

FINANCE

SANBAG Strategic Plan

SANBAG has adopted a strategic plan for the 2010-2040 Measure I freeway, interchange, and other major projects of the Measure I Program. The related Measure I Ten-year Delivery Plan and cash flow plan receive continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues. Direction is provided for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the major project delivery program and the scheduled advanced construction of various highways and interchanges cannot be completely offset by current revenues. In April 2009, the SANBAG Board authorized the issuance of a short-term \$250 million sales tax revenue note. The note was refinanced with a Board approved issuance of a long-term bond in FY 2011/2012 for \$91.88 Million.

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been used to finance rail projects and capital projects rather than other planning and programming activities. SANBAG's authority to use debt was embodied within the new 2010-2040 Measure I Ordinance No. 04-01.

Debt Capacity Analysis

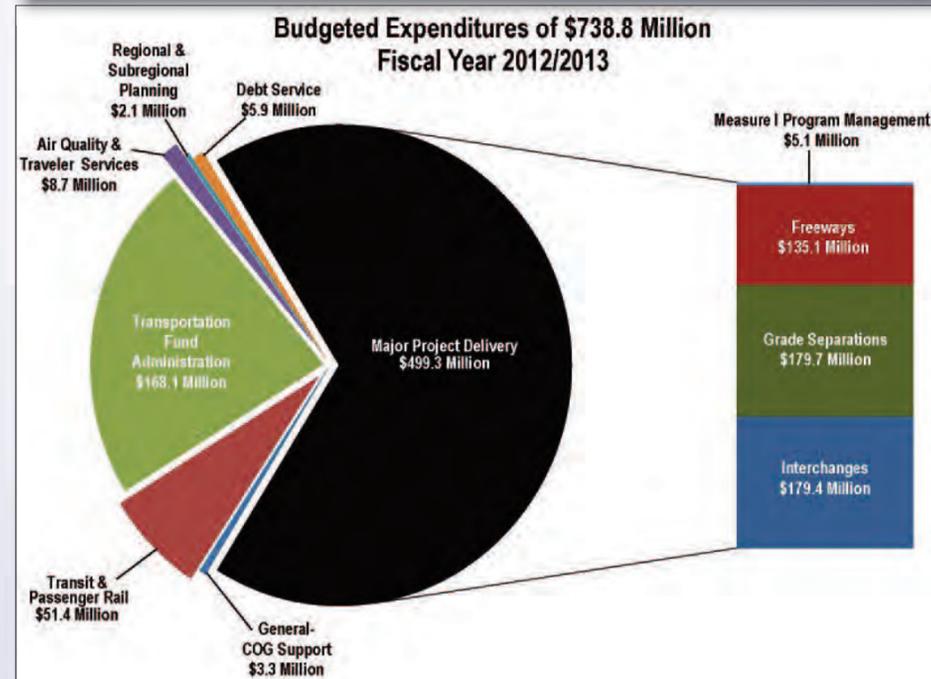
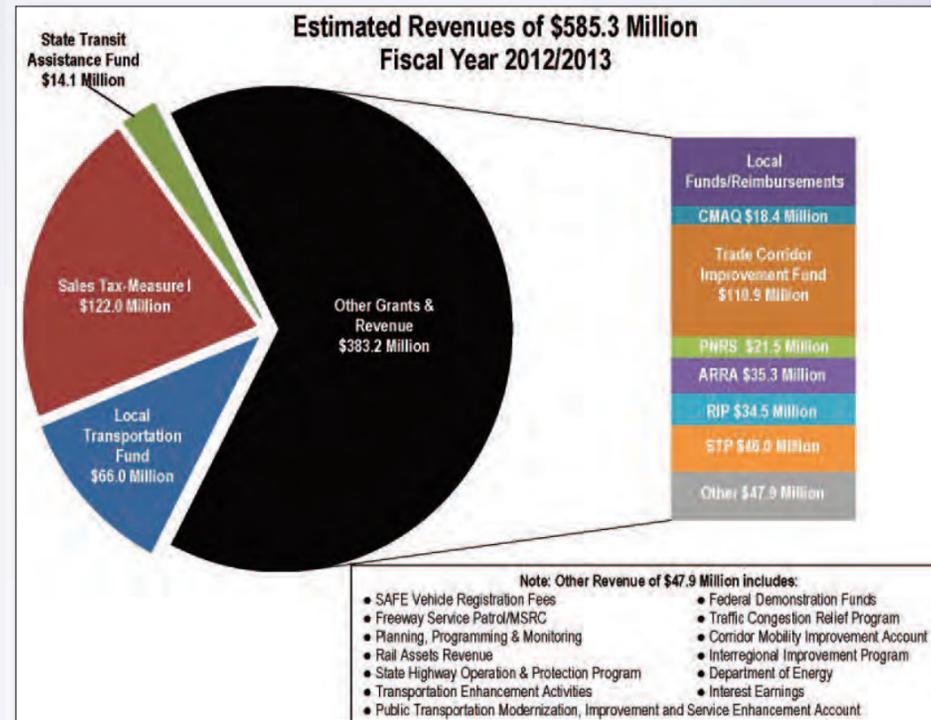
SANBAG is prohibited from issuing additional parity debt if its debt coverage ratio is less than 1.3 to 1 on all senior debt. SANBAG has adopted a policy to not issue any additional bonds if the debt service coverage ratio would be less than 1.3.

Measure I Collections

Measure I collections are estimated to be \$122 million for FY 2012/2013 in comparison to \$111.6 million budgeted for the previous year. Actual Measure I receipts for FY 2011/2012, January through March, are \$32,757,419 in comparison to \$28,808,766 received during the same period one year ago, an increase of 13.7%. Measure I revenues are expected to exceed both the budgeted amount and prior years' collections.

Budget Revenues and Expenditures: FY 2012/2013

The difference between the Estimated Revenues and Estimated Expenditures (two charts below) is \$153.5 million. This amount represents fund balance savings from projects that came in under budget, along with the Bonding Debt Financing program approved for SANBAG for upcoming projects. SANBAG went to the Bonding Market in spring 2012 to take advantage of low construction bids and to get projects delivered sooner. It will be paid back with future Measure I revenues from the 1/2 cent sales tax for transportation.



Year in Review

FISCAL YEAR 2011-2012





President
Larry McCallon

Mayor,
City of
Highland

Vice-President, Janice Rutherford,
Supervisor, County of San Bernardino

- Cari Thomas, Mayor
City of Adelanto
- Rick Roelle, Council Member
Town of Apple Valley
- Julie McIntyre, Mayor Pro Tem
City of Barstow
- Bill Jahn, Mayor
City of Big Bear Lake
- Dennis Yates, Mayor
City of Chino
- Ed Graham, Council Member
City of Chino Hills
- Sarah Zamora, Mayor
City of Colton
- Michael Tahan, Council Member
City of Fontana
- Walt Stanckiewicz, Mayor
City of Grand Terrace
- Mike Leonard, Council Member
City of Hesperia
- Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda
- Paul Eaton, Mayor
City of Montclair
- Edward Paget, Mayor
City of Needles
- Alan Wapner, Council Member
City of Ontario
- L. Dennis Michael, Mayor
City of Rancho Cucamonga
- Pete Aguilar, Mayor
City of Redlands
- Ed Scott, Mayor Pro Tem
City of Rialto
- Patrick Morris, Mayor
City of San Bernardino
- Jim Harris, Council Member
City of Twentynine Palms
- Ray Musser, Mayor
City of Upland
- Ryan McEachron, Mayor
City of Victorville
- Richard Riddell, Mayor
City of Yucaipa
- George Huntington, Council Member
Town of Yucca Valley
- Neil Derry, Supervisor
County of San Bernardino
- Josie Gonzales, Supervisor
County of San Bernardino
- Brad Mitzelfelt, Supervisor
County of San Bernardino
- Gary Ovitt, Supervisor
County of San Bernardino
- Syed Raza, Caltrans
Ex-Officio Member
- Raymond W. Wolfe, Ph.D.
SANBAG Executive Director

This past year has been a year of transition, as SANBAG experienced the retirement of two of its longest term employees. In August 2011, Deborah Barmack retired after 20 years with SANBAG, the last four of which she served as Executive Director. Replacing her as Interim Executive Director was Ty Schuiling, SANBAG Planning Director. He subsequently retired in May 2012 after 22 years of service. The SANBAG Board then appointed Raymond W. Wolfe, Ph.D., former Caltrans District 8 Director, to take over the helm as Executive Director in April 2012. While new to the SANBAG staff team, Dr. Wolfe is familiar with SANBAG after serving as Ex-Officio Member of the Board of Directors for several years. Dr. Wolfe brings experience and education in transportation, engineering, and management to his new role.

While the economy continued to struggle, SANBAG embarked on its most aggressive project delivery schedule in the agency's 39-year history (1973-2012). During the next two years, SANBAG and its partners will deliver an extensive and costly program of capital improvements. Because several State funding sources will diminish during the coming years, SANBAG has developed an aggressive plan to deliver as many transportation infrastructure projects in the County as possible. The total cost of these projects is \$2.5 billion.



This is a truly remarkable infusion of money into our region at a time when it is desperately needed. SANBAG is doing its part to help the local economy by funding jobs.

This aggressive delivery program is funded by a combination of federal formula funds, federal PNRS (Projects of National and Regional Significance) funds, federal ARRA (stimulus) funds, federal TIGER (Transportation Investment Generating Economic Recovery) grants, State Transportation Improvement Program (STIP) funds, State Highway Operation and Protection Program (SHOPP) funds, State Proposition 1B Corridor

Larry McCallon
SANBAG President

Mobility Improvement Account (CMIA) funds, Trade Corridor Improvement Funds (TCIF), State/Local Partnership Program (SLPP) funds, Measure I funds, Bond sales, railroad funds, local funds, and other sources.

In June 2012, SANBAG received word that the California Transportation Commission awarded CMIA savings funding to two SANBAG projects. The I-15/Ranchero Interchange in Hesperia received \$21.1 million and the Tippecanoe Interchange in Loma Linda received \$10 million. Additionally, Authorization for Construction was received for the Tippecanoe project, thus allowing advertising for start of construction.



SANBAG is fortunate to have a steady source of income from Measure I, the ½ cent sales tax for transportation improvements in San Bernardino County. Between 1990-2010, Measure I generated \$1.8 billion in the county. It is estimated that the renewed Measure I, covering 2010-2040, will generate \$4.5 billion for transportation projects during its 30-year life. These funds are distributed on regional transportation projects and allocated back to cities to use in their jurisdictions for transportation improvements.

In the last year, SANBAG celebrated groundbreaking ceremonies and completed projects, as mentioned on pages 4-11 of this publication. Public outreach programs included public information meetings to inform communities about construction projects, scoping meetings to obtain public comments, public hearings to release draft environmental documents, presentations to City Councils, public meetings about new Bicycle, Transit, and Rail studies, the Annual Survey for San Bernardino County, and public surveys to study the feasibility of Express Lanes. Presentations were given at transportation forums, conferences, and summits. Focus groups and emergency responder groups were utilized. Media relations, press conferences, articles in publications, and more helped communicate SANBAG's messages to the public.

Several SANBAG Board Members and staff traveled to Sacramento and Washington, D.C., to advocate for funding of projects in San Bernardino County.

Many of the activities mentioned above are featured on the following pages, or can be found on SANBAG's website: www.sanbag.ca.gov

Raymond W. Wolfe, Ph.D.
SANBAG Executive Director

SANBAG Legislative Platforms

During the past year, SANBAG revised and adopted new State and Federal Legislative Platforms. A Legislative Review Committee was formed and incorporated into the Administrative Policy Committee to discuss legislative issues and take their recommendations to the full Board of Directors.

State Legislative Platform

SANBAG has been advocating for goods movement, air quality, and transit projects.

SANBAG strongly supports the transfer of Ontario International Airport (ONT) from the City of Los Angeles to the Ontario International Airport Authority. Transferring the airport back to the City of Ontario would give local governments the ability to restructure the airport's operations, reduce costs, and increase marketing and promotion of the airport. This will ensure that Southern California has the airport capacity it needs in the long term to protect its economy. The ONT Airport plays a key role in goods movement and passenger impacts in San Bernardino County.

SANBAG has been collaborating with the Gold Line Construction Authority to extend the Gold Line to the City of Montclair. This project will provide another transit alternative for the residents of San Bernardino County and improve the air quality in the South Coast Air District.

Similarly, SANBAG has been working with SCAG on the advancement of engineering and public outreach on the Los Angeles to San Diego via Inland Empire High-Speed Rail (HSR) section. Our agencies have worked cooperatively with the California High-Speed Rail Authority in support of the State's efforts to develop a state-of-the-art high speed passenger rail system in the southern California region. A clear momentum has developed as a result of this collaborative effort to find the best alignment linking Los Angeles and San Diego via the Inland Empire through high speed rail.



Federal Legislative Platform

A group of SANBAG Board members traveled to Washington, D. C. to advocate for a comprehensive Surface Transportation Authorization bill that will put the nation on a path to rebuilding and improving its transportation programs and infrastructure. This trip also amplified awareness about SANBAG's priority projects and funding needs. A brochure (left) highlighting SANBAG's projects was left with legislators and staff.

The I-15/I-215 Devore Junction remains SANBAG's number one priority project. Earlier this year, the environmental document for the Devore Junction was completed and construction is scheduled to begin in 2013. This nationally and regionally significant project will eliminate the chokepoint at the Junction and add lanes to address the severe congestion for the more than one million vehicles traveling through the Junction weekly.

SANBAG continues to seek the highest level of federal formula transportation dollars for San Bernardino County.

Freeway Service Patrol

During the year, the Freeway Service Patrol assisted more than 36,000 motorists on the freeways in the urbanized valley areas. This service helps motorists get their disabled vehicles to

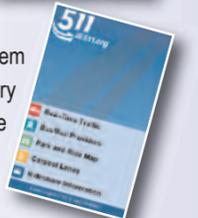


run again or towed off the freeway to a safe location. This service is offered free of charge to the motorist and is a service of SANBAG as a way to reduce delays caused by congestion due to disabled vehicles.



IE511

The 5-1-1 telephone system and IE511.org website celebrated their second year anniversary of service in April 2012. These services provide real time traffic information, commute planning, and rideshare information. During FY 2011/2012, more than 300,000 callers utilized the 5-1-1 system and another 300,000 users visited the website. In February 2012, the IE511 system introduced their IE511 smartphone application for iPhone and android devices – more than 5,500 users have downloaded these applications.



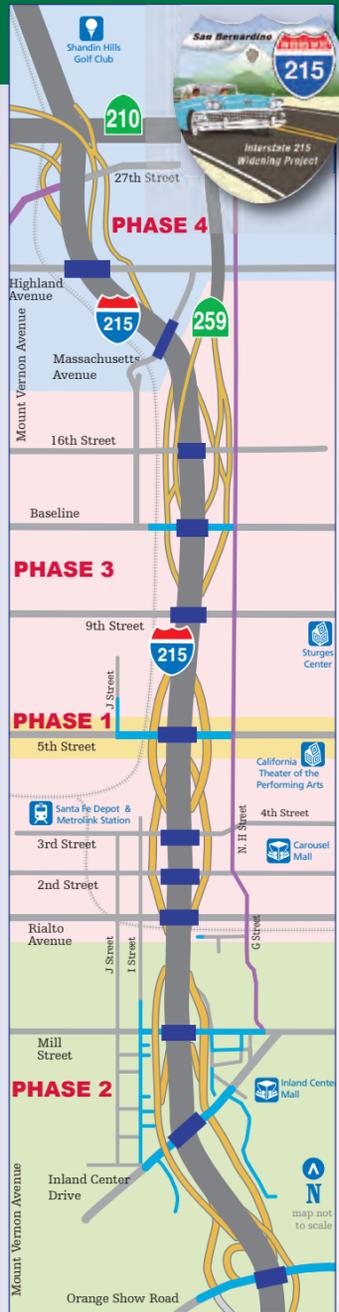
Alternative Fuel Truck Fleet

SANBAG continued its partnership with Ryder System, Inc. as part of the Department of Energy and California Energy Commission grants that SANBAG is administering. During the past year, 202 CNG and LNG (Compressed Natural Gas and Liquid Natural Gas) trucks were ordered and delivered. Of those, 111 trucks are currently being put into service through leases between Ryder and companies such as: Kraft, Fresh and Easy, Staples, CVS, Dean Transportation, and more.

Inland Empire Traffic Management Center (TMC)

The TMC opened its doors in June 2012. SANBAG contributed more than \$6 million toward this LEED Certified project. In FY 2011/2012, SANBAG assisted in the planning of transition and installation of Freeway Service Patrol Program radio communications equipment and Call Box dispatch communications equipment from the Inland Communications Center to the new TMC. The TMC, located at the junction of I-15 & SR-210, is a central operations center to monitor area freeways and identify problems with congestion or traffic flow and then coordinate appropriate responses to keep traffic flowing smoothly.





(above) The overall 7.5 mile project map shows all four phases of the project; (below left) The **215BIGSHIFT** right before the connection was made; (center) aesthetic treatment is incorporated into retaining wall; (right) the flyover connector opens on the I-215/SR-210 Interchange.

This premier project through central San Bernardino is 7.5 miles long and costs \$723 million. Reconstruction of this 50-year old section of I-215 is approaching its final year of construction. It includes construction of 15 bridges, 34 new ramps, expansion from 6 lanes to 10 lanes throughout the project, and construction of two major connectors. Overall completion is set for mid-2013.

This massive project started in 2007 with Phase I (see map left), construction of the 5th Street Bridge, which was completed in 2008. Phase II, which covers the freeway from Orange Show Road to Rialto Avenue, was constructed under the direction of Caltrans. It started in 2007 and was completed in 2010.

Phases III and IV both started construction in the fall 2009 and include the remainder of the project from Rialto Avenue to University Street in north San Bernardino. Phase III is under the direction of SANBAG and Caltrans is the lead in construction of Phase IV, which includes the two major connectors of the I-215/State Route 210 Interchange.

To view video project updates, go to the SANBAG website and click on: "215 in 2:15"



Some of the construction highlights during FY 2011/2012 include:

- ◆ Summer 2011 brought demolition of the Massachusetts Street Bridge at the northern most point of Phase III. SANBAG had constructed the new bridge prior to demolition, then shifted traffic over to the new alignment;
- ◆ During the first quarter, construction began on the second half of both the Baseline Street and Highland Avenue bridges. Half of both bridges was completed and traffic was shifted over to the new portion so work could continue on the other half of these east/west arterial streets;
- ◆ The superstructure for the I-215 North to SR-210 West connector started to take shape in anticipation of an end of the calendar year opening;
- ◆ October included active construction on the new 5th Street southbound on-ramp, as well as the western third of the 2nd Street and 3rd Street overpasses;
- ◆ In December, SANBAG opened the new 5th Street southbound on-ramp and Caltrans opened the new I-215 northbound to SR-210 westbound connector;
- ◆ Demolition and construction of the eastern side of 2nd St. and 3rd St. overpasses started;
- ◆ Retaining wall construction along the BNSF rail line began in Spring 2012 and sound walls on the east side of the freeway started along both the northbound 215 and northbound 259;
- ◆ Highland Avenue and Baseline Avenue were opened to full capacity in both directions with direct off-ramps from northbound 215;
- ◆ The **215BIGSHIFT** in May 2012 was a significant media outreach effort that allowed crews to shift traffic to new pavement, opening up the center portion of the corridor for the final stages of construction; and
- ◆ In June 2012, representatives from both SANBAG and Caltrans, along with elected officials, city of San Bernardino staff, community and business members joined the Moon Family in a dedication of the new Gary Moon Memorial Interchange where the I-215 and SR-210 meet.



Council of Government (COG)

As a Council of Governments (COG), SANBAG is responsible for cooperative regional planning and providing an opportunity for exchanging ideas and initiating improvement measures. The SANBAG Board provides a logical forum for COG discussions as it represents all 24 city jurisdictions and the County as a whole. The COG offers the opportunity to develop solutions to concerns that transcend local boundaries and which are better solved by mutual cooperation. The Management Services Department works with the SANBAG Board to oversee a variety of COG activities.

PACE - Property Assessed Clean Energy Program

SANBAG began work on the PACE Program, which is modeled after a similar program in Western Riverside County. The PACE program will provide \$200 million in private investment to help residential and commercial property owners install energy efficient and water conservation improvements on their properties. This will provide jobs for local contractors and suppliers and lower utility bills for property owners.

Independent Taxpayer Oversight Committee (ITOC)

The ITOC, a five member committee required by the voters with the renewal of Measure I, gave their first report to the SANBAG Board of Directors. The ITOC found Measure I expenditures for FY 2010/2011 were consistent with the Measure I Expenditure Plan. The processes enacted by the Board in the Measure I Strategic Plan and Ten-Year Delivery Plan were adequate and appropriate to ensure compliance with the Expenditure Plan approved by voters.

15th Annual San Bernardino County Survey

For the past 15 years, SANBAG has been a major sponsor of the Annual Survey. Questions related to the County Vision process were incorporated by SANBAG and the County in the survey questionnaire this year. The results of the 2012 Annual Survey can be viewed on the SANBAG website at: <http://www.sanbag.ca.gov/news/documents/2012AnnSurvey.pdf>



25th Annual City-County Conference

SANBAG has co-sponsored the City-County Conference for the past 25 years as a way to bring city and county government elected officials and staff together to identify mutual concerns, discuss solutions, and collaborate on policy development. The 2012 conference focused primarily on implementation of the Countywide Vision goals. Attendees addressed changing demographics and identified strategies and goals to guide the 24 cities and county into the future.

Countywide Vision

At the June 2011 General Assembly, the SANBAG Board of Directors and the County Board of Supervisors unanimously adopted a five-paragraph Countywide Vision statement. The action followed more than six months of planning, community meetings, surveying, expert roundtable discussions, research, and analysis by SANBAG and the County. The statement was subsequently adopted by virtually all of the county's cities and towns, as well as many school districts, water districts, other agencies, and volunteer groups.



The Countywide Vision calls for the creation of a "complete county" that capitalizes on its many assets to collaboratively establish a sustainable system of economic opportunity, education, well-being, and amenities. The Vision acknowledges the many advantages there are for employers, not the least of which is a skilled and educated workforce. The Vision also takes into account that prosperity fuels the elements that account for a rich quality of life, such as education, healthcare, public safety, housing, retail, recreation, arts, and culture.

Since the Vision was adopted in 2011, SANBAG and the County called together groups of stakeholders representing nine elements of a complete, sustainable community to discuss the challenges faced in their respective subject areas and ways in which these challenges can be met.

SANBAG was deeply involved in this process and worked with the County to host subject area workshops for nine key areas of the Countywide Vision: Jobs/Economy, K-12 Education, Higher Education, Public Safety, Housing, Infrastructure, Environment, Water, and Wellness.

The discussions were summarized at the annual City/County Conference in March, and on May 2, 2012, the SANBAG Board and Board of Supervisors met jointly to adopt the first two Regional Implementation Goals:

- ◆ **Partner with all sectors of the community to support the success of every child from cradle to career; and**
- ◆ **Establish San Bernardino County as a model in the state where local government, regulatory agencies, and communities are truly business friendly.**

Continued action on implementing the Vision and these key goals will be part of the work of the SANBAG Plans and Programs Committee. The regional goals are key to creating the collaboration that will be an integral part of the effort to achieve the Vision because success depends on the collective action of multiple element areas.

SANBAG General Assembly, June 2012

SANBAG transportation and COG activities were showcased at the Annual General Assembly, which featured three panel discussions. Congressman Jerry Lewis was honored with the "Lifetime Achievement Award" from SANBAG for his body of work to help the people in San Bernardino County during his nearly five decades of service. The 2012 County Indicators Report was also released. It outlines the key indicators to action, which are critical building blocks to successful community development.

Downtown San Bernardino Passenger Rail Project



This project will extend Metrolink service from the Santa Fe Depot to the new Transit Center in downtown San Bernardino. The plans are now complete and public meetings were held. Environmental approval is expected in fall 2012, with construction to begin in mid-2013. A tower will be constructed for passengers to cross up and over the tracks to board (see rendering above).

Redlands Rail Project, San Bernardino to Redlands

Public meetings were held to discuss plans for the Redlands Passenger Rail Service that will connect San Bernardino to Redlands over a nine mile distance. The Draft Environmental document is completed.

Metrolink East Maintenance Facility (EMF)

Before the Metrolink Extension can begin, a new maintenance facility must be constructed near Mill Street in Colton. The design and bid process have been completed and construction should begin by late summer 2012. Metrolink trains will be stored at the EMF at night, as well as maintained.



sbX Bus Rapid Transit

A groundbreaking ceremony was held and construction commenced on this Bus Rapid Transit project that will run between California State University San Bernardino to Loma Linda University Medical Center.

Metrolink Pedestrian Undercrossing

Dedication of the Rancho Cucamonga Metrolink Pedestrian Undercrossing was held in October 2011. The tunnel under the tracks is well-lighted and provides a safe passage for boarders to access trains arriving in either direction.



Stairway and ramps lead to the tunnel under the tracks.

Downtown San Bernardino Transit Center

A consultant has been selected and design work has begun on this \$16 million facility in downtown San Bernardino. Construction may start in mid-2013.

Expanded Services:

- ◆ VVTA was awarded a FTA grant to provide vanpool services for commuters to and from Victor Valley through the Cajon Pass. This program offers an ongoing subsidy to help offset the cost of the lease of the vanpool vehicle itself.
- ◆ VA "One Call - One Click" Service is for Veterans and their families to obtain transportation information. Mobile phone apps and way-finding technology will be added. IE211 will hire a Veteran as a Veterans Information Specialist.
- ◆ VVTA just began offering bus service to and from Ft. Irwin, near Barstow.
- ◆ The B-V link (Barstow to Victor Valley) is expanding their service into San Bernardino valley for medical and social services.

Victor Valley Transit Authority Facility

In April 2012, SANBAG and officials from throughout the region joined the Victor Valley Transit Authority (VVTA) for the dedication of their new LEED Certified (Gold) facility. This state-of-the-art facility serves as both the administrative offices and maintenance facility for the entire VVTA fleet.



After twenty years of providing transit service to the people of Victor Valley, VVTA moved into this multi-million dollar, sustainable facility located in Hesperia. The grounds include solar paneled shade structures that can generate enough electricity for their entire operations. It also features Compressed Natural Gas dispensers, water recycling rooms, a central dust control system, and a 12,000-gallon underground storage tank with computerized leak detection.



VTrans (Valley Transportation Services)

The newly created Consolidated Transportation Services Agency (CTSA) in the San Bernardino Valley was designated by SANBAG to coordinate transportation services between human service transportation providers and public transit. It is funded through Valley Measure I.

VTrans is a nonprofit agency designed to provide community transportation services by leveraging funds for application to a wide variety of transportation services, providing services directly or through partnerships with other agencies, serve as a source of technical expertise, and support human service agencies on matters relating to transportation. In its broad role, VTrans becomes the third element of the public transportation mix in the county. The three components are: Fixed route transit (OmniTrans); ADA paratransit (Access Services); and Human Service transportation (CTSA).

VTrans along with SANBAG and Pomona Valley Transit Authority won a CalACT Coordination award. In addition, VTrans in partnership with the Department of Aging and Adult Services (DAAS) and VVTA was awarded a CALTRANS Rural New Freedom Grant to administer and expand the DAAS Trip Mileage Reimbursement Program (TRIP) for the Mountain Desert Area, expected to begin in November 2012. VTrans also offers travel training services at no cost for seniors, disabled, and persons of low income to train and orient people on using fixed route public transit services in the San Bernardino Valley. VTrans also funds a variety of local services including partnerships with Pomona Valley Workshop, Community Senior Services, Loma Linda Adult Day Health Care, and Central City Lutheran Mission - all providing direct services for their clients at a less expensive cost than public transit.

CAJON PASS: I-15 / I-215 Devore Junction

This project received approval of the environmental document in February 2012. A design-build contract will be awarded in the fall of 2012 and construction is scheduled to start in early 2013. This \$324 million project has been in the planning stages for many years as funding was pulled together. Numerous public information meetings were held during the past five years to keep the community of Devore informed. This will be another major project in San Bernardino County as the entire junction is redesigned and reconstructed to reduce congestion caused by trucks, recreational vehicles, and commuters.

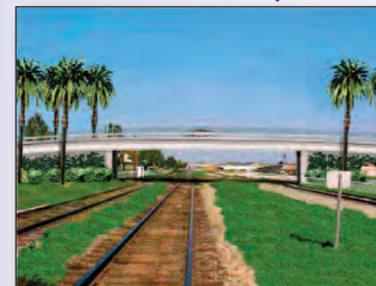


Congestion on I-15 headed north to Devore Junction

State Route 60 Soundwall, Chino

A contract was awarded in January 2012 for the construction of 950 ft. of sound wall and landscaping in the City of Chino.

Hunts Lane Grade Separation, Colton/San Bernardino



A groundbreaking ceremony was held in May 2012 and construction has commenced on this overcrossing above the Union Pacific railroad tracks on Hunts Lane, located on the border between Colton and San Bernardino. It is scheduled to be completed in early 2014.

I-10 and I-15 Express Lanes

As transportation challenges continue to rise in San Bernardino County, SANBAG is looking for solutions to the increasing demand on the highway system. Express Lanes are being explored as a way to manage traffic and provide a portion of the funding for improvements. Traffic and revenue studies are currently ongoing and will be completed in early 2013. This includes public outreach and surveying the public and regional leaders about the feasibility of Express Lanes.

Signal Synchronization Project

Tiers 1 & 2 of the valley-wide signal timing system that improves efficiency and overall operation of local streets is completed, as work continues on Tiers 3 & 4. It has coordinated more than 650 intersections covering 150 miles of roadway, 48 interchanges, and three State Highways. When completed, more than 1,200 signals throughout the valley will have been coordinated, setting the national standard for optimizing local street operation.

Ranchero Road Undercrossing, Hesperia

A groundbreaking ceremony was held in August 2011 in Hesperia for this undercrossing, which is Phase I of a three-phase project.



I-15 / Ranchero Rd. Interchange, Hesperia

This is Phase II of the Ranchero Road series of three phases. Construction is scheduled to commence in October 2012 and be completed in the fall 2014.

Lenwood Road Grade Separation, Barstow

The environmental document approval has been obtained and the right-of-way and design phase are well underway. Construction is scheduled to start in early 2013.

Bear Valley Road Park 'n Ride Lot, Victorville

The Park 'n Ride lot opened in Victorville to a nearly full lot of commuter parking. This is one of the most highly-utilized Park 'n Ride lots in the county.

I-15/La Mesa-Nisqualli Interchange

Following a groundbreaking ceremony in January 2012, construction is well underway. The Interstate 15/La Mesa-Nisqualli Interchange will provide a new east/west cross-over point for local traffic, as well as a freeway access alternative to Bear Valley Road to the south and Palmdale Road to the north. This significant addition to the Victor Valley transportation infrastructure will ultimately ease congestion, improve local circulation and enhance overall safety in and around Interstate 15. The theme "Mission Possible" became the slogan used throughout the Victor Valley communities.



The project is scheduled to be completed in the summer of 2013.





Colton Crossing Rail-to-Rail Grade Separation

Construction commenced on this historic railroad crossing located south of the I-10 Freeway in Colton, where the Union Pacific and BNSF rail lines have crossed for more than 100 years. Top federal, state, and regional transportation officials gathered for this momentous occasion to kick-off the start of construction on November 8, 2011. The \$200 million project is in progress and is scheduled to be completed in late 2013.

I-10 Westbound Widening, Yucaipa to Redlands

Construction is well underway on the westbound lanes of the freeway. The project is scheduled to be open to traffic in the spring of 2013.



North Milliken Grade Separation, Ontario

Construction is moving quickly on this railroad overcrossing over Milliken Avenue in Ontario. It is scheduled to be completed in early 2013.

I-215 Bi-County HOV Gap Closure

With the environmental process complete, this project is ready to proceed to construction in fall 2012. It will add a lane in each direction along the I-215 between San Bernardino and Riverside.

I-215/ Washington & Mt. Vernon Interchange, Colton

The Project Approval and Environmental Document (PA/ED) phase of this interchange will commence during summer 2012.

I-215/Barton Road Interchange, Grand Terrace

PA/ED will be completed this fall at which time the final design and right-of-way phase will commence. Both the Barton Road Interchange and Washington/Mt. Vernon Interchange will follow construction of the Bi-County project listed above.

I-10/Tippecanoe Interchange

Additional funding from CMIA redistribution of savings on projects was awarded to this project in June 2012. A contractor is currently being selected and construction of Phase I is ready to start in fall 2012.

I-10/Citrus Interchange & I-10/Cherry Interchange, Fontana

A joint groundbreaking ceremony was held for both interchanges in March, 2012. Construction has begun on the Citrus Interchange and construction will commence in late summer on the Cherry Interchange. Both will take about two years to complete.



Palm Avenue Grade Separation, San Bernardino

Environmental approval has been obtained and the right-of-way and design phase are well underway. Construction is scheduled to start in early 2013.

Laurel Street Grade Separation, Colton

Environmental approval has been obtained and the right-of-way and design phase are in process. Construction is scheduled to start late 2012.

I-10 / Riverside Interchange, Rialto

Demolition of the old bridge and reconstruction of the new bridge were completed in a record six months. A celebration of completion was held in November 2011, in conjunction with the City of Rialto's Centennial celebration.



I-215 / State Route 210 Gary Moon Memorial Interchange

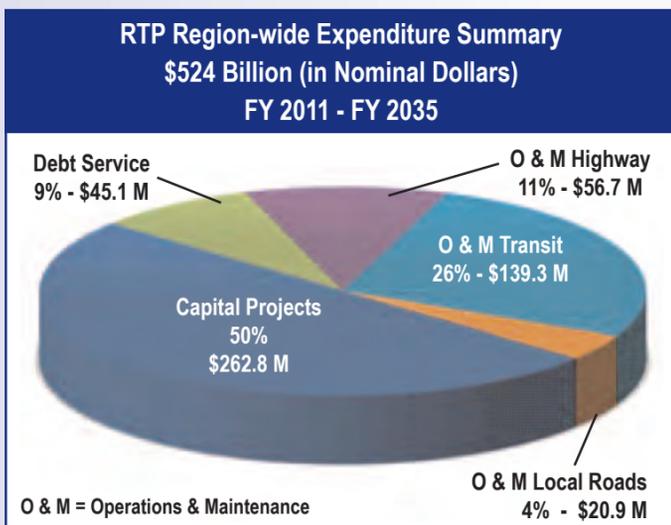
This is Phase IV of the major I-215 Freeway reconstruction project through San Bernardino (see p. 10). The northbound I-215 to the westbound SR-210 flyover was opened in December 2011. A dedication and naming ceremony was held on June 8, 2012, to commemorate naming it the "Gary Moon Memorial Interchange." Mr. Moon was SANBAG's Director of Freeway Construction and a Senate Bill adopted in 2007 named the interchange after him.

Regional Transportation Plan/ Sustainable Communities Strategy

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), titled: **Towards a Sustainable Future.**

The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The RTP/SCS reflects the transportation plans for San Bernardino County and contains specific highway, transit, and non-motorized projects and programs to maintain and improve mobility in the county.

SANBAG was integrally involved in defining projects, providing growth forecasting data, and facilitating input from local jurisdictions in San Bernardino County. The Sustainable Communities Strategy is a newly required element of the Regional Transportation Plan. It integrates land use and transportation strategies that will achieve emission reduction targets established by the California Air Resources Board (CARB) pursuant to Assembly Bill 375. The graphic below shows the distribution of transportation expenditures through 2035 for the Region.

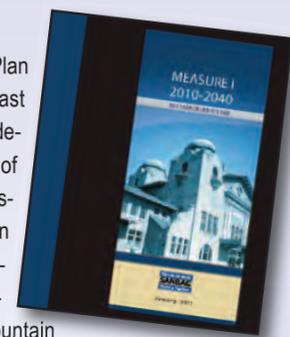


Some of the noteworthy elements of the RTP/SCS for San Bernardino County include:

- ◆ Inclusion of all projects defined in the Measure I 2010-2040 Strategic Plan;
- ◆ Recognition of SANBAG's project development efforts on freeway, passenger rail, rail/highway grade separation, and interchange projects;
- ◆ Increased focus on land use planning around transit corridors;
- ◆ A substantially increased emphasis on active transportation (bicycling and walking facilities); and
- ◆ Recognition of the need for future funding to keep pace with highway and transit infrastructure and maintenance needs.

Programming

The adoption of the Ten-Year Delivery Plan was a major accomplishment during the past year. Input was received from all SANBAG departments. This delivery plan includes a total of 35 major projects that SANBAG and its jurisdictions anticipate delivering in the first ten years of Measure I 2010-2040. It encompasses highway programs to transit programs, from the Valley regions to the Mountain Desert regions. Each project was analyzed for its scope, cost, schedule, and risk. A complete funding plan was provided for each project to ensure the plan can be measured for its performance and transparency. The Ten-Year Delivery Plan includes program funding strategies that leverage all of SANBAG's state, federal, Measure I, and local contribution funds to deliver a robust transportation infrastructure improvement program.



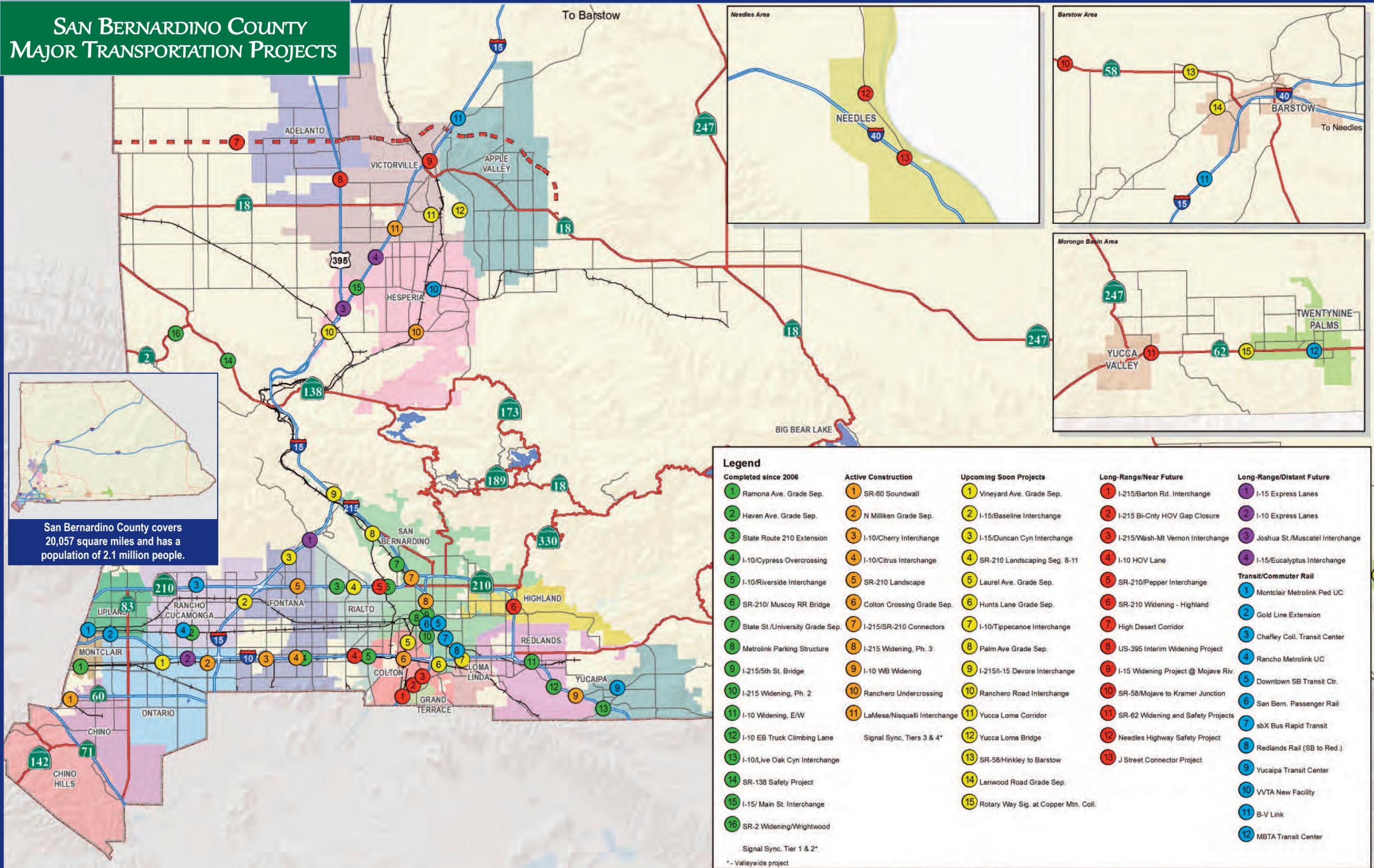
Working with Southern California Association of Governments (SCAG), Department of Transportation (Caltrans), and Federal Highway Administration (FHWA), the SANBAG Programming staff successfully completed 24 Federal Transportation Improvement Program (FTIP) amendments that made the delivery of all significant projects in San Bernardino County possible.

Programming's creative funding strategies allowed SANBAG to deliver record-breaking projects in this hard-hit economy. Successes include:

- ◆ SANBAG delivered 123% federal funds (CMAQ and STP) Obligation Authority (OA), and received an additional \$2.7 million OA from the August redistribution;
- ◆ SANBAG worked closely with Caltrans and the California Transportation Commission (CTC) and successfully secured an additional \$21 million CMIA funds for the I-15/La Mesa Nisqualli Interchange project;
- ◆ SANBAG successfully secured \$106 million programming capacity in the new 2012 STIP that provided critical STIP funding for projects such as I-15/I-215 Devore Junction and the I-10 corridor widening;
- ◆ SANBAG successfully provided \$54 million in federal funding to keep the delivery commitments of the I-10/Citrus Interchange and I-10/Cherry Interchange projects intact when state funds were not available;
- ◆ SANBAG successfully recycled \$1.4 million in STIP TE (Transportation Enhancement) savings and delivered additional unplanned projects;
- ◆ SANBAG successfully strategized the CMIA nomination of \$50 million CMIA savings that will provide needed funds to fully fund projects that were impacted by a local funding shortfall; and
- ◆ SANBAG's Planning/Programming in-house staff designed a web-based programming database which provides transparent project information sharing, as well as a fully functioning web-based database that automated the FTIP amendment process that allows local jurisdictions to submit FTIP amendments via a Web platform.

With SANBAG's Programming staff's assistance in tracking and monitoring of federally-funded project expenditures, no funds were lost as a result of federal project inactivity.

SAN BERNARDINO COUNTY MAJOR TRANSPORTATION PROJECTS



San Bernardino County covers 20,057 square miles and has a population of 2.1 million people.

Completed since 2006	Active Construction	Upcoming Soon Projects	Long-Range/Near Future	Long-Range/Distant Future
1 Ramona Ave. Grade Sep.	1 SR-80 Soundwall	1 Vineyard Ave. Grade Sep.	1 I-215/Barton Rd. Interchange	1 I-15 Express Lanes
2 Haven Ave. Grade Sep.	2 N Milliken Grade Sep.	2 I-15/Baseline Interchange	2 I-215 Bi-Cnty HOV Gap Closure	2 I-10 Express Lanes
3 State Route 210 Extension	3 I-10/Cherry Interchange	3 I-15/Duncan Cyn Interchange	3 I-215/Wash-Mt Vernon Interchange	3 Joshua St./Muscatel Interchange
4 I-10/Cypress Overcrossing	4 I-10/Citrus Interchange	4 SR-210 Landscaping Seg. 8-11	4 I-10 HOV Lane	4 I-15/Eucalyptus Interchange
5 I-10/Riverside Interchange	5 SR-210 Landscape	5 Laurel Ave. Grade Sep.	5 SR-210/Pepper Interchange	Transit/Commuter Rail
6 SR-210/ Muscoy RR Bridge	6 Colton Crossing Grade Sep.	6 Hunts Lane Grade Sep.	6 SR-210 Widening - Highland	1 Montclair Metrolink Ped UC
7 State St./University Grade Sep.	7 I-215/SR-210 Connectors	7 I-10/Tippecanoe Interchange	7 High Desert Corridor	2 Gold Line Extension
8 Metrolink Parking Structure	8 I-215 Widening, Ph. 3	8 Palm Ave Grade Sep.	8 US-395 Interim Widening Project	3 Chaffey Coll. Transit Center
9 I-215/5th St. Bridge	9 I-10 WB Widening	9 I-215/I-15 Devore Interchange	9 I-15 Widening Project @ Mojave Riv.	4 Rancho Metrolink UC
10 I-215 Widening, Ph. 2	10 Rancho Undercrossing	10 Rancho Road Interchange	10 SR-58/Mojave to Kramer Junction	5 Downtown SB Transit Ctr.
11 I-10 Widening, E/W	11 LaMesa/Nisqualli Interchange	11 Yucca Loma Corridor	11 SR-62 Widening and Safety Projects	6 San Bern. Passenger Rail
12 I-10 EB Truck Climbing Lane	Signal Sync, Tiers 3 & 4*	12 Yucca Loma Bridge	12 Needles Highway Safety Project	7 sbX Bus Rapid Transit
13 I-10/Live Oak Cyn Interchange		13 SR-58/Hinkley to Barstow	13 J Street Connector Project	8 Redlands Rail (SB to Red.)
14 SR-138 Safety Project		14 Lenwood Road Grade Sep.		9 Yucaipa Transit Center
15 I-15/ Main St. Interchange		15 Rotary Way Sig. at Copper Mtn. Coll.		10 VVTA New Facility
16 SR-2 Widening/Wrightwood				11 B-V Link
	Signal Sync, Tier 1 & 2*			12 MBTA Transit Center

* - Valleywide project