, this project will allow Metrolink trains access to a planned intermodal transit facility in the City of San Bernardino. More specifically, the 1st mile extension will reconstruct rail infrastructure on the existing Redlands Subdivision and City of San Bernardino right-of-way to include double tracking between the San Bernardino Depot and the proposed station at Rialto and E Streets where a multi-modal transit center will be constructed to provide transfer service with a soon coming rapid bus route, sbX.

Transit Formula Funds and New Starts / Small Starts

SANBAG requests Congressional support to continue funding for transit projects under U.S. Title 53.

The annual appropriation of formula funds through Section 5307 and Section 5309 for urbanized areas and fixed guideways modernization are critical funding sources to build a viable transit network for the 21st Century. In addition to advocating for continued support of these formula funds, SANBAG supports the continuation of the Capital Investments Grant program, also known as "New Starts" and "Small Starts," administered by the Federal Transit Administration (FTA) to build transit projects of national interest.

Rail Safety



**METROLINK's "GUARDIAN FLEET"
CRASH ENERGY MANAGEMENT CARS**

137 CEM Cars are being assembled and tested at Metrolink's Eastern Maintenance Facility in Colton, California, less than one mile from SANBAG's offices in the historic Santa Fe Depot.

Rail safety throughout the region continues to improve. Recently, Metrolink unveiled its new state-of-the-art cab and passenger rail cars equipped with collision-absorption technology. In accordance with the "Buy America" program, Metrolink's Rotem cars are being assembled and tested at the agency's Eastern Maintenance Facility in the City of Colton. More than 50 jobs have been created for Southern Californians.

SANBAG is seeking to optimize the region's transportation system through increasing economic efficiency, congestion mitigation, safety and air quality improvements. In doing so, all modes of freight transportation are being evaluated.

TIFIA, Infrastructure Bank, and Build America Bonds

SANBAG is supportive of expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) and authorizing other innovative funding options as an alternative to traditional funding sources for transportation infrastructure projects. In a time of dwindling revenue and crunched budgets, local governments like SANBAG continue to invest heavily in infrastructure. Bids on public works are coming in at historic lows, providing huge savings to American taxpayers. Now is the time for the federal government to leverage local investment with powerful job-creating programs such as TIFIA and Build America Bonds. These programs will allow SANBAG to stretch our local revenues and deliver more projects. SANBAG would like to see the Federal government:

- Expand funding for the TIFIA program - the current program is vastly oversubscribed;
- Raise the borrowing limit of TIFIA from 33% of capital costs to 50%;
- Expand the availability of low-cost federal lending to job-creating infrastructure projects with sound financial backing; and
- Authorize Build America Bonds and Public-Private Partnerships (P3) as soon as possible.



Public-Private Partnerships (P3)

SANBAG is advocating for P3's as a means to stretch existing funds to start construction on transportation projects. Projects included in short- and long- term federal transportation planning documents are in particular need of national support.

As Congress makes choices to reduce spending, we urge Congress to support mechanisms to secure alternative funding sources through private investment for public infrastructure projects to keep projects on schedule, keep people working, and keep the economy growing. Without providing alternatives to generate revenue for transportation, the entire funding package for projects that have construction start dates prescribed in law might be jeopardized.

We also urge Congress to continue its support of projects that will facilitate the efficient and safe movement of containerized freight. Many goods movement projects will be jeopardized if federal funding for transportation is cut. P3's will provide additional partnering opportunities with the logistics industry to meet the financial needs of goods movement projects.



High Desert Corridor as a P3 Project

The High Desert Corridor, recognized as a Trade Corridor of National Significance in SAFETEA-LU, will move traffic at the northern end of the Victor Valley west to the Antelope Valley and the State Route 14. SANBAG has partnered with Los Angeles Metropolitan Transportation Authority (MTA) in pursuing the High Desert Corridor (HDC) as a priority project to receive Public-Private Partnership funding. This 50-mile, six-lane expressway will run from Palmdale along the north side of the San Gabriel Mountains to the Victor Valley, and will provide a vital missing link in the National Highway system between California's two major Interstates, the I-5 and I-15. This new corridor will relieve east-west traffic congestion in the Los Angeles/San Bernardino basin and will create a new freight corridor with intermodal (truck, air, rail) logistics facilities at each end.



Completed Projects	Location	Status – Subject to change
Ramona Grade Separation	Montclair	Completed
I-10/Cypress Overcrossing	Fontana	Completed
Haven Ave. Grade Separation	Rancho Cucamonga	Completed
I-215 Fwy Widening, Ph. 2	Orange Show Rd to Rialto Ave.	Completed
I-215/5th Street Bridge	Central San Bernardino	Bridge completed (ramps still in construction)
SR 210/Muscoy RR Bridge	Muscoy	Completed seismic retrofit
Active Projects		
 SR -210 Landscape	Seg 1, 2, 3, 4	In Construction
I-215 Fwy Widening, Ph. 3	Rialto Avenue to Massachusetts	In Construction
I-215/SR210 Connectors, Ph 4	Massachusetts to University	In Construction
1-10/Riverside Interchange	Rialto	In Construction
Signal Synchronization	San Bernardino Valley	In Construction
Metrolink Parking Structure	Santa Fe Depot, San Bernardino	In Construction
I-10 Fwy Westbound	Yucaipa to Redlands	In Construction
N. Milliken Grade Separation	Ontario	In Construction
Victor Valley Transit Authority	Victor Valley	New building nearly completed
B-V Link Bus Service	Barstow to Victor Valley	Launched January 2011
I-10/Cherry Interchange	Fontana	Construction starts mid-2011
I-10/Citrus Interchange	Fontana	Construction starts mid-2011
Shovel-Ready Projects with Funding Gaps		
I-215/I-15 Devore Interchange	Devore, Cajon Pass	Design/Environmental, Construction starts 2012
Downtown San Bernardino Passenger Rail Project		Environmental/Design
High Desert Corridor	Victorville to Palmdale	PA&ED, Construction 2015
Redlands Passenger Rail (9 mi.)	Light rail-San Bernardino to Redlands	Environmental/Design
I-215 Bi-Cnty HOV Gap Closure	60/91/215 Riv. to I-215/SB	Design/Environmental, Construction starts 2012
Ranchero Road Interchange	Hesperia	Design, Construction starts 2011
Yucca Loma Bridge	Apple Valley to Victorville	Design, Construction starts 2011
Needles Highway	Needles to Laughlin	San Bernardino County lead
Lenwood Grade Separation	Barstow	Design, Construction starts 2011
sbX and New Station	San Bernardino	Right of Way, Construction starts 2011
Hunts Lane Grade Separation	Colton/San Bernardino	Design, Construction mid-2011
SR 210 Landscape	Seg 8, 9, 10, 11	Design, Construction starts mid-2011
 Colton Crossing RR Grade Sep	Colton	Design, Construction starts late-2011
I-10/Tippecanoe	Loma Linda/San Bernardino	Design/Environmental, Construction starts 2012
Palm Ave. Grade Separation	North San Bernardino	Design, Construction starts 2012
Laurel Ave. Grade Separation	Colton	Preliminary Engineering, Construction starts 2012
I-215/Barton Road Interchange	Grand Terrace	Design/Environmental, Construction starts 2013
I-215/Wash-Mt Vernon Interchange	Colton, Cooley Ranch	Design/Environmental, Construction starts 2013
SR 210/Pepper Ave. Interchange	Rialto	Preliminary Engineering, Construction starts 2013
Main Street Grade Separation	Grand Terrace/BNSF Railroad	Environmental Design Study
SR 60 Soundwall	San Bernardino Valley	Design, Construction starts late-2011
I-10 HOV/HOT Corridor	L.A. County Line to Redlands	Environmental Design –Construction 2015
US-395 Widening	High Desert	Final design phase
Kramer Junction, SR58	Mojave Desert	Caltrans lead
SR138 Widening	L.A. County to I-15	Design, Construction starts 2012
 ARRA: American Recovery and Reinvestment Act funds are on these projects.		

Total \$12.1 Billion Investment will create 21,780 jobs and long-term economic growth.