

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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■ March Board Meeting Briefs

◆ **Board Meeting Closed in Honor of Nell Soto**

SANBAG Board Vice President Paul Eaton closed the March meeting in honor of the former State legislator Nell Soto, who passed away on February 26 at age 82. Some of her accomplishments include passing legislation to help clean the groundwater in the Chino and Rialto basins and helping secure funding for a Pomona Metrolink station and transit center.

◆ **SANBAG Board Approves Green Valley Initiative Resolution**

SANBAG Board of Directors approved a resolution supporting the efforts of the Green Valley Initiative (GVI), which seeks to encourage the business sector to transform the Inland Empire into the nation's leader in emerging industries of renewable energy, green technology and recyclable material.

◆ **SCRRA Sealed Corridor Program**

Assistant Executive Officer for the Southern California Regional Rail Authority (SCRRA), Steve Wylie gave the SANBAG Board of Directors an update on the Sealed Corridor Program and land use decisions affecting highway grade crossing safety.

Wylie described the success that the program has had in the San Fernando Valley and eastern Ventura County. He emphasized some of the key factors that must be taken into consideration for grade crossing safety, such as distance of commercial driveways from crossings, pavement treatments, gates for pedestrians, and location of retail developments to maximize sight distance.

◆ **American Recovery and Reinvestment Act of 2009**

A report on the American Recovery and Reinvestment Act (ARRA) of 2009 was presented to the SANBAG Board. They supported passage of a consensus legislation developed by Caltrans and transportation stakeholders, which would deliver ARRA funds to regions as quickly as possible.

ARRA is expected to bring \$2.57 billion in highway improvement funding to California. The amount of highway funding that will be available for San Bernardino County is still uncertain and the reasons for that will be discussed at committee meetings during the coming month. One major project of national significance that may qualify for these funds is the I-215 widening project through downtown San Bernardino.

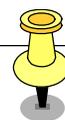
The distribution of the majority of the transit money nationwide is expected to be allocated to rural areas, urban areas, new energy programs and tribal transit. Total funding for transit improvements in San Bernardino County is expected to total \$33 million. SANBAG staff is working with the six transit systems to identify potential projects for the ARRA funds.

◆ **SANBAG and RCTC Team up for I-215 HOV Project**

SANBAG Board of Directors approved an agreement with the Riverside County Transportation Commission (RCTC) for the preparation of project approval and environmental document for the I-215 bi-county high occupancy vehicle (HOV) gap closure project. The RCTC Commission approved the agreement at its February 2009 meeting. The agreement describes the sharing of costs between the two agencies, with an estimated \$4.8 million from SANBAG and \$1.3 million from RCTC.

The SANBAG portion of the project will add an HOV lane, in each direction, from Orange Show Road to the Riverside County line. The RCTC portion will extend the HOV lanes from the Riverside County line to the 60/91/215 interchange. The preliminary schedule shows that the project, which will be constructed primarily within existing right of way, can be delivered by 2014.

This project has been scoped down from its original plan to add one general use lane in each direction, in addition to the HOV lane. The project needed to be reduced in scope temporarily in order to enable the delivery of the majority of Measure I projects. It is anticipated that the full scope of the project will be carried within the new measure.

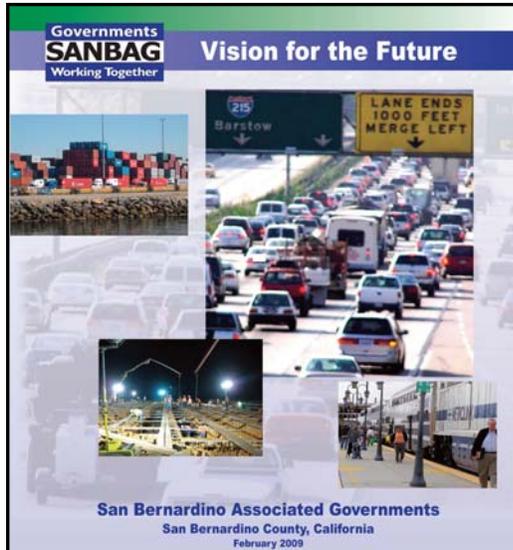


Meeting Calendar

- **Mar. 11:** Administrative Committee, 9:00 a.m.
- **Mar. 12:** Major Projects Committee, 9:00 a.m.
- **Mar. 18:** Plans and Programs Com., 12:00 p.m.
- **Mar. 20:** Mountain Desert Committee, 9:00 a.m.
- **Mar. 26-27:** San Bernardino City-County Conf.

Lake Arrowhead Resort

SANBAG's Plan for Transportation Funding Advocacy



SANBAG Board of Directors received a report summarizing SANBAG's Washington, D.C. advocacy trip that took place in late February. Board members also received a copy of SANBAG's Vision for the Future booklet, which contains information related to the multi-faceted efforts to secure federal money for critically needed transportation projects in San Bernardino County. The packet represents the comprehensive, major transportation federal funding requests adopted by the SANBAG Board.

As repercussions in the housing and financial markets continue to evolve, the depth of the fiscal consequences for public finance will continue to be uncertain. With demand for an adequate, well maintained, multimodal transportation network on the rise, the need for transparent, sound and reliable financing mechanisms are key to delivering needed transportation projects that benefit the entire Southern California region. In order to maximize potential, SANBAG is committed to its role as the decision-making body to identify regional transportation projects, exercise success in managing federal funds for transportation, develop a meaningful long-term vision for transportation and seek assistance from elected officials to support these goals.

In regard to the economy, this region has endured the highest unemployment and home foreclosure rates in the nation. The 9.5 percent unemployment rate (in November 2008) equates to approximately 33,700 job losses from November 2007 to November 2008. The unemployment rate has increased even further in 2009.

Investing in the nation's transportation system, which has been neglected for too long, will create jobs in the short term and provide the foundation for economic growth and a better quality of life in the longer term.

SANBAG is looking into all possible alternatives for candidate transportation projects that may be eligible for federal funding.

In preparation for potential stimulus funds, SANBAG has been meeting with its member jurisdictions, representatives from the State Department of Transportation, and transportation stakeholders. In the initial review, there is an unmet financial need to construct \$3 billion worth of projects in San Bernardino County. In evaluating all of the potential projects, the following assumptions have been the guide; federal eligibility soonest and deliverability of projects; potential for job creation; and maximization of funding options.

SANBAG Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage State funds, such as Proposition 1B and Measure 1 monies. SANBAG's primary request for fiscal year 2010 federal appropriations is to seek funding for corridors and specific transit facilities.

Some of the specific projects include the I-10 Cherry and Citrus interchanges, the I-15 Devore, Base Line Road, Rancho Road, and La Mesa-Nisqualli Road interchange, the San Bernardino Bus Rapid Project (sbX), improvements to Needles Highway, construction of a Victor Valley Transit Facility, High Desert Corridor interchange and the Motorist Safety Project along Chino Corona Road.



As congress works to develop legislation for transportation reauthorization, it is understood that SANBAG will need to identify projects that have a regional benefit, which meet federal requirements, have other committed funding sources and can begin construction by 2015. Priority projects that SANBAG requests for reauthorization include the I-15/I-215 interchange, I-15 widening, between SR-60 and I-10, I-15/La Mesa- Nisqualli and I-15/Rancho Road interchanges, I-10 carpool lane between I-215 and SR-210, I-10/Cedar Avenue interchange, Lenwood and Vista Road grade separations, high desert corridor (public-private partnership), San Bernardino Bus Rapid project (sbX), positive train control, Victor Valley Transit Facility, San Bernardino transit station and the Redlands Rail project.