

STREET SMART



Meeting Summary of the SANBAG Board of Directors

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SEPTEMBER NEWS BRIEFS

► Construction-ready Cherry Avenue Interchange Moves Up in Delivery Schedule Due to Available Funding

In early September, SANBAG staff was notified by the California Department of Transportation that federal expenditure authority for this fiscal year was available if SANBAG could identify a project ready for delivery. In addition, environmental challenges on the Yucca Loma Bridge Project will delay its original delivery schedule, temporarily preventing the use of federal funds there. These two scenarios, along with applying a loan of Measure I dollars, created the opportunity to fund the advancement of the Cherry Avenue Interchange.

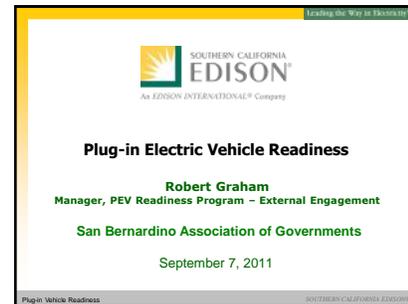
The SANBAG Board of Directors approved staff's recommendation to redirect funds and take advantage of the opportunity to use additional federal funds to advance the Cherry Avenue Interchange Project. Ultimately, the Yucca Loma Bridge Project will be reimbursed in full when the project is ready to move forward from the environmental phase to construction. If the project is ready to move forward prior to the availability of Trade Corridor Improvement Funds (TCIF), SANBAG will use Measure I 2010-2040 to meet the funding need until reimbursement is obtained through TCIF.

► Request for Proposal Advanced for Downtown San Bernardino Passenger Rail Construction Management

The Downtown San Bernardino Passenger Rail Project to extend Metrolink service one mile from the Santa Fe Depot to the proposed San Bernardino Transit Center rolls forward as the SANBAG Board approved the release of a Request for Proposal for construction management services.

Included in the project is the expansion of Metrolink's Eastern Maintenance Facility in Colton, as well as signals, platforms, bridges, landscaping and many other rail and roadway improvements.

Environmental clearance for the project is anticipated by February 2012. Therefore, the selected construction manager will need to start construction document review as early as December 2011 to allow construction of the new maintenance facility to begin as early as possible following environmental approval. The balance of the project and construction of the Omnitrans bus facility that will be associated with the new transit center could begin later that year.



► So. Cal Edison Makes Presentation about Plug-in Electric Vehicles

SANBAG Board members heard a presentation from Mr. Robert Graham of Southern California Edison (SCE) about planning for an influx of Plug-in Electric Vehicles (PEV).

With more PEVs entering into the commuting choices for citizens of the region, local agencies are being called upon to approve the installation of charging stations and other infrastructure support.

Mr. Graham highlighted programs and outreach materials to help understand PEV challenges. For more info, visit SCE at www.sce.com/pev

SANBAG MEETINGS

SEP 14:	Administrative Comm.	10:30 am
SEP 14:	Plans & Progs Comm.	12:00 pm
SEP 15:	Major Projects Comm.	9:00 am
SEP 15:	Rail & Transit Comm.	11:00 am
SEP 16:	Mountain/Desert Comm. (Town of Apple Valley)	9:00 am

PUBLIC MEETINGS

SEP 29:	sbX Bus Rapid Transit Groundbreaking San Bernardino, CA	10:00 am
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► **Major Goods Movement Project Makes Excellent Candidate for TIGER III Grant from Feds**



The junction of Interstate 15 and Interstate 215 near Devore, California, is one of the worst grade-related truck bottlenecks in the USA. Severe delays are common, especially during peak afternoon and weekend hours, when traffic often backs up five miles. This junction on a major freight corridor is also impacted by recreational vehicles and commuters. The Devore Junction is the main obstacle to travel through Cajon Pass, one of only three major routes into/out of Southern California.

Recent studies show that 10,000+ heavy trucks passing through the junction daily often average less than 15 miles per hour. Identified by the California Department of Transportation as one of only a few projects statewide to use the Design-Build process for delivery, SANBAG has embraced the I-15/I-215 Devore Junction Goods Movement Improvement Project as the primary candidate for the third round of the Transportation Investment Generating Economic Recovery (TIGER) grant process. The grant will help fund this \$324 million endeavor to improve mobility, establish route continuity and ease congestion for the extreme volume of freight movement through the region. It is in the final stages of environmental clearance and may begin construction as early as mid-2012. Securing TIGER funds from the United States Department of Transportation will ensure timely delivery of this nationally-significant transportation improvement.

Current Condition/Project Solution

Inadequate Capacity/Add Lanes

This improvement project will reduce congestion by adding one lane in each direction through the junction, reduce the need to make multiple lane changes, and improve transitions in all directions between the I-15 and I-215 Freeways.

Chokepoint for Goods Movement/Add Truck By-pass Lanes

Truck bypass lanes will be added to improve traffic flow and reduce delay. These lanes will eliminate the need for slower-moving trucks to weave across heavy, faster-moving automobile traffic as they pass through the junction. This occurs at the same time vehicles are climbing a steep elevation through the mountain pass.

Safety Issues/Reduce Weaving Between Lanes

Existing conditions cause passenger vehicles, heavy trucks, and RVs to weave to their desired lanes at the same time traffic is exiting and entering the freeway, which causes higher than average accident rates. Plans propose that I-15 be designated as the main movement for vehicles/trucks in an effort to improve safety.

Local Traffic Challenges/Improve Local Road Operations

The project will reconnect Cajon Boulevard, nationally-known as Old Route 66, through the junction. This will allow local traffic to travel through and around Devore without entering the freeway or winding through hilly, country roads.

Economy and Employment/Create 5,000+ Jobs

Based on the US Department of Transportation formula, this project will generate more than 5,000 direct and indirect jobs.

