

# STREET SMART

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## Meeting Summary of the SANBAG Board of Directors

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### ◆ I-215 Construction Project Moves Forward

SANBAG Board of Directors awarded a construction contract to Skanska-Rados, in the amount of \$172.7 million, for the construction of phase three (segments one and two) of the Interstate 215 widening project in San Bernardino.

Bid opening for the last phase of construction, headed by Caltrans, will be September 24. These final two phases of construction consist of addition of one carpool and one general use lane in each direction from Rialto Avenue to Route 210, reconfiguration of freeway to eliminate fast-lane entrances and exits, auxiliary lanes to aid traffic merging, reconstruction of freeway bridges, and flyover connectors between I-215 and SR-210.

### ◆ Alternative Fuels Program Awarded \$10 Million

In late August, Vice President Joe Biden and Secretary of Energy Steven Chu announced American Recovery and Reinvestment Act (ARRA) grant awards for Clean Cities Petroleum Reduction Technologies Projects for the Transportation Sector. Of the \$300 million allocated, SANBAG was awarded \$10 million toward a 262 liquefied natural gas (LNG) deployment for J.B. Hunt Trucking. The California Energy Commission also awarded SANBAG \$9.3 million in additional funds for this project. Of the 262 LNG trucks, 147 will be stationed in San Bernardino County cities, and the remaining 115 in Los Angeles and Orange Counties.



This project will have many benefits, including job creation and improved air quality. The Department of Energy (DOE) estimates that the LNG trucks will:

- ◆ Help displace more than 2.6 million gallons of petroleum annually
- ◆ Replace 13.19 million gallons of diesel fuel use during the life of the program
- ◆ Reduce greenhouse gas (GHG) emissions by more than 16.4 million pounds per year
- ◆ Reduce more than 169 tons of NOx emissions annually
- ◆ Eliminate 2.9 tons of diesel PM emissions per year

By any standard, this project will be an incredible example of the kind of aggressive alternative fuel deployments needed to meet the nation's ambitious clean air and economic stimulus goals of the ARRA.

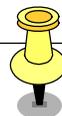
### ◆ Revised State Budget Approved

On July 24 the State Legislature passed a budget package to address the chronic deficit. As the budget package moved toward final approval, two key elements became controversial: the diversion of local transportation gas tax revenue and the "securitization of development funds." Both proposals, however, did not gain legislative support.

The \$30 billion package contains \$15.6 billion in program cuts, \$3.9 billion in additional revenue, \$2.1 billion in borrowing and \$1.2 billion payment deferrals. The budget package also includes a number of reforms to several health and human services programs and continues monthly three-day furloughs for State employees.

Overall, the budget package reduces General Fund expenditures to approximately \$84.1 billion, an 18 percent decrease from two years ago. Transportation related impacts from the budget include:

- ◆ Full funding of Proposition 42, with no changes to allocation of funds;
- ◆ Approval of \$139.1 million in Proposition 1A for high-speed rail bonds funds;
- ◆ Allocation of \$36.5 million to Caltrans to continue work associated with Project Initiation Documents



### Meeting Calendar

- **Sept. 9:** Administrative Committee, 9 a.m.
- **Sept. 9:** Plans and Programs Com., 12 noon
- **Sept. 10:** Major Projects Committee, 9:00 a.m.
- **Sept. 10:** Commuter Rail Committee, 12 noon
- **Sept. 14:** I-215 Ground-Breaking Ceremony, San Bernardino, 10 a.m.
- **Sept. 21:** Mobility 21 Summit, Los Angeles, 8:00 a.m.
- **Sept. 25:** Mountain Desert Committee, 9:00 a.m.

## A Look Into the Future: SANBAG's Long Range Transit Plan

In August, SANBAG presented the draft final report of the Long Range Transit Plan (LRTP), which details the transit plans for the next 20 years. SANBAG held three public workshops, in San Bernardino, Victorville and Ontario, where San Bernardino County residents were informed about the LRTP and were asked for their feedback regarding the plan.



**Above:** Attendees at the San Bernardino workshop, held on August 18, listen to a presentation about San Bernardino County's LRTP.

SANBAG's LRTP prioritizes goals and projects for transit growth and connects land use and transportation strategies. The LRTP also meets legal mandates for planning and programming set by SB 375. SB 375 is a housing, land use and air quality bill aimed at implementing Green House Gas (GHG) reduction goals by integrating land use, housing and regional transportation planning.

The LRTP identifies premium transit routes and station locations that can help in the development of a sustainable communities strategy in the county. The purpose of the LRTP is to address the county's current and future travel challenges and create a system that can increase the role of transit in the future. By the year 2030, the San Bernardino Valley will experience explosive growth:

- ◆ 36 percent more people
- ◆ 42 percent more households
- ◆ 77 percent more jobs
- ◆ 53 percent more travel trips

The Victor Valley also will experience considerable growth; with population and employment being doubled by 2035. Given these growth estimates, mass transit must play a larger role in serving travel demands and lessen the burden on freeways and roads. As future travel demand grows on the existing road network and traffic congestion increases, transit services suffer a decrease in reliability and an increase in travel times.

Development of the LRTP began with creating and analyzing a wide range of alternatives that address the county's mobility needs. Coordination with transit agencies, local governments and input from the community, led to the development of four alternatives, which are listed below:

- ◆ The **Baseline Alternative**, which includes existing transit service only;
- ◆ The **Plan Alternative**, which includes existing service and currently planned transit improvements designed to serve the future growth in the region;
- ◆ The **Vision Alternative**, which includes existing transit, currently planned improvements and rapid bus and rail; and
- ◆ The **Sustainable Land Use Alternative**, which redistributes population and employment growth to transit corridors, and creates transit-oriented developments at station areas for implementation of SB 375.

The four alternatives are evaluated based on the ability to serve key travel markets, total ridership, cost effectiveness, economic development potential, integration of plan into existing transit systems, ability to meet goals set by SB 375 and public input.



**Above:** Attendees at the San Bernardino LRTP workshop view displays and get additional details from staff.

Transit-Oriented Developments (TOD's) also are being studied, since attracting economic development is one of the key factors in the LRTP, and in SB 375. TOD's feature mixed-use developments near transit centers, which may include commercial, residential, retail, and office spaces. TOD's are within walking distance of transit service, improve transit ridership, increase activity and improve safety.

For more information on the LRTP, or to view proposed service maps, visit [www.sanbag.ca.gov/commuter/lrtp.html](http://www.sanbag.ca.gov/commuter/lrtp.html)