

MAJOR PROJECTS

Quarterly Project Status Briefing

October 2009 through December 2009



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Disclaimer

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**MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of December 2009)**

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PROJECT STATUS BRIEFING

-DEFINITIONS-

- 1 Complete for Beneficial Use = Satisfactory completion of the project's stated purpose to allow public use of facilities without restrictions
- 2 Construction = Project phase after Construction Notice to Proceed (NTP) and before Project Complete-Contract Close
- 3 Design & ROW = Project phase after Project Report (PR) Approval and before Construction NTP
- 4 Design (PS&E) = Development of the final Plans, Specifications and Estimates for use in bidding the construction
- 5 "Early" = Work along a Mainline or Segment that is performed first to assist execution of a major project
- 6 Environmental = Project phase after Project Study Report (PSR) Approval and before Project Report (PR) Approval. Includes development of Project Approval (PA) documentation and Environmental Documents (ED)
- 7 Grade Separation = Work to change elevations of road and/or rail intersections to expedite traffic flow
- 8 HOV = High Occupancy Vehicle (i.e. car pool)
- 9 Interchange = Connectors between Interstates and/or major roads
- 10 Interstate Highway = Federally monitored high speed roads
- 11 Local Streets = State/City owned and maintained streets
- 12 Mainline = Interstate freeway corridor project that is new and/or widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 13 Planning = Project phase after Start of Project and before Project Study Report (PSR) Approval
- 14 Preliminary Engineering = The design effort required to sufficiently define the project's alternatives and support the development of the Environmental Documentation (ED). Completion of preliminary engineering will approximate 30% of the overall design effort of the project.
- 15 Project Complete - Contract Close = Final completion of all construction activities and formal close-out of construction contracts
- 16 Project Report (PR) = Report documenting the Preliminary Engineering (up to 30% of Design) to recommend the preferred alternative used for Project Approval (PA). All Environmental Documentation (ED) is contained in this report.
- 17 Project Study Report (PSR) = Report documenting the early definition of a project used to determine viability of proceeding with Preliminary Engineering and Environmental approvals.
- 18 Right of Way (ROW) Certification = Identification, appraisal and purchase of required land parcels for the project. Also includes the right of possession of land through condemnation. ROW Certification is a prerequisite for Construction bidding.
- 19 Segment = A specified portion of an Interstate freeway corridor project that is widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 20 Sound Walls = Self supported walls that are of sufficient height to reduce roadway noise to an acceptable level
- 21 Start of Project = Board action to begin procurement of Planning phase activities
- 22 Utility Relocation = Modification of any and all utilities (i.e. Electrical, Gas, Water, Sewer, Communications, etc.) to alleviate conflicts with project's construction or use. Utility Certification is a prerequisite for Construction bidding.

PROJECT STATUS BRIEFING

-FUNDING PROGRAM DESCRIPTIONS-

FEDERAL

- ARRA – American Recovery and Reinvestment Act
- CMAQ – Congestion Mitigation & air Quality Program
- STP – Surface Transportation Program
- TIGER – Transportation Investment Generating Economic Recovery
- TEA – Transportation Enhancement Activity
- TE – Transportation Enhancement
- DEMO – Demonstration Project
- PNRS – Project of National & Regional Significance
- IMD – Interstate Maintenance Discretionary
- SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users

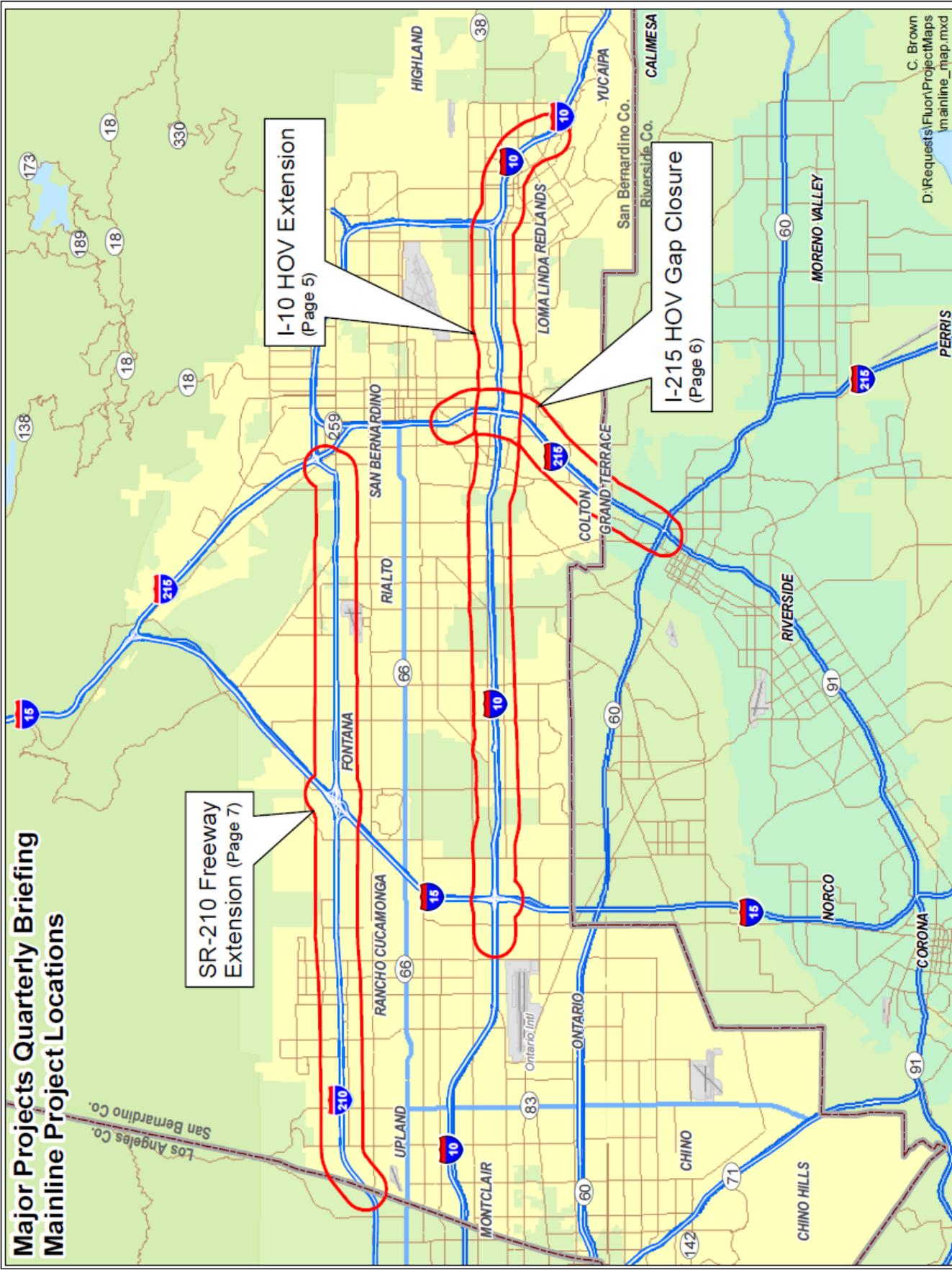
STATE

- CMIA – Corridor Mobility Improvement Account
- TCRP – Traffic Congestion Relief Program
- RIP – Regional Improvement Program
- STIP – State Transportation Improvement Program
- ITIP – Interregional Transportation Improvement Program
- LLP/IIP – Interregional Improvement Program
- TCIF – Trade Corridor Improvement Fund
- SHOPP – State Highway Operation and Protection Program

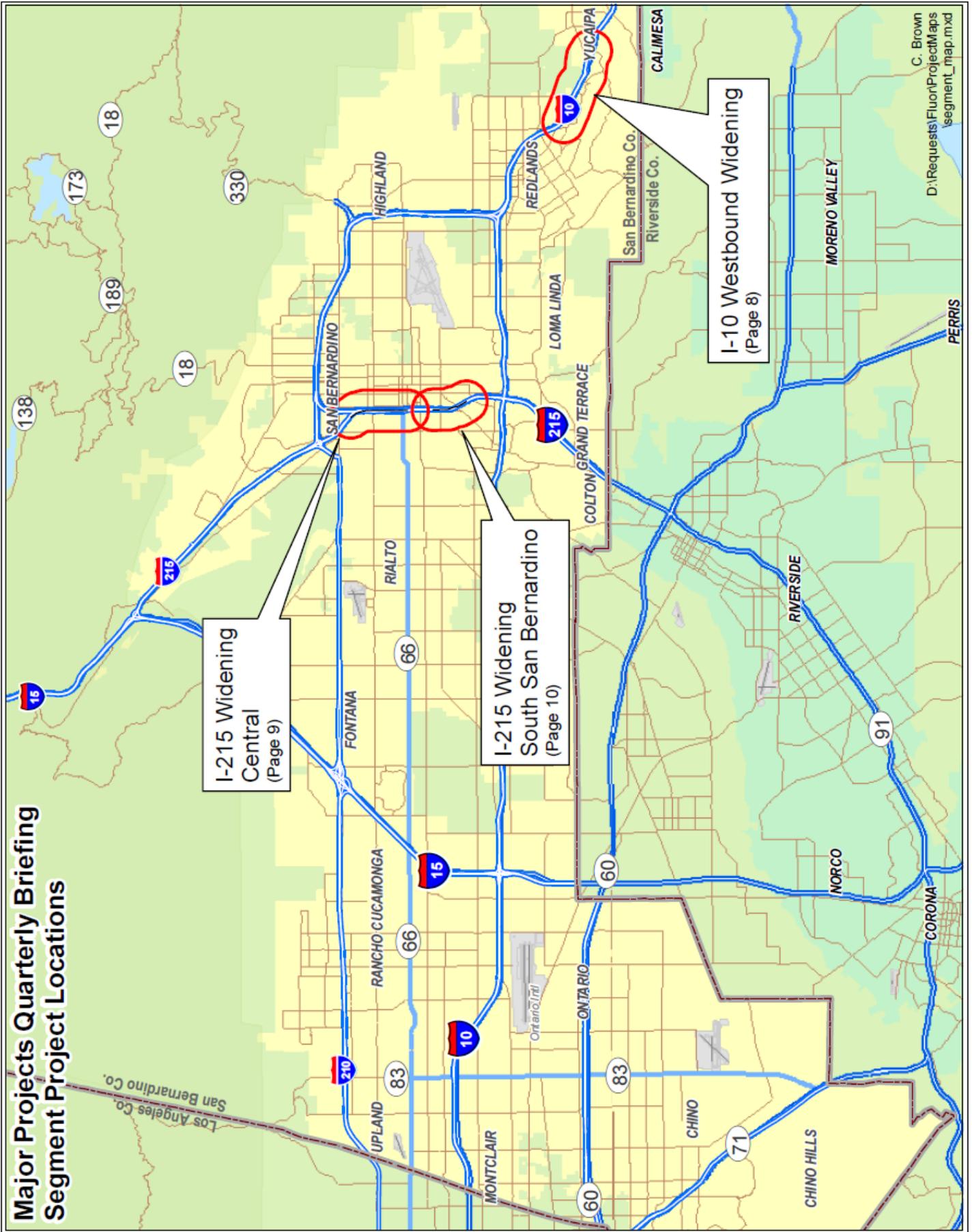
LOCAL

- DMPF – Developer Mitigation Program Funds
- DIF – Developer Impact Fees

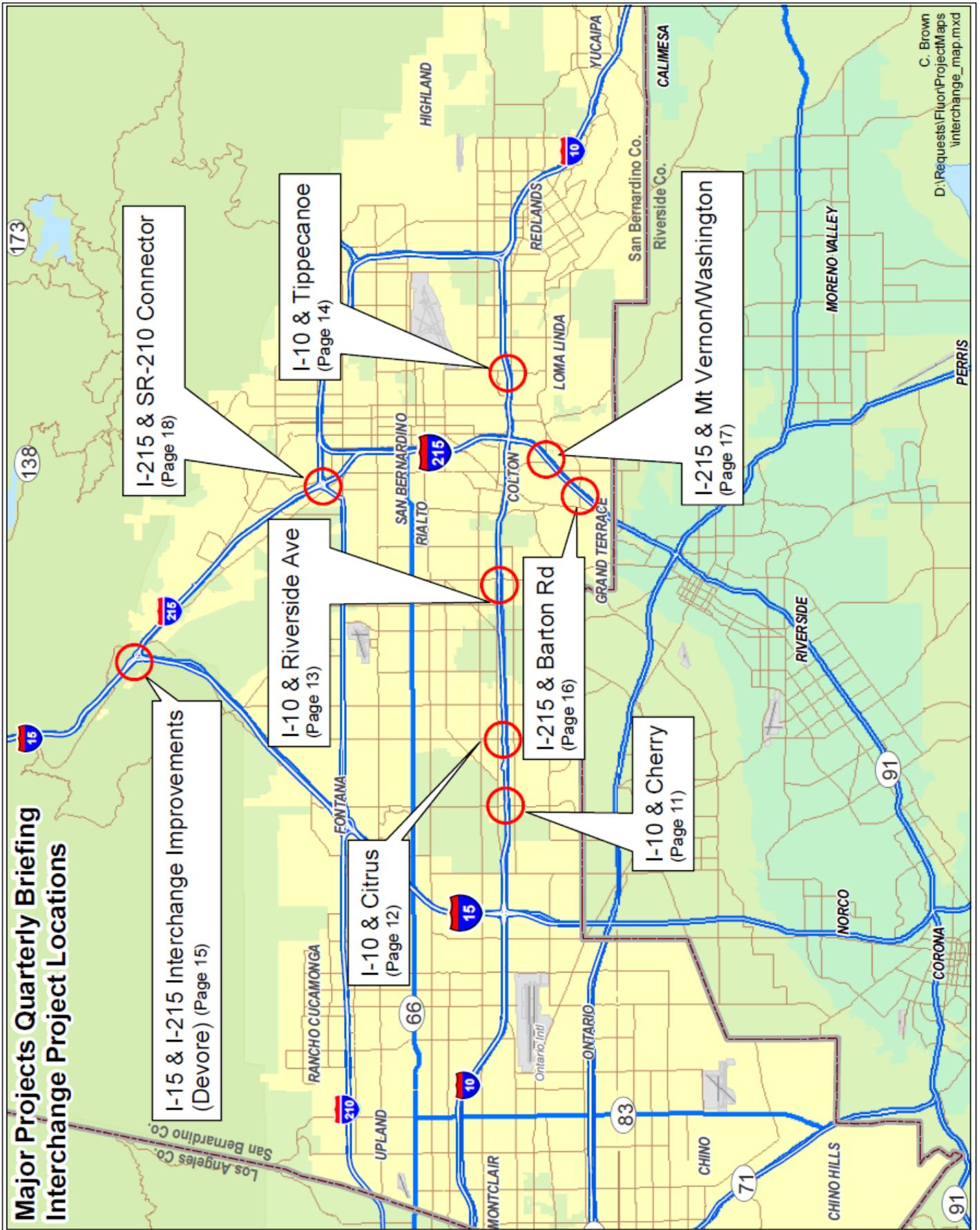
Major Projects Quarterly Briefing Mainline Project Locations



Major Projects Quarterly Briefing Segment Project Locations



Major Projects Quarterly Briefing Interchange Project Locations

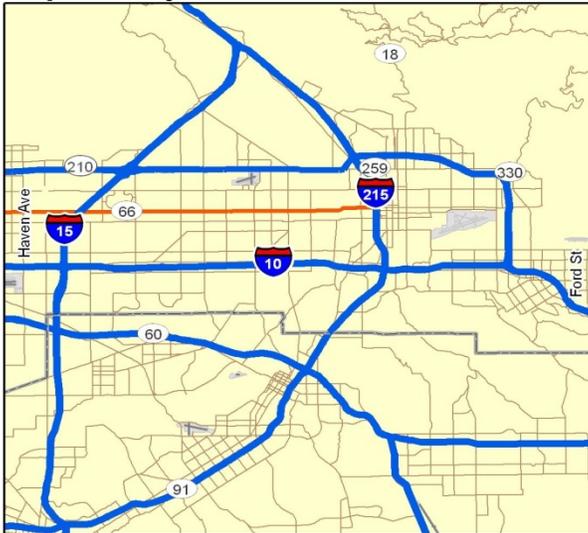


Major Projects Quarterly Briefing Grade Separation Project Locations



I-10 High Occupancy Vehicle (HOV) Extension

Map of Project:



Project Scope Summary:

- This project is to add one HOV (i.e., "carpool") lane in each direction on I-10 from Haven Avenue in Ontario to Ford Street in Redlands. Note: Haven Avenue is the eastern limit of the existing I-10 HOV lanes.

Project Status and Continuing Activities:

- Several preliminary engineering design and environmental technical studies (i.e. drainage, noise, traffic, earthquake etc.) are continuing per plan for both a "full" and "reduced" standard alternative, and are on schedule.
- Design team submitted the HOV Report for review by Caltrans.
- Preliminary bridge Advanced Planning Study (APS) plan packages have been for review by Caltrans.
- The design team has held monthly geometric focus meetings with both HQ and District design staff to discuss the primary geometric components of the segments within the I-10 HOV corridor in preparation of the geometric approval drawings (GAD's).
- The Design team is coordinating closely with Caltrans Landscape unit as they are concurrently developing an aesthetics master plan for the I-10 corridor throughout the limits of this HOV project.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[June 2011]
Design Approved - ROW Certified	[2015]
Construction Notice to Proceed	[2015]
Complete for Beneficial Use	[2018]
Project Complete – Contract Close	[2020]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$10,500
Final Design	\$30,000
ROW Certification	\$11,737
Utility Relocation	- Incl in ROW -
Construction	\$710,329
Total	\$762,566

Funding Summary
(\$ 000's)

Funding Source	Amount
Measure I - For PA/ED	\$10,500
Future Fed, State, Local	\$752,066
Total	\$762,566

Project Notes of Interest:

- The cost estimate is based on consultant's preliminary cost estimate for the "full standard" alternative. This estimate is significantly less than the previously reported \$1.2 billion order of magnitude estimate from the SANBAG 2010 – 2040 Strategic Plan. Current cost estimate is approximately \$750 million.
- Funding for final design, right of way and construction still must be identified and secured. Measure I 2010-2040 is the only currently identified fund source.

Issues Being Worked:

None

Primary Project Contact:

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I-215 Corridor

Type: Mainline

I-215 Bi-County High Occupancy Vehicle (HOV) Gap Closure

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	February 2009
Study Report Approved	-incl. in PA/ED-
PA/ED Approved	[Jan 2011]
Design Approved - ROW Certified	[March 2012]
Construction Notice to Proceed	[Aug 2012]
Complete for Beneficial Use	[May 2015]
Project Complete – Contract Close	[May 2017]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report and Env Document	6,120
Final Design	13,029
ROW Support	1,200
ROW/Utilities Capital (Escalated)	9,012
Construction Support	13,484
Construction Capital (Escalated)	134,850
Total	177,695

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - CMAQ	15,609
State - RIP/IIP	45,089
- CMIA	15,460
- STP	34,850
RCTC	28,371
Measure I	38,315
Total	177,695

Project Scope Summary:

- This project proposes to construct a High Occupancy Vehicle (HOV) system along the I-215 Corridor between the SR-60/SR-91/I-215 Junction in Riverside County and the Orange Show Road Interchange in the City of San Bernardino.
- The project will add an HOV lane in each direction of I-215 by reconstructing the inside and outside shoulders of the mainline and restriping the lanes resulting in three general purpose lanes and one HOV lane in each direction.

Project Status and Continuing Activities:

- Environmental studies for the project have commenced and the first set of technical reports have been submitted to Caltrans in December for review.
- Geometric Approval Drawings (GADs) and Design Exception Fact Sheets have been submitted to Caltrans for review in late 2009. Focused meetings with Caltrans Staff are ongoing to collaboratively resolve design issues.
- A Value Analysis (VA) Study for the project was completed in late 2009 and results of the VA study will be published in early 2010.
- A revised project schedule has been developed in conjunction with Caltrans staff in order to meet schedule requirements of the Congestion Management Improvement Account (CMIA) program.
- SANBAG is currently negotiating a cooperative agreement with Caltrans to allow Caltrans personnel to provide professional services for final design.

Project Notes of Interest:

- Cost savings from Segments 1, 2, and 5 of the I-215 Corridor Improvement Project and Segment 11 of the SR-210 Corridor Project are proposed to be reprogrammed to this project pending approval from the California Transportation Commission.

Issues Being Worked:

- The project schedule assumes that a lower level environmental document will be required for the project. Preliminary environmental studies indicate so far that an IS/MND pursuant to the California Environmental Quality Act (CEQA) and a CE pursuant to the National Environmental Policy Act (NEPA) is appropriate; however, ongoing environmental studies could determine that a higher level environmental document be required.

Primary Project Contact:

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SR-210 Freeway Extension (Segments 9, 10, 11)

Map of Project:



Project Scope Summary:

- This project extends the existing SR-210 freeway from the Los Angeles-San Bernardino County line (Segment 1) to the I-215 (Segment 11) with three general purpose lanes and one HOV (i.e. “car pool”) lane in each direction (see also the “I-215 and SR-210 Connector” project).

Project Status and Continuing Activities:

- The Muscoy railroad bridge retrofit was previously removed from the SR-210 Mainline contract via an approved change order and the construction contract was approved at the September 2008 Board meeting. The contractor has since mobilized onsite and the seismic retrofit work is progressing. Completion is planned by mid-March, 2010.
- SR-210/I-215 high-speed connectors were delayed due to impacts associated with fault rupture. See the “I-215 and SR-210 connector” project for more information.

Project Notes of Interest:

- Restoration/Re-Vegetation efforts for environmentally sensitive areas in Lytle Creek will be performed by Caltrans.

Issues Being Worked:

- None

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Caltrans
PA/ED Approved	1996
PA/ED Re-evaluation (for 9,10,11)	2004
Design Approved – ROW Certified	Apr 2004
Construction Notice to Proceed	Jan 2005
Complete for Beneficial Use	Jul 2007
Project Complete – Contract Close	Dec 2008

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	Caltrans
Final Design	\$26,098
ROW Certification	Caltrans
Utility Relocation	Caltrans
Construction	\$207,325
Totals	\$233,423

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - STP	\$1,393
- CMAQ	\$19,034
- TEA	\$2,000
State - RIP	\$77,392
- LLP/IIP	\$3,863
Coop Agreements	\$9,492
Measure I	\$120,249
Total	\$233,423

Primary Project Contact: Sagar Pandey
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I-10 Westbound Widening

Map of Project:



Project Scope Summary:

- This project will add a general purpose lane to westbound I-10 from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands.
- To add this lane and maintain proper traffic sight distances, an extensive “cut back” of the hillside north of the freeway between Yucaipa Boulevard and Wabash Avenue is required. A major retaining wall will stabilize the altered hillside.
- The project does not affect any of the current bridge structures and no ramp or interchange improvements are included in the project scope.

Project Status and Continuing Activities:

- In December 2008, the Project Development Team selected a retaining wall type that will meet the posted speed limit of 65 MPH. The wall type decision will allow the right-of-way requirements map to be finalized and signed off and easements to be obtained.
- The 100% design package was submitted to Caltrans for approval in August, 2009. All comments have been resolved.
- The draft geotechnical report shows that the soil nail wall was not suitable for the existing subsurface conditions.
- Ramp metering is being added to the Yucaipa Boulevard on ramp.
- Discussions with the city of Yucaipa on drainage, R/W and wall aesthetics issues are continuing.
- Construction Management firm has been selected.
- Right of way certification was obtained in October, 2009.

Project Notes of Interest:

- Right of way only includes the necessary temporary construction easements costs. No permanent land takes are required
- No utility relocation is required for this project.
- Construction costs are escalated to 2010/11 dollars.

Issues Being Worked:

- CMIA funding was approved. This project will be proceeding to construction.

Primary Project Contact:

Dennis Saylor
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2004
Study Report Approved	- Incl in PR -
PA/ED Approved	July 2007
Design Approved - ROW Certified	[Feb 2010]
Construction Notice to Proceed	[2010]
Complete for Beneficial Use	[2011]
Project Complete – Contract Close	[2011]

**Budgetary Estimate Summary
(\$ 000's)**

Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$964
Final Design	\$3,044
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$37,875
Totals	\$42,194

**Funding Summary
(\$ 000's)**

Funding Source	Amount
State - CMIA - construction	\$26,500
Measure I	\$15,694
Total	\$42,194

I-215 Widening – Central San Bernardino

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	May 2009
Construction Notice to Proceed	Oct 2009
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$27,336
ROW Certification	\$101,595
Utility Relocation	\$0
Construction	\$214,164
Totals	\$348,495

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$38,333
- STP	\$0
- DEMO	\$1,935
- PNRS (IVDA Co-op)	\$25,285
- ARRA	\$128,116
- TE	\$3,433
State - RIP	\$88,401
- TCRP	\$9,000
Measure I	\$53,992
Total	\$348,495

Project Scope Summary:

- This project will improve traffic operations along I-215 between (approximately) Rialto Avenue and (approximately) Massachusetts Avenue. The following operational improvements will be performed:
 - Add one car pool lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at the 2nd Street, 3rd, 5th Street, Baseline Street and SR-259 interchanges.
 - Build/Replace 16 bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lanes.
 - Add local (frontage) road from 2nd Street to 3rd Street in each direction.

Project Status and Continuing Activities:

- A construction contract was awarded at the September 2, 2009 SANBAG Board meeting.
- Construction began in October, 2009.

Project Notes of Interest:

- This project is adjacent to the "I-215 Widening – South San Bernardino" project and the construction schedules for each will overlap.
- SANBAG is managing the construction activities.
- Caltrans is administering the right of way activities.
- The Board approved using the savings on the Milliken Avenue Grade Separation project and the I-215 Bi-County HOV project.

Issues Being Worked:

- Project is utilizing ARRA funding to augment State funding not currently available.
- Several parcels were not available to the Contractor at the start of construction. A "workaround" is still required for one parcel.

Primary Project Contact:

Sagar Pandey
(909) 884-8276

I-215 Widening – South San Bernardino

Map of Project:



Project Scope Summary:

- This project will improve traffic operations along I-215 between (approximately) Rialto Avenue and (approximately) Orange Show Road. The following operational improvements will be performed:
 - Add one HOV (i.e. "car pool") lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at the Inland Center Drive, Mill Street and Orange Show Road interchanges.
 - Build/Replace six bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lane between 2nd Street and Mill Street.
 - Add local (frontage) road from Inland Center Drive to Mill Street in each direction.

Project Status and Continuing Activities:

- Construction of the Mill Street Bridge structure is ongoing.

Project Notes of Interest:

- This project is adjacent to the I-215 Widening – Central San Bernardino project, and the construction schedules for each will overlap.
- Caltrans is responsible for design, right of way acquisition and construction with reimbursement by SANBAG using authorized funding sources.
- SANBAG will also pay for prorated utility relocations as determined by utility agreements.

Issues Being Worked:

Currently approximately 20 properties are in condemnation, and the current right of way certification cost estimate may be impacted.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jul 1988
Study Report Approved	Caltrans
PA/ED Approved	Jun 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	Apr 2007
Construction Notice to Proceed	Dec 2007
Complete for Beneficial Use	[Jul 2010]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$9,000
ROW Certification	\$49,118
Utility Relocation	\$15,400
Construction	\$104,036
Totals	\$177,554

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$23,176
- STP	\$42,998
- PNRS	\$19,171
State - RIP	\$90,846
Measure I	\$1,363
Total	\$177,554

Primary Project Contact:

Sagar Pandey
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spandey@sanbag.ca.gov

I-10 and Cherry Avenue

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Feb 2009
Design Approved - ROW Certified	[Apr 2011]
Construction Notice to Proceed	[Aug 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	City/Caltrans
Project Report	County
Final Design	\$5,065
ROW Certification	\$9,503
Utility Relocation	-Incl in ROW-
Construction	\$61,546
Total	\$76,114

Funding Summary
(\$ 000's)

Funding Source	Amount
State – STIP	\$3,908
State – TCIF	\$30,773
County	\$17,278
Measure I	\$14,489
City	\$9,666
Total	\$76,114

Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Cherry Avenue. Specifically it will:
 - Replace existing five-lane Cherry Avenue bridge over I-10 with an eight-lane bridge and add one lane to each ramp.
 - Widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight lanes.
 - Widen and improve Cherry Avenue from Slover to Valley.
 - Provide improvements at the Cherry-Slover and the Cherry-Valley intersections.

Project Status and Continuing Activities:

- The PA/ED phase was performed by the County of San Bernardino and completed in February 2009.
- Final design is progressing with an estimated completion of April 2011.
- Preliminary bridge and overhead structure obtained type selection approval by Caltrans.
- Ongoing work on preparing the 60% PSE submittal is progressing and expected in March 2010.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- County is leading the right of way appraisals and acquisition activities.
- ROW focus meetings are ongoing and preliminary appraisals have been completed for all properties.
- ROW funding agreements between all parties (SANBAG, County and City) are being reviewed for execution.

Issues Being Worked:

- Minor design revisions are being considered to accommodate future I-10 mainline, with HOV and/or HOT lane widening, and may have potential design budget impact but avoid future construction throw-away costs.

Primary Project Contact:

Chad Costello
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I-10 and Citrus Avenue

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Dec 2008
Design Approved - ROW Certified	[Dec 2010]
Construction Notice to Proceed	[Apr 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	City
Project Report	City
Final Design	\$3,935
ROW Certification	\$3,938
Utility Relocation	-Incl in ROW-
Construction	\$47,200
Total	\$55,073

Funding Summary
(\$ 000's)

Funding Source	Amount
State – STIP	\$3,238
State – TCIF	\$23,601
County	\$110
Fontana	\$21,038
Measure I	\$7,086
Total	\$55,073

Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Citrus Avenue. Specifically it will:
 - Replace existing four-lane Citrus Avenue bridge over I-10 with a seven-lane bridge and add one lane to each ramp.
 - Widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes.
 - Widen and improve Citrus Avenue from Slover to Valley.

Project Status and Continuing Activities:

- Preliminary bridge and overhead structure received type selection approval from Caltrans.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- City will lead the right of way appraisals and acquisition activities.
- ROW focus meetings are ongoing and preliminary appraisals have been initiated for all properties.
- ROW funding agreements between all parties (SANBAG, County and City) are being reviewed for execution.

Issues Being Worked:

- Minor design revisions are being considered to accommodate future I-10 mainline, with HOV and/or HOT lane widening, and may have potential design budget impact but avoid future construction throw-away costs.

Primary Project Contact:

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I-10 and Riverside Avenue

Map of Project:



Project Scope Summary:

- This project will replace the existing five-lane Riverside Avenue bridge over I-10 with a nine-lane bridge and provide the following improvements:
 - Five northbound lanes (three through lanes, two left turn lanes) and four southbound lanes (two through lanes, two left turn lanes)
 - One additional lane will be added to all four “on/off” ramps.
 - Provide underneath clearance for ultimate I-10 High Occupancy Vehicle (HOV) requirements (see “I-10 HOV Extension” project).
 - Add lanes and provide safety improvements on Riverside Avenue between the interchange and Valley Boulevard.

Project Status and Continuing Activities:

- This project was advertised for construction in October 2009.
- SANBAG Board approved the award of a construction project at the January 6, 2010 meeting.

Project Notes of Interest:

- To effectively manage the construction contract, an escrow account has been established by the City prior to construction.
- Construction is anticipated to begin in mid-February 2010.

Issues Being Worked:

- Construction bids were 7 million dollars under the engineers estimate. Currently updating the Budgetary Estimate Summary and Funding Summary tables.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1995
Study Report Approved	Mar 1997
PA/ED Approved	May 1999
PA/ED (Reexamined) Approval	Apr 2008
Design Approved - ROW Certified	Jun 2009
Construction Notice to Proceed	[Feb 2010]
Complete for Beneficial Use	[Jun 2011]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Rialto -
Project Report	- Rialto -
Final Design	\$1,885
ROW Certification	\$2,470
Utility Relocation	- Incl in ROW -
Construction	\$29,645
Totals	\$34,000

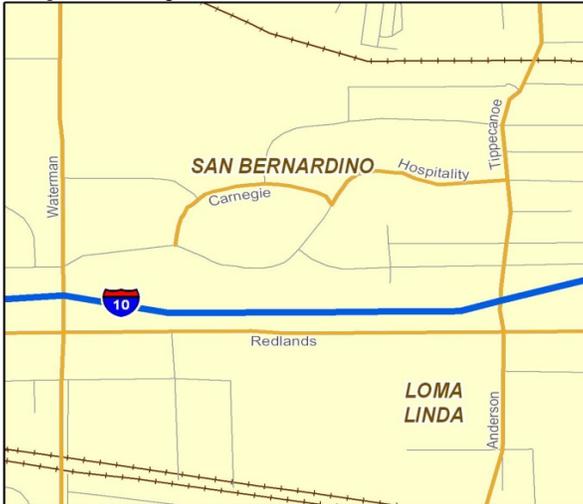
Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - Demo	\$2,251
- IMD	\$3,343
State - STIP	\$1,452
State – TCIF	\$14,097
Local (City RDA Bonds)	\$12,857
Total	\$34,000

Primary Project Contact:

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I-10 and Tippecanoe Avenue

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	[Apr 2010]
Design Approved - ROW Certified	[Feb 2012]
Construction Notice to Proceed	[June 2012]
Complete for Beneficial Use	[Dec 2013]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$2,349
Final Design	\$4,300
ROW Certification	\$32,875
Utility Relocation	\$825
Construction	\$37,503
Totals	\$77,852

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal (DEMO, STP-Local)	\$35,287
State - IIP	\$2,500
Local (Cities, IVDA, Measure I)	\$40,065
Total	\$77,852

Project Scope Summary:

- This project will reconfigure the I-10 and Tippecanoe Avenue interchange to improve operational conditions, specifically:
 - Construct "S" curve off ramp from westbound I-10 to Tippecanoe.
 - Construct "C" curve on ramp from Tippecanoe to I-10 westbound (at intersection of Tippecanoe/Harriman Place).
 - Widen Tippecanoe from Harriman Place to Redlands Boulevard adding one lane in each direction.
 - Add an eastbound through (auxiliary) lane along eastbound I-10 from Waterman to Tippecanoe.
 - Widen Redlands Boulevard with turn lanes at intersection with Tippecanoe (west of Tippecanoe only).

Project Status and Continuing Activities:

- The Geometric Approval Drawing (GAD), the Design Exception Fact Sheets and the Supplemental Traffic Study have been approved by Caltrans.
- The Draft Environmental Document (DED) and Draft Project Report (DPR) were approved by Caltrans.
- A public hearing was held on November 5, 2009.
- Caltrans and SANBAG have completed the right of way Cooperative agreement to enable Caltrans to proceed with right of way activities.
- Caltrans is working on the freeway agreement with the Cities of San Bernardino and Loma Linda.

Project Notes of Interest:

- Approximately 15 alternative concepts were considered. As the alternative concepts were reviewed, only one (1) build alternative was found to be viable.
- To expedite the schedule a risk design is being considered. Risk design means the design work is being conducted for the Preferred Alternative although it has not received final environmental approval.

Issues Being Worked:

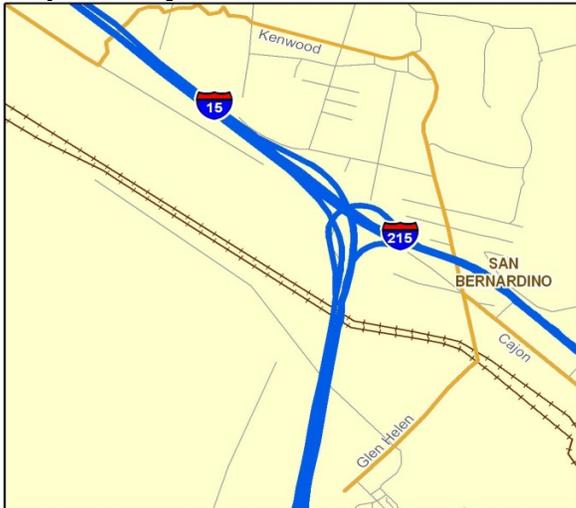
- Securing authorization for Federal Demo Funds to be used for design phase of project.

Primary Project Contact:

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I-15 and I-215 Interchange Improvements (Devore)

Map of Project:



Project Scope Summary:

- This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 corridor through the interchange.
- The planning effort also includes adding separate truck connectors through the interchange.

Project Status and Continuing Activities:

- Project Study Report approval occurred in March 2009.
- Project Approval/Environmental Document activities are continuing.
- The Devore project was presented at the Legislative briefing in March 2009, and at public meetings in May 2009 and November 2009.
- Project was submitted as a possible “design-build” project to Caltrans.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	Mar 2009
PA/ED Approved	[Aug 2011]
Design Approved - ROW Certified	[2013]
Construction Notice to Proceed	[2013]
Complete for Beneficial Use	[2017]
Project Complete – Contract Close	[2018]

Project Notes of Interest:

- Measure I funds from 2010-2040 are being advanced to fund work on the preliminary engineering and environmental approval.
- The budgetary cost estimate is based on the Project Study Report and reflects the costs at the time of construction.
- Funding for this project needs to be identified and secured prior to beginning final design in 2011.

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PA/ED
Project Report	\$7,075
Final Design	\$16,773
ROW Certification	\$36,560
Utility Relocation	\$6,050
Construction	\$302,095
Total	\$368,553

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I (2010 – 2040)	\$7,075
State – TCIF	\$118,012
Future Fed, State, Local	\$243,466
Total	\$368,553

Issues Being Worked:

- Several public meetings have occurred and public comments are currently being reviewed.
- Minor refinements of alternatives are currently ongoing to address public input.

Primary Project Contact:

Dennis Saylor
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I-215 and Barton Road

Map of Project



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 2006
Project Study Report Approved	April 2007
PA/ED Approved	[April 2011]
Design Approved - ROW Certified	[January 2013]
Construction Notice to Proceed	[July 2013]
Complete for Beneficial Use	[Nov 2015]
Project Complete	[Mar 2016]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,139
Final Design	\$4,410
ROW Support	\$2,038
ROW/Utilities Capital (Escalated)	\$20,380
Construction Support	\$4,970
Construction Capital (Escalated)	\$49,700
Totals	\$82,637

Funding Summary
(\$ 000's)

Funding Source	Amount
State – STIP/RIP	\$64,273
Measure I	\$854
RCTC	\$285
Future Fed, State, Local	\$17,225
Total	\$82,687

Project Scope Summary:

- This project will replace the I-215 and Barton Road interchange to meet current and future traffic demand. The proposed new facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including some reconfiguration of some local streets. This project would improve local traffic operations by accommodating the movement of higher traffic volumes at the interchange.

Project Status and Continuing Activities:

- Geometric Approval Drawings (GADs) were submitted to Caltrans for review.
- Submittal of the Modified Access Report (MAR) for Caltrans review is planned for early 2010
- Staff from SANBAG, Caltrans, and the City of Grand Terrace have met to discuss the reconfiguration local streets to ensure that the project accommodates the City's planned land uses and development plans.
- Several engineering and environmental technical reports have been submitted to Caltrans to date and are in the process of being reviewed. Several reports have been approved, including the Traffic Analysis Report, geotechnical report, right-of-way data sheets, storm water data report, and Advanced Planning Study (APS) plans.

Project Notes of Interest:

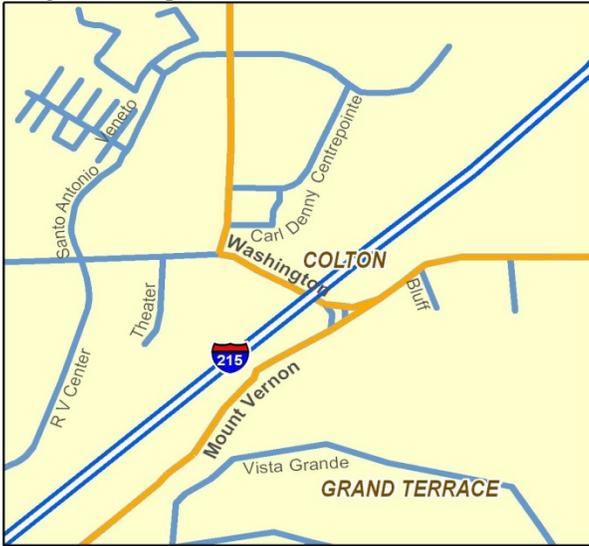
- Funding for final design, and a portion of the right of way are included in STIP.

Issues Being Worked:

- None at this time

Primary Project Contact:

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I-215 and Mt. Vernon Avenue/Washington Street**Map of Project:****Project Scope Summary:**

- This project will replace the I-215 and Mt. Vernon/Washington Street interchange and would meet current and future traffic demand. The proposed facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including reconfiguration of local streets and will also greatly improve local traffic operations by accommodating the movement of higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- This project is in the project study report (PSR) phase and the Project Development Team (PDT) is proceeding with the development of three build alternatives as agreed to by members of the PDT, including the City of Colton.
- Staff from SANBAG, Caltrans, and the City of Colton have met to discuss local street reconfigurations resulting from the project.
- A Value Analysis (VA) study was completed in late 2009 and the results of the VA study are expected to be published in early 2010.
- The submittal of the Preliminary Environmental Analysis Report (PEAR) for Caltrans review is planned for early 2010.
- Several engineering reports and plans have been submitted for Caltrans review to date. Among these reports are the bridge Advance Planning Study plans, geotechnical and materials reports, and the traffic report.

Project Notes of Interest:

- Funding for final design, right of way and construction are yet to be identified and secured.

Issues Being Worked:

- None at this time

Primary Project Contact:

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Project Study Report Approved	[Dec 2010]
PA/ED Approved	[Dec 2011]
Design Approved - ROW Certified	[June 2013]
Construction Notice to Proceed	[Sept 2013]
Complete for Beneficial Use	[Aug 2016]
Project Complete – Contract Close	[Nov 2016]

**Budgetary Estimate Summary
(\$ 000's)**

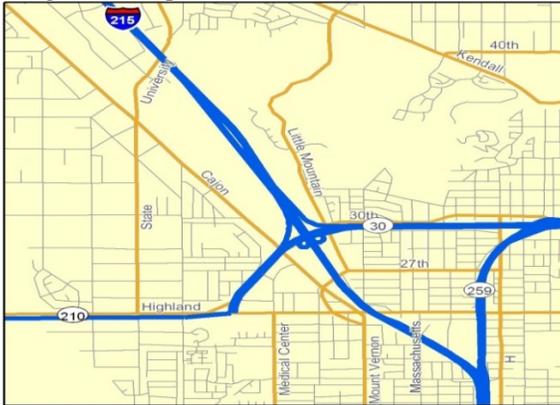
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,517
Final Design	\$5,682
ROW Support	\$2,256
ROW/Utilities Capital (Escalated)	\$22,556
Construction Support	\$6,520
Construction Capital (Escalated)	\$65,202
Totals	\$103,733

**Funding Summary
(\$ 000's)**

Funding Source	Amount
Measure I	\$1,138
RCTC	\$379
Future Fed., State, Local	\$102,216
Total	\$103,733

I-215 and SR-210 Connectors

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Not Applicable
PA/ED Approved (Corridor)	Feb 1998
PA/ED SR-210 Approved (Project)	Jul 2007
Combined PR "Memo to File"	Nov 2008
Design Approved - ROW Certified	Nov 2008
Construction Notice to Proceed	[Jan 2010]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	Not Applicable
Project Report	Incl in Design
Final Design	\$5,900
ROW Certification	\$11,771
Utility Relocation	-Incl in ROW-
Construction	\$97,092
Total	\$114,763

Funding Summary
(\$ 000's)

Funding Source	Amount
State – RIP/STIP	\$49,335
- CMIA	\$58,207
Measure I	\$7,224
Total	\$114,763

Project Scope Summary:

- This project will provide two high speed connectors 1) from northbound I-215 to westbound SR-210 and 2) from eastbound SR-210 to southbound I-215. In addition, this project will provide the following operational improvements:
 - Addition of one carpool lane in each direction on I-215 between the 210/215 Interchange and (approximately) Massachusetts Avenue (to connect with the planned improvements of the "I-215 Widening – Central San Bernardino" project)
 - Addition of a general purpose lane (northbound I-215) and a through (auxiliary) lane (southbound I-215) between the 210/215 Interchange and University Parkway
 - Replacement of three bridge structures over I-215 (27th Street, Highland Avenue, Massachusetts Avenue)
 - Ramp modifications at Highland Avenue and 27th Street
 - Multiple local street modifications.

Project Status and Continuing Activities:

- This project started as two separate projects
 - Improvements related to Route 210, and 2) Improvements along I-215. A recommendation to combine the two separate design efforts into one construction package was approved at the May 2007 SANBAG Board meeting.
- The Environmental Reevaluation for the improvements related to both SR-210 and for the I-215 project was approved in July 2007 and the Environmental "memo to file" for the combined project was issued in November 2008.
- In November 2008 the SANBAG Board approved transfer of lead agency responsibility to Caltrans for implementing AAA on this combined project.
- This project was advertised in May 2009 with bid opening in September, 2009. A contract was awarded in October, 2009.

Project Notes of Interest:

- The cost estimate for right of way and construction reflect the anticipated cost in the year of construction.

Issues Being Worked:

Primary Project Contact:

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Colton Crossing (UPRR and BNSF Railroads)

Map of Project:



Project Scope Summary:

- This project will separate the Union Pacific (UP) railroad tracks and Burlington Northern Santa Fe (BNSF) railroad tracks to provide a grade separation, allowing uninterrupted flow of passenger and freight rail traffic.
- No additional track capacity will be constructed (existing/future two UP tracks and two BNSF tracks). However, space will be provided to allow construction of a future track for each railroad.
- This project is completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- Caltrans will be the lead agency for the California Environmental Quality Act (CEQA) document. If a federal nexus is identified, the National Environmental Policy Act (NEPA) document will be prepared following the Federal Rail Authority (FRA) guidelines. Caltrans will perform technical reviews and general oversight of the NEPA document preparation on behalf of FRA.
- Meetings with the FRA have occurred to finalize the methodologies to be used to assess environmental impacts from the project pursuant to NEPA.
- Preliminary engineering efforts and environmental technical studies are underway and submittal of the first set of reports for review by the PDT is scheduled for early 2010.

Project Notes of Interest:

- The PA/ED effort is funded by Interregional Transportation Improvement Program (ITIP) funds.
- Funding for final design and construction is yet to be identified and secured.
- A Memorandum of Understanding (MOU) between SANBAG, the City of Colton, and both railroad companies is being prepared that would address future rail improvements in the City of Colton, as well as the Colton Crossing Project.

Issues Being Worked:

- Caltrans environmental staff is working closely with SANBAG and the Project Development Team (PDT) to finalize the list of build alternatives to be carried forward.
- Meetings with both railroad companies are ongoing to review the design features of each of the alternatives.

Primary Project Contact:

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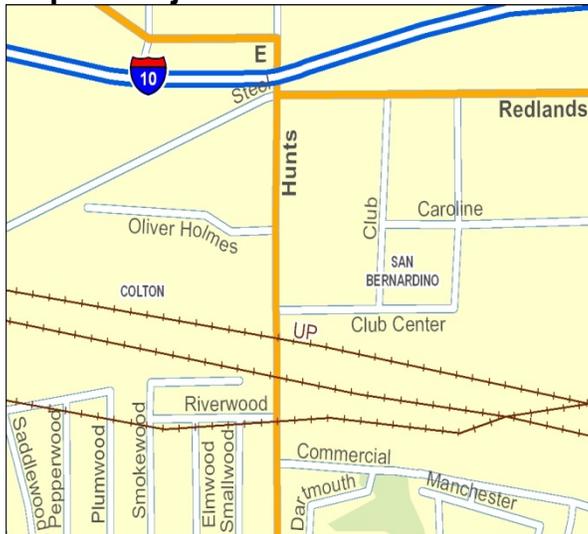
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 1998
Study Report Approved	Jan 1999
Supplemental Approved	Dec 2005
PA/ED Approved	Dec 2010
Design Approved - ROW Certified	[2012]
Construction Notice to Proceed	[2013]
Complete for Beneficial Use	[2014]
Project Complete – Contract Close	[2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report and Env Document	\$3,689
Final Design	\$11,468
ROW Support	\$1,500
ROW/Utilities Capital (Escalated)	\$13,708
Construction Support	\$12,168
Construction Capital (Escalated)	\$100,964
Total	\$350,533

Funding Summary (\$ 000's)	
Funding Source	Amount
State – ITIP	\$210,725
Future, Fed, State & Local	\$139,808
Total	\$350,533

Hunts Lane and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Hunts Lane over the existing Union Pacific (UPRR) railroad tracks providing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will also be reconfigured to improve traffic operations and safety.

Project Status and Continuing Activities:

- A Maintenance Agreement between the City of Colton and the City of San Bernardino was submitted to the Cities for their approval.
- The Cities Maintenance Agreement is being incorporated into a cooperative agreement with the railroad. A meeting with the UPRR and the Public Utility Commission (PUC) was held on June 24, 2009. A final review/approval of the Agreement will be made by the PUC prior to construction.
- Revalidation of the NEPA environmental clearance was obtained in November 2009.
- 97% Plans Specs and Estimate (PS&E) were submitted in July 2009.
- Utility relocation work is being coordinated.

Project Notes of Interest:

- For this project, Hunts Lane will be fully closed to traffic during construction of the bridge structure (anticipated duration is 10 months).

Issues Being Worked:

- Currently updating engineering estimate and right of way cost for construction and may require additional funding.
- Negotiations with property owners are ongoing. Condemnation action may be required on some properties.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	October 2001
Study Report Approved	Incl in PR
PA/ED Approved	August 2007
Design Approved - ROW Certified	[Aug 2010]
Construction Notice to Proceed	[Jan 2011]
Complete for Beneficial Use	[Sept 2012]
Project Complete – Contract Close	[2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Incl in PR
Project Report	\$850
Final Design	\$1,150
ROW Certification	\$4,000
Utility Relocation	-Incl in ROW-
Construction	\$23,050
Total	\$29,050

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - SAFETEA-LU	\$5,000
- PNRS	\$13,750
State - TCRP	\$9,800
UPRR	\$500
Total	\$29,050

Primary Project Contact:

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Main Street and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Main Street from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between Grand Terrace and the County of Riverside.

Project Status and Continuing Activities:

- The SANBAG procurement procedures have been followed to shortlist and interview qualified consultants for this project.
- The recommended consultant contract award for this project must still be presented to the Board along with a Design Cooperative Agreement between SANBAG, the City of Grand Terrace and the County of Riverside.

Project Notes of Interest:

- For this project, it is anticipated that the Lead Agency for environmental clearance will be either the City of Grand Terrace or the County of Riverside, the Lead Agency for funding will be SANBAG, and SANBAG will be responsible for Project Management services and these services will be jointly reimbursed by the City of Grand Terrace and the County of Riverside.
- The city of Grand Terrace will reimburse SANBAG for their fair share of cost using Developer Mitigation Program Funds (DMPF). The county of Riverside will reimburse SANBAG using their local funds.

Issues Being Worked:

- This project is currently “on-hold” pending the results of the Pigeon Pass study. Riverside County is currently conducting the Pigeon Pass study to determine the preferred alignment connectivity between developments in San Bernardino County (west of I-215) and Riverside County (east of I-215).

Primary Project Contact:

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Feb 2010]
Design Approved - ROW Certified	[Aug 2012]
Construction Notice to Proceed	[Dec 2012]
Complete for Beneficial Use	[July 2014]
Project Complete – Contract Close	[Sept 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$900
Final Design	\$2,400
ROW Certification	\$2,600
Construction	\$26,900
Total	\$32,800

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$26,300
City of Grand Terrace & County of Riverside	\$6,500
Total	\$32,800

Palm Avenue and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Palm Avenue from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between the City of San Bernardino and the County of San Bernardino.

Project Status and Continuing Activities:

- SANBAG and the City of San Bernardino entered into a cooperative agreement to define project development and funding responsibilities for the project. The Board approved this cooperative agreement at its October 2008 meeting.
- On December 3, 2008, the City of San Bernardino conceptually approved Alternative 1, known as the North-off Alignment Overpass, and the PDT is proceeding with project development activities with Alternative 1 as the locally preferred alternative. The Project Report is being drafted and will document the various alternatives considered early in the PA&ED phase of the project.
- The project was federalized with earmarked, SAFETEA-LU funds in the amount of \$1.6 million. This amount has been programmed for construction. The RTIP has been updated and the TCIF Baseline Agreement is being amended.
- In November 2009, the SANBAG Board of Directors approved a contract to allow CH2M Hill to provide final design services and environmental services for NEPA compliance.
- The PDT is continuing with project development efforts. The PA&ED phase is anticipated to be completed in April 2010 and the PS&E phase in December 2010.

Project Notes of Interest:

- The City of San Bernardino will reimburse SANBAG for their fair share of costs using Developer Mitigation Program Funds. The City's share is 14.6% and SANBAG's share is 85.4%.

Issues Being Worked:

- Originally, the project was planned for strictly CEQA compliance; however, since the project was federalized through the earmark of SAFETEA-LU funds, and because the project is adjacent to federally endangered species habitat NEPA compliance will be required for the project.

Primary Project Contact:

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Apr 2010]
Design Approved - ROW Certified	[Mar 2011]
Construction Notice to Proceed	[Nov 2011]
Complete for Beneficial Use	[June 2013]
Project Complete – Contract Close	[Aug 2013]

Budgetary Estimate Summary (\$ 000's)

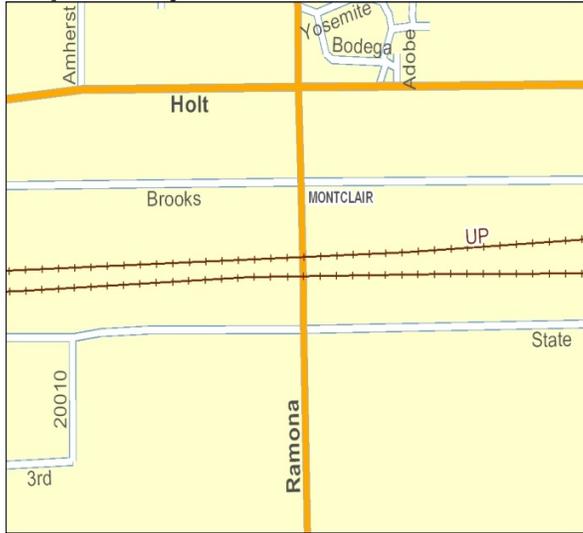
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$660
Final Design	\$2,138
ROW Support	\$1,029
ROW/Utilities Capital (Escalated)	\$5,833
Construction Support	\$2,042
Construction Capital (Escalated)	\$18,375
Total	\$30,077

Funding Summary (\$ 000's)

Funding Source	Amount
Federal – SAFETEA LU	\$1,600
State – TCIF	\$9,390
City of San Bernardino	\$4,158
Measure I	\$14,929
Total	\$30,077

Ramona Avenue and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Ramona Avenue over the existing Union Pacific railroad tracks allowing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will be reconfigured for accessibility and to improve traffic operations and safety.
- This project is completely within the city boundaries of Montclair.

Project Status and Continuing Activities:

- Notice to Proceed (NTP) was issued to the construction contractor on August 11, 2008.
- The Cooperative Agreement between SANBAG and the city of Montclair was amended and approved to reflect updated cost and funding sources in October 2008.
- As of January 2010, construction is slightly ahead of schedule with an anticipated completion date in early May 2010. The plan includes construction of new streets, utility relocations, demolishing of existing Ramona Avenue and construction of the new bridge.
- Bridge structure is completed and tie-in of the bridge to the roadway work is on-going.

Project Notes of Interest:

- The City of Montclair is the lead agency for design, right of way activities and funding.
- SANBAG is the lead agency for advertisement, award and administration for all construction and construction management activities.
- SANBAG will be reimbursed for all construction and construction management costs as they accrue.

Issues Being Worked:

- None.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	- not required -
Study Report Approved	- not required -
PA/ED Approved	- not required -
Design Approved - ROW Certified	Jun 2007
Construction Notice to Proceed	Aug 2008
Complete for Beneficial Use	[May 2011]
Project Complete – Contract Close	[Aug 2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Montclair -
Project Report	- Montclair -
Final Design	- Montclair -
ROW Certification	- Montclair -
Utility Relocation	- Montclair -
Construction	\$11,764
Total	\$11,764

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Montclair	\$11,764
Total	\$11,764

Primary Project Contact:

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Lenwood Road and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will construct a grade separated crossing along Lenwood Road over the existing Burlington Northern Santa Fe (BNSF) railroad tracks, allowing the safe and uninterrupted flow of both vehicular and freight rail traffic. The proposed improvements include widening of Lenwood Road from two lanes to four lanes between Main and Jasper Streets to match the City of Barstow's General Plan and to accommodate future projected traffic demands.
- No additional track capacity will be added as part of this project; however, the locally preferred alternative allows adequate space for BNSF to construct an additional track in the future.

Project Status and Continuing Activities:

- The City of Barstow will be the CEQA lead agency and FHWA will be the NEPA lead agency. Caltrans will perform technical reviews and provide general oversight of the NEPA document on behalf of FHWA.
- Coordination between the City, County and BNSF is needed to obtain concurrence on the locally preferred alternative and to select a staging and detour strategy for maintaining traffic during construction.
- Caltrans will review and approve a Preliminary Environmental Study to serve as the scoping document for the technical studies to be performed for CEQA and NEPA compliance.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2007
Study Report Approved	N/A
PA/ED Approved	[Aug 2010]
Design Approved - ROW Certified	[Jan 2012]
Construction Notice to Proceed	[Apr 2012]
Complete for Beneficial Use	[Dec 2013]
Project Complete	[Feb 2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	Incl in Design
Final Design	\$4,200
ROW Certification	\$3,800
Construction	\$30,500
Total	\$38,500

Funding Summary
(\$ 000's)

Funding Source	Amount
Measure I	\$1,400
Local Funds	\$12,500
Federal Funds (DEMO, STP L-R)	\$5,400
TCIF	\$6,700
Railroad Contribution	\$1,300
Future Federal, State & Local	\$11,200
Total	\$38,500

Project Notes of Interest:

- TCIF funding for construction of this project is contingent upon meeting various milestones contained in the baseline funding agreement with the California Transportation Commission.
- The City and County have requested SANBAG to manage this project, counting on our expertise in managing grade separation projects to help maintain the baseline funding schedule milestones.

Issues Being Worked:

- Consultant is developing staging and detour alternatives for maintaining traffic during construction of the project.
- A three-party co-op agreement between the City, County and SANBAG is pending agency approvals.

Primary Project Contact:

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