

## 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  
www.sanbag.ca.gov

### ◆ Senator Boxer Visits I-215 project



**Above:** Senator Boxer visits I-215 widening project in San Bernardino

California's U. S. Senator Barbara Boxer visited the I-215 widening project in San Bernardino on April 6 to laud the use and benefits of stimulus funds.

Boxer, who supported the stimulus package, of which \$128 million in American Recovery and Reinvestment Act (ARRA) funds were awarded to the I-215 project, noted the thousands of jobs that will be created in the region because of it. Without the ARRA funds, this project could have been significantly delayed.

The I-15/I-215 interchange, known as the Devore Interchange, also was emphasized to Senator Boxer as the worst bottleneck in Southern California. She pledged to continue working with SANBAG to make sure the project moves forward.

### ◆ Travel Information System Launches



SANBAG and the Riverside County Transportation Commission (RCTC) announced the formal launch of the Inland Empire 511 (IE511) system, travel and commuter information for all of Southern

California. IE511 provides robust, up to the minute, traffic and mobility options to motorists via the phone or www.IE511.org website. While in San Bernardino or Riverside Counties, dial 511 from a land line or cell phone to be connected. Callers outside of the Inland Empire can call: 877-MY-IE511 (877-694-3511).

Both the website and phone system offer real-time traffic information, including travel times and incident information. The website also offers a glimpse of traffic flow through Caltrans freeway cameras. Bus, Metrolink and rideshare information, such as carpool lane maps, Park and Ride lots and employer incentives also are available through this system. Know before you go, and call 511 or visit www.IE511.org.

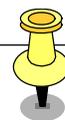
### ◆ Green Lights Ahead for San Bernardino Valley

Tier three and four of the San Bernardino Valley Coordinated Traffic Signal System Plan are expected to begin construction this Summer.

The first two tiers, which included the design and construction of hardware and communication upgrades at almost 700 traffic signal locations, were completed in September 2008.

Advantec Consulting Engineers are nearing final design on tier three and four of the project, which proposes to utilize a wireless communication network to coordinate more than 500 traffic signals along various major arterial corridors within the San Bernardino Valley.

Tier three and four are funded with Congestion Mitigation and Air Quality (CMAQ) funds and Prop 1B Traffic Light Synchronization Program (TLSP) funds. The project is expected to be complete by the end of 2011.



### Meeting Calendar

- **April 14:** Administrative Committee, 9 a.m.
- **April 15:** Major Projects Committee, 9 a.m.
- **April 16:** Mountain Desert Comm., 9 a.m.
- **April 21:** Plans and Programs Committee, 12 noon
- ■ **May 8-9:** Railroad Days & City of San Bernardino Bicentennial, Santa Fe Depot, 10 a.m.- 4 p.m.

## Cities and County Look Forward



The 26th Annual "San Bernardino City-County Conference: Looking Forward" took place on March 18-19 at the Lake Arrowhead Resort. The conference attracted nearly 200 attendees representing the 24 cities in the county and the county as a whole. City council members, city managers, city planners and management staff, county supervisors, county department staff, and other related agency representatives gathered to hear speakers and discuss issues and concerns facing San Bernardino County and California.

"The conference gives us the opportunity to express the challenges we face, share ideas, discuss solutions and set goals for the future," stated Master of Ceremonies Penny Lilburn, Mayor of Highland. "It is important for our county and all the cities to explore ways to improve and restore economic vitality in our region."

The conference started with a panel discussion on Market Trends that was coordinated by the County of San Bernardino Economic Development Department. After viewing numerous charts and graphs about current economic trends in residential and commercial real estate markets, the group received an update on the County of San Bernardino.

The next panel focused on "Reform in Sacramento." The State's looming budget problems and unfunded mandates on local government were discussed by representatives from California Forward. This was followed by an update on the "Local Taxpayer, Public Safety and Transportation Protection Act Ballot Measure."

Transportation and Mobility Updates were presented by SANBAG and Southern California Association of Governments (SCAG), followed by an update from regional representatives to the League of California Cities.

The group then split into five rooms where the County Supervisors discussed their respective districts.

A representative from the Metropolitan Water District gave a presentation on State water issues, focusing primarily on the Delta and the State Water Project.

The conference concluded with a panel of State legislators from Sacramento giving updates and answering questions from the audience.

The conference was pleased to have South Coast Air Quality Management District as a sponsor this year. The SCAQMD brought three "Clean Air Vehicles" to the conference, along with informational exhibits, so attendees could physically see the vehicles and ask questions.

## A look into the DesertXpress



SANBAG Board received an update from Andrew Mack, DesertXpress vice president, on the status of the high speed train connecting Victorville to Las Vegas.

Mack noted that about one third of the 39 million yearly visitors to Las Vegas are from Southern California. About ninety percent (11 million) of those people travel on Interstate 15 to get there.

"The trip from Victorville to Las Vegas can take as much as ten hours during heavy congestion," he said.

The approximately 200 mile passenger railway will run mainly within the median of I-15, maximizing the use of excess right-of-way. At speeds of up to 150 mph, the trip from Victorville to Las Vegas will take less than one and a half hours.

The ten car trains will run on two tracks dedicated to carry passenger trains only. No freight trains will run on this system. The alignment also avoids any at-grade crossings.

Two passenger stations are proposed, one in Victorville and the other in Las Vegas at one of three possible locations designed to interface with proposed extensions of the Las Vegas Monorail™. Other stations along I-15 may be added, as needed.

Victorville was chosen as the starting point for the DesertXpress for a variety of reasons, one being that it is the major choke point of I-15, where the freeway narrows to three lanes.

"In the future, Desert Xpress could be extended to other locations in Southern California," said Mack.

According to Mack, the Desert Xpress will create 500 full-time jobs in Victorville, with an increase to 700 full-time jobs once service begins.

The final Environmental Impact Statement for this project is expected to be received in Summer 2010, with full service expected in 2014.

