

STREET

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Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410 ■ (909) 884-8276
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◆ Metro Gold Line Foothill Extension



SANBAG Board of Directors received an update on the Metro Gold Line Foothill Extension project from Mr. Habib Balian, chief executive officer of the Gold Line Foothill Extension Construction Authority. Balian focused on the extension to the LA/ONT International Airport.

The alternatives have been narrowed down to two: Metrolink/Cucamonga Channel and Baldwin Park Branch/Cucamonga Channel (see above map for routes). The estimated cost of the Cucamonga Channel alignment is \$308.7 million and the estimated cost for the Baldwin Park alignment is \$399.8 million. Both alternatives are estimated to have a daily ridership of 14,000.

The planning study, which determined the two remaining alternatives, began in January 2008 and evaluated the conceptual light rail options to determine public acceptability, technical sound and cost effectiveness of extending Metro Gold Line. The nearly eight mile extension east of Metro Gold Line proposes a terminus in Montclair which will then connect to the LA/ONT International Airport.

Factors that were taken into consideration when determining the station locations included existing and future development, right-of-way constraints, potential traffic impacts, safety, potential for parking, opportunities for transit-oriented development, spacing between stations and other transit attractors. Public involvement was an important part of the process. The two remaining alternatives reflect the public's input and desire for the rail system to connect directly to the LA/ONT airport, limit displacement of homes and businesses and provide local stations to serve the communities along the corridor.

The next step is to conduct an analysis of the two remaining alternatives and examine the full range of routes, technologies and configurations, as well as recommend a locally preferred alternative to be carried forward into engineering and construction. For more information visit www.goldline2ontario.com.

◆ Request for Qualifications: Program Management

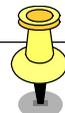
SANBAG Board of Directors approved a request for qualifications for program management services to manage SANBAG'S Measure I Major Projects program.

The consultant will assist the director of freeway construction in the delivery of the Measure I program, which includes widening, freeway connectors, interchange, grade separation and landscape projects in the valley portion of San Bernardino County.

Fluor Daniel has been the consultant providing this service to SANBAG since 1991. Some major projects that have been completed under the first measure, under Fluor Daniel's management, were the 28 mile extension of Route 210, from the Los Angeles County line to I-215 in San Bernardino, and widening of Interstate 10 in Redlands. With the end of the existing measure and the beginning of the new measure, it is an appropriate time to re-compete the contract.

The scope of work requires that the consultant provide project managers and project control/contract staff that will serve as SANBAG consultant support. The contract duration is for four years with an option, at SANBAG's discretion, for extension.

The full scope of services is posted on the SANBAG website at www.sanbag.ca.gov. Proposals must be submitted to the SANBAG offices before 2 p.m. on February 17, 2009.



Meeting Calendar

- **Jan. 14:** Administrative Committee, 9:00 a.m.
- **Jan. 15:** Major Projects Committee, 9:00 a.m.
- **Jan. 16:** Mountain Desert Committee, 9:00 a.m.
- **Jan. 21:** Plans and Programs Com., 12:00 p.m.
- **Jan. 23:** Commuter Rail Com., 9:30 a.m.
- **Feb. 4:** Board of Directors Mtg., 9:30 a.m.

SANBAG Advocates Congress to Invest in Southern California



By Deborah Robinson Barmack
Executive Director, SANBAG

As 2009 begins, Americans wait anxiously in anticipation for what they hope will be a better year ahead. Following months of watching the news report on political campaigning, stock market crashes, and home foreclosures, the prospect of an Economic Stimulus Package

leaves all of us hanging on the edge, as our new President is poised to bring economic recovery to our nation.

President-elect Barack Obama has urged Congress to approve funding for infrastructure and jobs in hope of resuscitating the economy. The federal economic stimulus effort is likely to target America's crumbling infrastructure and sorely needed funding on "ready-to-go" projects. SANBAG is hoping for a slice of the potential \$500-\$700 billion stimulus pie to fund projects throughout our county to help put people back to work and revitalize the region's economy.

Southern California has felt the impact of the current economic crisis and has seen a startling increase in foreclosures. Median home prices have fallen by nearly 40% within the last year and the Inland Empire has some of the highest unemployment rates in the nation. In addition, taxable sales throughout the area have declined 7.7 percent, placing local officials in the untenable position of making reductions at the exact moment when investment is needed.

Obama is developing an economic recovery plan for both Wall Street and Main Street that jumpstarts our economy, helps save or create jobs, puts tax cuts into the pockets of hard-pressed middle class families, and makes a down payment on the investments we need to build a strong economy for years to come.

According to House Transportation and Infrastructure Chairman Jim Oberstar, infrastructure investments will put construction workers back on the job and improve our deteriorating infrastructure. At current levels of investment, this country is falling further and further behind on our physical infrastructure needs, and that has devastating impacts on our economic growth, quality of life, and our safety.

SANBAG believes that any economic recovery and stimulus package should include new funding for transportation. SANBAG hopes this funding will be multimodal (a variety of transportation methods) and allow for the development of innovative technologies and new delivery systems.

A recent analysis completed by the Los Angeles Economic Development Corporation suggests that each \$1 billion in total investment would generate 19,200 one-year full-time equivalent jobs, \$2.4 billion in economic activity, and \$786 million in wages.

Transportation systems are the arteries of our economy. Our nation's highway and public transit system provide mobility to the people and goods that keep our economy moving. An economic recovery and stimulus plan focused on infrastructure could help to shape a 21st Century economy-- if it is strategic and leverages opportunities to grow that new economy.

SANBAG has vital projects that are "ready-to-go" to construction in 90-180 days, which will provide immediate jobs in this region. Also, SANBAG is currently reviewing its long-term Strategic Plan to develop, design and construct projects for the next 30 years.

Economic recovery funding must provide both immediate and longer term benefits. While there is value in investing in ready-to-go projects to provide for immediate job benefits, an economic recovery package should also provide for advance project development activities so future projects can be brought to readiness more rapidly. An infusion of funds without a corresponding mechanism to deliver projects faster will be less effective. Consideration should be given toward expedited review and approval processes, such as those that occur during national and state emergencies. With this move, we can get people to work as soon as responsibly possible.

SANBAG strongly suggests that economic recovery funds be allocated directly to the local agencies that implement projects. Additionally, more major improvement projects in our region could be brought to construction sooner if the environmental process is streamlined. SANBAG believes there are improvements that could be made to the environmental review process which do not threaten the substantive review of projects.

Existing transportation funding must be maintained and not impacted by state budget deficits. We strongly urge that federal funds be clearly used as intended for new investments and not simply serve as a mechanism to allow the states to revoke commitments already made to projects.

Environmental, programming, and authorization processes should be improved and streamlined in order to accelerate projects to a construction readiness stage.

There are few details yet on requirements and how projects will be chosen for the Federal Economic Stimulus Package. Congressional leaders said they would make it a priority in the new Congress.

SANBAG has been actively engaged in stakeholder meetings to help shape the policy that will ultimately stimulate the economy and provide new job opportunities. SANBAG's advocacy effort for an economic stimulus program is part of its multi-prong approach to seek federal investment for transportation infrastructure within San Bernardino County, which is a vital component to our regional and national economies.