

Meeting Summary of the SANBAG Board of Directors

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◆ SANBAG's State and Federal Legislative Program for 2010

SANBAG's state and federal legislative programs, which provide a foundation for SANBAG's advocacy plan, were approved by the SANBAG Board at this month's meeting.

SANBAG's state legislative program is focused on protecting and increasing funding for transportation, and familiarizing Sacramento on priority projects of regional importance. Specific issues include amending Proposition 1B timelines to coincide with the State's bonding ability, encouraging regional flexibility on SB 375 implementation, and supporting alternative funding strategies and project delivery methods.

SANBAG's federal legislative program establishes legislative priorities, increased advocacy efforts and reaffirmation of issues supported/opposed by SANBAG in previous years. The program provides Board direction to work with the congressional delegation and federal leaders to protect and enhance current funding levels for transportation programs, protect and enhance flexibility in use of transportation revenue and reduce or eliminate costly and duplicative administrative and regulatory requirements.

Overall program objectives include working on targeted Issues, increasing advocacy efforts and promoting SANBAG's commitment to the legislative program.

◆ Final Numbers for Fighting Sheep Fire

SANBAG Board received a presentation from the San Bernardino County Fire Department Division Chief Tim Wessel on the details of fighting the Sheep Fire that began October 3.

The fire began on Sheep Creek Truck Trail and evacuations for Lytle Creek and Swarthout Canyon were immediate.

Wessel noted that 7,128 acres burned during the eight day fire, and one residence and four outbuildings were destroyed. Of the 1,950 fire personnel, 14 sustained injuries. The estimated cost of fighting the fire, which also threatened the community of Wrightwood, is \$9.975 million.



Above: Fire on Lone Pine Canyon towards Wrightwood

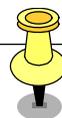
◆ SB 375 Collaboration with SCAG

SANBAG Board approved a commitment to collaborate with the Southern California Association of Governments (SCAG) to prepare the Regional Sustainable Community Strategy (SCS) to meet SB 375 Requirements.

SANBAG technical resources and policy direction will assist member agencies and SCAG in formulation of the SCS without liability and other concerns associated with delegation.

As the county transportation commission, SANBAG will assist in the following activities:

- Facilitating workshops and other dialogue with local jurisdictions and stakeholders
- Providing planning assistance to SCAG and/or local governments
- Identifying strategies to be considered and developed for the SCS
- Identifying key partners, stakeholders, and exemplary development models, strategies, and programs
- Compiling and submitting input to SCAG on the growth forecast and strategy
- Assisting in the subregional Regional Housing Needs Assessment (RHNA) distribution and providing technical support to member agencies on RHNA issues
- Preparing the transportation investment strategy for inclusion in the Regional Transportation Plan and SCS, including identifying the transportation investments that support the land use components of the SCS



Meeting Calendar

- **Dec. 9:** Administrative Committee, 9 a.m.
- **Dec. 10:** Major Projects Committee, 9:00 a.m.
- **Dec. 16:** Plans and Programs Committee, 12 noon
- **Dec. 18:** Mountain Desert Committee, 9:00 a.m.

Devore community shows interest in new I-15/I-215 interchange

Close to 140 members of the Devore community attended a public meeting November 19 to learn about a fourth alternative design to rebuild the Interstate 15/Interstate 215 Devore interchange.

Visitors studied maps of the four proposed interchange designs, talked to project planners, asked questions about possible impacts to properties and submitted comments during the open house-style meeting. Many visitors voiced support for the new design option. Interest also was high for preservation of equestrian trails, noise studies for possible sound walls, and reconnection of historic Route 66 to Cajon Boulevard.



Above: I-15/I-215 Interchange Public Meeting, November 19, Devore

Each of the four alternatives will be studied in detail during the project approval/environmental document phase, which is underway now and is expected to be complete by 2011. Plans call for construction to begin in late 2013 and take about three years. Design features common to the

four alternatives include adding one northbound lane and one southbound lane on I-15 between I-215 and Glen Helen Parkway. The new lanes will allow I-15 motorists to travel through the interchange without having to change lanes. Truck bypass lanes also are being studied.

Reconstruction of the interchange is intended to relieve traffic congestion, enhance safety and improve the flow of goods along this national freight corridor. Improvements will be compatible with future plans to widen Interstate 15 through the Cajon Pass.

Reconstruction of the interchange is a high priority for SANBAG, which advanced funds from its Measure I 2010-2040 program to begin this project development work. SANBAG also has received \$118 million in funding from the Proposition 1B Trade Corridors Improvement Fund.

These funds will be used toward the estimated \$350 million project cost.

For more information, visit www.sanbag.ca.gov.

Below: I-15/I-215 Interchange Public Meeting, November 19, Devore



Proposed Rail Improvements in the City of Colton

SANBAG Board directed staff to proceed with negotiations of a future four-party agreement between SANBAG, the City of Colton, Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) for proposed rail improvements in the City of Colton.

The proposed improvements are located on the BNSF line, north of I-10, and will address the noise associated with rail operations and multiple at-grade rail crossings in that area. One of the proposed improvements, the Colton Crossing project, proposes to separate an at-grade rail-to-rail crossing between UPRR and BNSF rail lines.



Above: Colton Crossing, UPRR/BNSF Rail Crossing, City of Colton

With the majority of train-bound containers that arrive at the Ports of Los Angeles and Long Beach passing through Colton Crossing, it is a major rail chokepoint that adversely impacts goods movement to the entire country. Studies show that if improvements are not made, transport of freight could be redirected to trucks, which would impact the highway system. More than 150 trains pass through this location daily. The two remaining alternatives for this project include elevating or depressing the UPRR lines over or under the BNSF lines.

In order to meet the city's needs, SANBAG proposed a concept where a quiet zone on the BNSF line, north of I-10, is created. The concept also included a grade separation at Valley Boulevard and Laurel Street, closes E and H Street rail crossings, and constructs a four quadrant gate quiet zone crossing at Olive Street.

Upon review of the concept, the city requested that instead of a grade separation at Valley Boulevard, a four quadrant gate quiet zone crossing be created. The city also requested that UPRR and SANBAG assist in identifying potential grants for the relocation/realignment of the UPRR rail spur, located in the middle of a residential area along 9th Street. Colton's City Council has agreed to the concept and is willing to proceed with negotiations to continue their participation in the Colton Crossing environmental process.

For more information on the Colton Crossing project, visit www.coltoncrossing.com