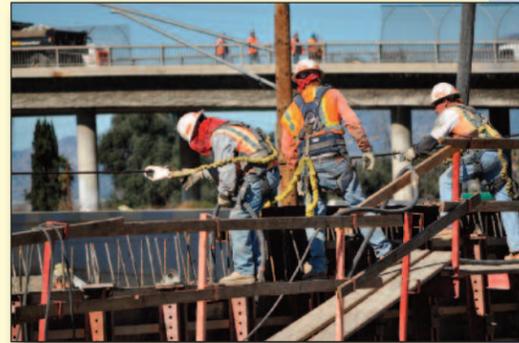


Building a Long-Term Economic Future

For project schedules and costs, go to SANBAG's [Quarterly Project Status Report](http://www.sanbag.ca.gov/news/quarterly-report.html):
www.sanbag.ca.gov/news/quarterly-report.html

Active Projects in Construction

- | | | |
|---|------------------------------------|---------------------------------------|
|  | SR -210 Landscape | Seg 1, 2, 3, 4 |
| | I-215 Fwy Widening, Ph. 3 | Rialto Avenue to Massachusetts |
| | I-215/SR210 Connectors, Ph. 4 | Massachusetts to University(Caltrans) |
| | Signal Synchronization | San Bernardino Valley |
| | I-10 Fwy Westbound Widening | Yucaipa to Redlands |
| | N. Milliken Grade Separation | Ontario |
|  | sbX BRT (Bus Rapid Transit) | Cal State SB to Loma Linda University |
| | Colton Crossing RR/RR Grade Sep | Colton |
| | SR 210 Landscape | Seg 8, 9, 10, 11 |
| | I-15/LaMesa/Nisqualli Interchange | Victorville |
| | I-10/Citrus & Cherry Interchanges | Fontana |
| | I-10 Riverside Landscaping Project | Rialto |
| | Hunts Lane Grade Separation | Colton/San Bernardino |
| | I-10/Tippecanoe Interchange | Loma Linda/San Bernardino |
| | 1-15/Duncan Canyon Interchange | North Fontana |



Upcoming Projects in Development Stages

- | | |
|-----------------------------------|------------------------------------|
| I-15/Ranchero Road Interchange | Hesperia |
| Yucca Loma Bridge | Apple Valley to Victorville |
| I-215 Bi-Cnty HOV Gap Closure | 60/91/215 Riv. to I-215/SB |
| Palm Ave. Grade Separation | North San Bernardino |
| Laurel Ave. Grade Separation | Colton |
| I-215/I-15 Devore Interchange | Devore, Cajon Pass |
| San Bern. Passenger Rail Project | Downtown San Bernardino (1 mi.) |
| Lenwood Grade Separation | Barstow |
| San Bernardino Transit Center | Downtown at Rialto & E Streets |
| I-215/Barton Road Interchange | Grand Terrace |
| I-215/Wash-Mt Vernon Interchange | Colton, Cooley Ranch |
| SR 210/Pepper Ave. Interchange | Rialto |
| Main Street Grade Separation | Grand Terrace/BNSF Railroad |
| I-10 HOV (Carpool Lanes) Corridor | L.A. County Line to Redlands |
| Redlands Passenger Rail Project | San Bernardino to Redlands (9 mi.) |
| High Desert Corridor | Victorville to Palmdale |
| Needles Highway | Needles to Laughlin |
| US-395 Widening | High Desert/Victor Valley |

Construction schedules are subject to change

- | |
|---|
| Construction starts January 2013 |
| Design, Construction starts 2013 |
| Design/Environmental, Construction starts 2013 |
| Design, Construction starts 2013 |
| Design/Engineering, Construction starts 2013 |
| Design-Build Construction, starts late 2012-2016 |
| Environmental/Design, Construction starts 2013 |
| Construction starts 2013 |
| Planning, Construction starts 2013 |
| Design/Environmental, Construction starts 2013 |
| Design/Environmental, Construction starts 2013 |
| Preliminary Engineering, Construction starts 2013 |
| Environmental Design Study |
| Environmental Design -Construction 2015 |
| Environmental/Design, Construction starts 2016 |
| PA&ED, Project Approval & Environmental Document |
| Environmental Document, 2013 |
| Design, phased construction |



ARRA: American Recovery and Reinvestment Act funds are on these projects.

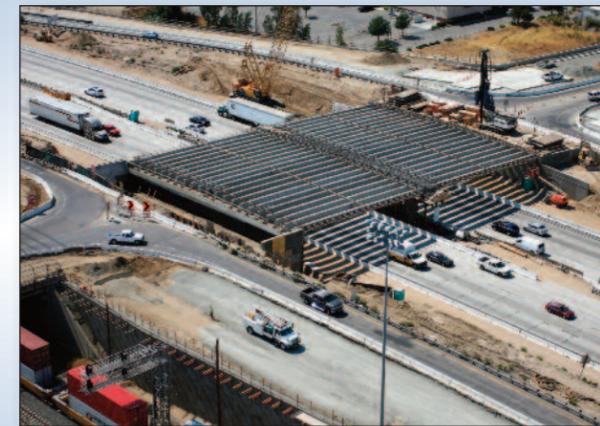
Projects include a combination of Federal, State, Local, and Measure I Funds.

Updated: September 2012



Building a Better Tomorrow

**FREeways
 INTERCHANGES
 TRANSIT & RAIL
 GRADE SEPARATIONS
 PLANNING & FUNDING
 COUNCIL of GOVERNMENTS**



**SANBAG is the
 Council of Governments &
 Transportation Authority for
 San Bernardino County**



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- Dr. Ray Wolfe, Executive Director
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San Bernardino Associated Governments (SANBAG) is the Council of Governments and Transportation Authority for San Bernardino County. As an independent agency, SANBAG's Board of Directors represents each of the 24 cities in the County and all five County Supervisorial districts (see list at left).

SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. There are more than two million residents in San Bernardino County, the largest county geographically in the contiguous United States, spanning 20,160 square miles.

As the County Transportation Commission and Measure I sales tax authority, SANBAG supports and provides funding for:

- Regional freeway and road improvements;
- Commuter rail and bus transportation;
- Railroad grade separations and improved goods movement;
- Congestion management, ridesharing, and call boxes; and
- Long-term transportation, economic development, and environmental initiatives.



Self-Help County: Measure I

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. Following is the history of Measure I:

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.

- \$1.8 Billion collected in first 20 years

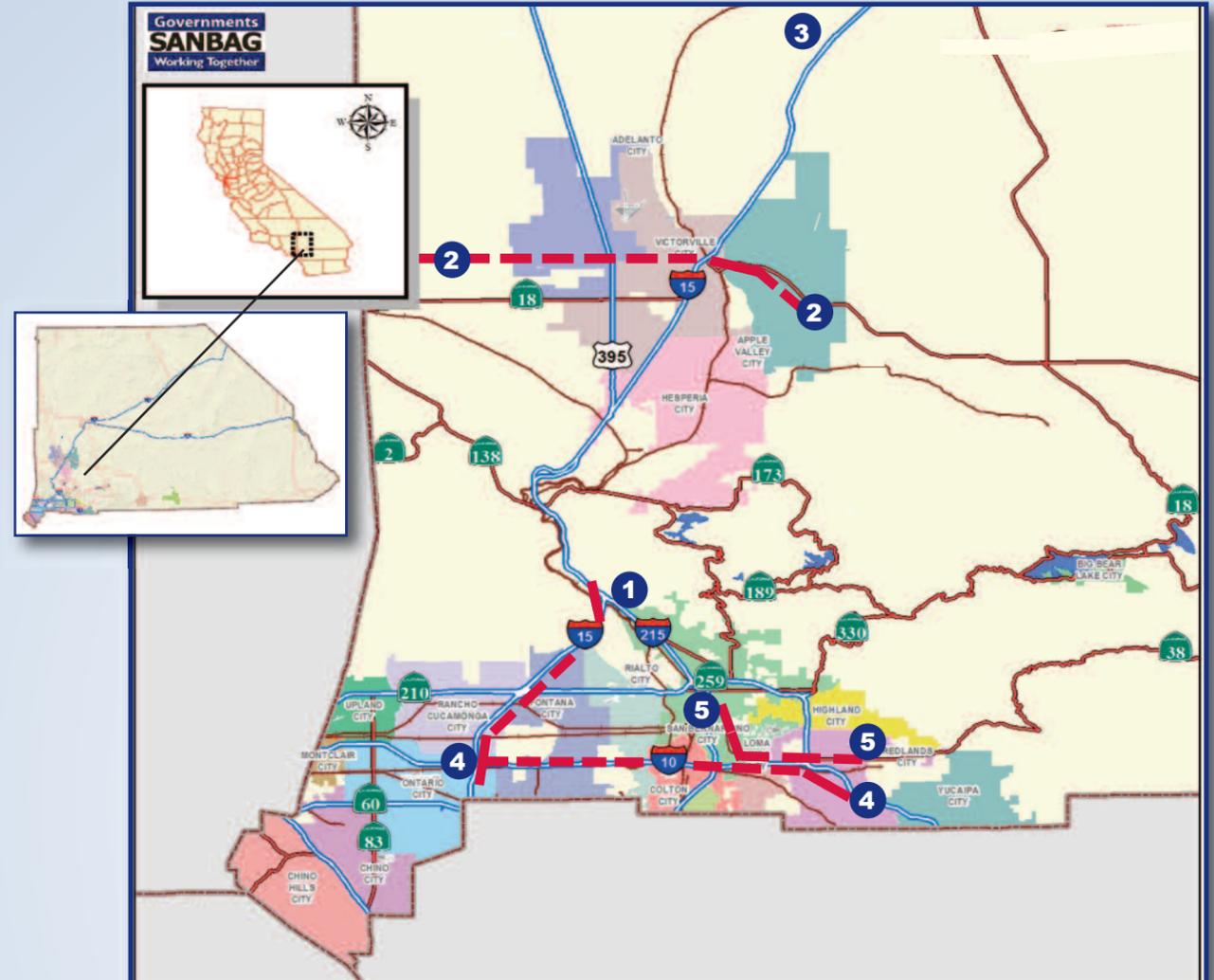
During the first 20 years of Measure I, \$1.8 Billion was collected and used to deliver major regional freeway and commuter rail projects. Funds were distributed to local jurisdictions to construct transportation improvement projects in their areas. This represents about 2/3 of the total expenditures used for transportation improvements in the County (see chart on page 3).

Extended for 30 more years

In 2004, San Bernardino County voters overwhelmingly approved an extension of the Measure I sales tax, with 80% of the people voting to extend it from 2010 through 2040. SANBAG is responsible for allocating Measure I to projects in accordance with the expenditure plan and a Board-approved Strategic Plan.

- \$4.5 Billion forecast for Measure I, 2010-2040, 30-year Revenue

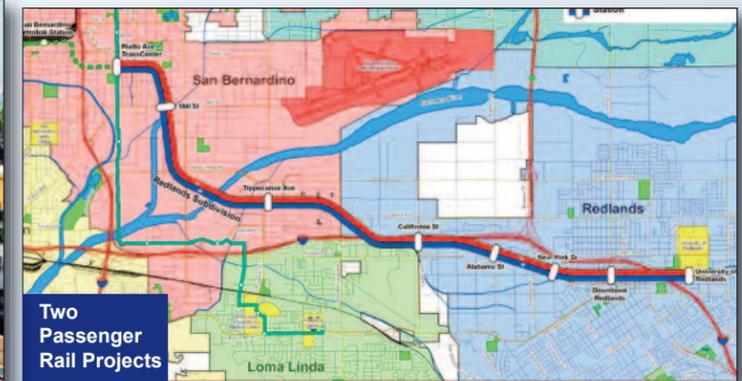
Because of current economic conditions, SANBAG conservatively forecasts that Measure I will generate \$4.5 Billion (in 2010 dollars) for transportation improvements in San Bernardino County over the 30-year life of the new Measure. SANBAG is committed to maximizing project delivery in the early years of Measure I 2010-2040 to support economic growth.



5 Downtown San Bernardino Passenger Rail Project and Redlands Passenger Rail Project

SANBAG is embarking on a series of projects to extend Metrolink service from the Santa Fe Depot in San Bernardino one mile east to the new Downtown San Bernardino Transit Center and then nine miles further east to Redlands. These two rail projects will expand mass transit options for commuters traveling along the I-10 corridor. This transportation

alternative is important because it will help the Inland Empire meet regional and State goals to reduce greenhouse gases and create transit-oriented communities. This transit link to the east will maximize transit connections for riders by linking new transit with intermodal hubs, transit villages, and Southern California's Metrolink system.



A National Freight Program is needed to adequately support international trade and interstate commerce. SANBAG has projects that will help rebuild, maintain, and modernize our existing infrastructure, sustain job growth, and improve the efficient movement of goods and people while being mindful of the environment. Without an appropriate level of Federal funding, SANBAG cannot deliver needed improvements. Below are just a few of the many SANBAG projects listed on the back page.

GOODS MOVEMENT & CONGESTION MITIGATION PROJECTS

1 I-15/I-215 Devore Junction Improvements

The Devore Junction plays a critical role in the national goods movement network to and from the Ports of Los Angeles and Long Beach. The Federal Highway Administration (FHWA) classifies I-15 as a Trade Corridor of National Significance and an economic lifeline on the High Priority Corridors list.

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 the Devore Junction.



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

The High Desert Corridor (HDC) is a proposed new 63-mile east-west freight and vehicle expressway. The 50 miles from Palmdale to Victorville is a proposed Public-Private Partnership (P3) that would also connect regional rail systems linking Los Angeles County to San Bernardino

County and beyond. The corridor bypasses much of the L.A. basin and will stimulate export business expansion in the High Desert. The HDC will address traffic safety and support the growing need to move goods through Southern California. The HDC Joint Powers Authority (JPA) is a partnership between both Los Angeles and San Bernardino Counties, LA Metro, SANBAG, and all cities along the route.



3 Alameda Corridor East Grade Separations

The Alameda Corridor East (ACE) Grade Separation Program has identified high priority railroad grade separation projects needed to mitigate community impacts resulting from increased freight traffic to/from the ports of Los Angeles and Long Beach. There are nearly 30 grade separation projects needed in San Bernardino County. An example is the Lenwood Grade Separation in Barstow (located at the top of the map), which supports more than 100 trains per day.

4 I-10 HOV Lanes

This project will add a High Occupancy Vehicle (carpool) lane in each direction on I-10 for 25 miles, between Ontario and Redlands. This segment of I-10 is a Trade Corridor of National Significance and is one of the most congested segments of freeway in the Inland Empire. Improvements to this corridor will better facilitate the movement of people and goods, and improve the quality of life for residents.

Rendering of HOV lanes added to the I-10 Freeway



Message from SANBAG Executive Director



Executive Director
Raymond W. Wolfe, Ph.D.
rwolfe@sanbag.ca.gov

SANBAG continues to deliver a large program to construction, with several major projects throughout the county now or soon to be under construction. Major projects include: realignment of I-215 through the City of San Bernardino, for which construction is already well underway; reconstructing portions of the Devore Junction to separate freight and passenger car interaction, thereby reducing congestion; closing the HOV gap on I-215 between San Bernardino and Riverside Counties to create an uninterrupted HOV lane from effectively the beginning of SR-91 in south Los Angeles to SR-210 in San Bernardino; extending passenger rail service east to Redlands; construction of several grade separations; and a number of interchange improvements throughout the County. The next several years will see a renewed effort to widen existing freeways, add HOV lanes, and possibly employ express lanes on select routes. We are also exploring opportunities to connect passenger rail to the Ontario International Airport and eventually to the San Bernardino International Airport. These are truly exciting times for transportation in San Bernardino County and the greater Southern California region. In my tenure as the Executive Director of SANBAG, I am looking to continue to deliver these and other key projects quickly to meet the needs of our residents while helping to improve the quality of life through enhanced mobility.

Not only has the economy taken its toll, but a recent state decision to abolish redevelopment agencies further compounds the region's economic problems. Local match funding is the major impediment to project delivery today. Realizing this complication, SANBAG is embarking on a project delivery initiative to maintain momentum for freeway interchanges in the Valley subarea. This initiative was set in motion with a workshop conducted in May 2012. A proposed approach was developed through a collaborative effort of individual jurisdictions, the City/County Manager Technical Advisory Committee, and the Transportation Technical Advisory Committee. The focus is the top ten projects on the SANBAG interchange priority list: I-10/Cedar in Bloomington; SR-210/Baseline in Highland; SR-60/Central in Chino; I-10/University in Redlands; I-215/University in San Bernardino; I-10/Alabama in Redlands; I-15/Baseline in Rancho Cucamonga; I-10/Mt. Vernon in Colton; SR-60/Archibald in Ontario; and I-10/Monte Vista in Montclair. SANBAG will manage the delivery of these projects and is proposing a flexible

Our Countywide Vision

We envision a complete county that capitalizes on the diversity of its people, its geography, and its economy to create a broad range of choices for its residents in how they live, work, and play.

We envision a vibrant economy with a skilled workforce that attracts employers who seize the opportunities presented by the county's unique advantages and provides the jobs that create countywide prosperity.

We envision a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment.

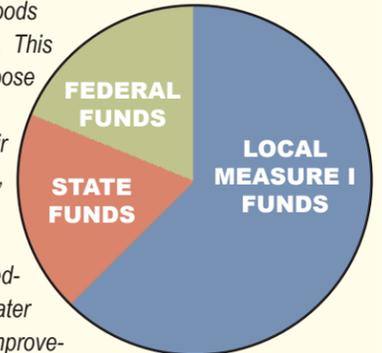
We envision a model community which is governed in an open and ethical manner, where great ideas are replicated and brought to scale, and all sectors work collaboratively to reach shared goals.

From our valleys, across our mountains, and into our deserts, we envision a county that is a destination for visitors and a home for anyone seeking a sense of community and the best life has to offer.



Federal Funding Insufficient

Measure I provides more than \$120 million in transportation revenue annually. This was intended to match Federal and State funds for transportation improvements in San Bernardino County. But federal funding is inadequate to address capacity and maintenance needs imposed by goods passing through the County. This forces local residents to choose between acceptance of extreme congestion, poor air quality, and damaged roads, or local funding of costly improvements necessitated by interstate commerce. Federal funds should pay a greater share of the cost of these improvements. This does not occur within current federal funding levels.



"tool box" of options for jurisdiction funding of the local share of each project. In addition, SANBAG is proposing to conduct a phasing analysis for the entire interchange program to determine how the funds available in the Measure I Valley Freeway Interchange Program can be used to maximize congestion relief. The goal is to target smaller improvements, in separate phases, to make the most cost-effective use of Measure I dollars.

Once finalized, these strategies will ensure a continuing stream of projects under construction moving forward at a time when the outlook otherwise was bleak at best. Freeway congestion mitigation, goods movement projects, local street improvements, rail and bus enhancements all lead to enhanced mobility for the residents, visitors and businesses that traverse the largest county in the forty-eight contiguous states. San Bernardino County is poised to dramatically reshape its legacy and build towards a better, more sustainable tomorrow. We are refocusing efforts as a Council of Governments (COG), a role which it was originally constituted to fill solely, but from which it has evolved away from due to multiple external pressures. In this capacity, we will consider regional issues that relate back to the Countywide Vision created two years ago (see Vision Statement left). This framework will help ensure focus of the COG and effect changes that will undoubtedly enhance the quality of life and make San Bernardino County a model for streamlined, quality governance.

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

TIFIA - Transportation Infrastructure Finance and Innovation Act

SANBAG is supportive of expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) and authorizing other innovative funding options as alternatives to traditional funding sources for transportation infrastructure projects. In a time of dwindling revenue and declining budgets, local agencies like SANBAG continue to invest heavily in infrastructure. The federal government should leverage local investment with powerful job-creating programs. These programs would allow SANBAG to stretch local revenues and deliver more projects.



TIFIA reforms include:

- The rebranded TIFIA program, "America Fast Forward," strengthens the program to leverage federal dollars further than they have been stretched before.
- Increase the maximum share of project costs from 33% to 49%.
- Broaden the definition of "Project" to include related projects secured by a common pledge.

Streamlining

Streamlining makes permanent the current pilot program that lets US Department of Transportation (DOT) delegate National Environmental Policy Act (NEPA) authority to states that have equal or stronger environmental review laws:

- This authority is expanded in the bill to all states and includes rail, public transit, and multi-modal projects - not just highways as the current program states.
- California is the only current participant in this program.

CMAQ - Congestion Mitigation and Air Quality through MAP - 21

- MAP-21 (see facing page) authorizes apportionments of \$2.2 billion for FY 2013 and FY2014, respectively. California's share is estimated to be \$445 million in FY2013 and \$449 million in FY2014
- The bill revises and expands the list of eligible projects, with priority for projects that reduce PM 2.5 (including diesel retrofits). It includes operating assistance for transit projects, but it is not clear if it limits the number of years.
- No changes in apportionment formula.
- About 32% of the CMAQ funds are apportioned to California.



Public-Private Partnerships (P3)

SANBAG is advocating P3s as a means to allow public funds to leverage private funding for transportation projects. Projects included in short- and long- term federal transportation planning documents are in need of national support. As Congress makes spending choices, we urge support for mechanisms for private investment in public infrastructure projects to keep them on schedule, keep people working, and keep the economy growing. Without providing alternatives to generate additional revenue for transportation, it is clear that national transportation needs will not be met. We urge Congress to continue its support of P3 projects that will facilitate the efficient and safe movement of containerized freight. P3s will provide additional partnering opportunities with the logistics industry to meet the financing needs of goods movement projects (see *High Desert Corridor Project* on page 6).

San Bernardino County is one of the nation's great cross roads and staging areas for Interstate Commerce and International Trade. Few areas of the nation see more throughput of trade on their freeways and railways than San Bernardino County.

The Inland Empire serves as a primary gateway for import and export cargo to and from the Los Angeles Basin. The Ports of Los Angeles and Long Beach are the busiest ports in the United States, as more than 40% of all containerized traffic entering or leaving the U.S. passes through these ports.

More than 80% of the cargo to and from the Los Angeles Basin passes through San Bernardino County (see map at right), with a significant amount of the goods travelling on Trade Corridors of National Significance such as I-15, I-40, I-10, and the Alameda Corridor East freight lines, and through the Devore Junction (see yellow star on map) to the rest of the nation.



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

What we need:

Our nation's economic growth and prosperity depend on the vitality of our multimodal freight transportation system, which has been neglected as a national priority. Failing to invest in this key national asset carries serious consequences.

Sustainable goods movement lies at the center of our productivity and quality of life, not only for the availability of consumer products, but because of transportation's impact on land use, energy consumption, and environmental quality. Improvements to freight infrastructure can result in reduced congestion, better air quality, and less time and fuel wasted. In addition, employment in the logistics sector is one of the fastest growing sources for job creation in the U.S. economy.

Several steps needed:

- Development of a national freight policy and dedicated funding program that reflects the federal government's responsibility to support international trade and interstate commerce as key elements of the nation's economy;
- A national freight plan and designation of a goods movement system of national significance including major ports, logistics facilities, freight corridors, and intermodal hubs, to objectively guide federal investment;
- Federal responsibility to fund maintenance of nationally significant goods movement infrastructure;
- Assurance that revenues generated or fees collected within a freight movement corridor are returned to that corridor to enhance

freight throughput, reduce pollution, improve safety, and mitigate community impacts;

- Appropriate regulation of federal freight-related emission sources that contribute significantly to non-attainment of federal air quality standards (e.g. aviation, railroads, and shipping); and
- **MAP-21** (*Moving Ahead for Progress in the 21st Century*) to fund the surface transportation programs at roughly current levels through September 30, 2014. The passage of MAP-21 identified \$105 billion in federal transportation dollars. SANBAG was a strong proponent of many of the key changes: new environmental streamlining provisions to expedite project delivery, categorical exemptions, and early right of way acquisition authority; improved contracting efficiency and incentives for innovative project delivery; increased TIFIA to \$750 million for FY2013 with the Federal share at 49%; retaining Projects of National and Regional Significance and adding new freight policy provisions for developing national freight and state freight plans; as well as others.

