

MAJOR PROJECTS

Quarterly Project Status Briefing

January 2009 Through March 2009



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Disclaimer

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**MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of March 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 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 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

- CMAQ – Congestion Mitigation & air Quality Program
- STP – Surface Transportation Program
- TEA – Transportation Enhancement Activity
- DEMO – Demonstration Project
- PNRS – Project of National & Regional Significance
- IMD – Interstate Maintenance Discretionary
- SAFETEA – LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act

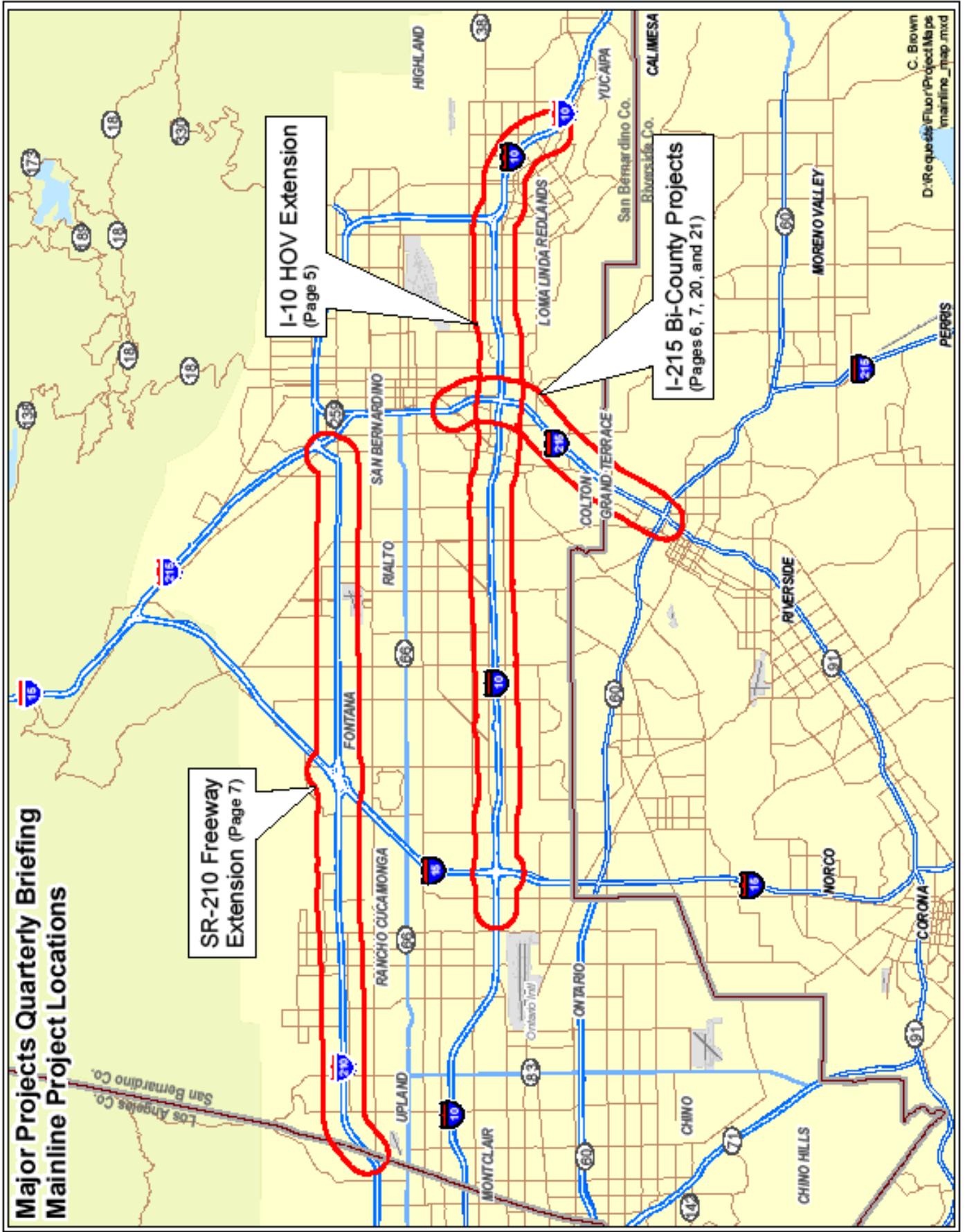
STATE

- 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

Major Projects Quarterly Briefing Mainline Project Locations



C. Brown
D:\Requests\Floor Project Maps
mainline_map.mxd

I-10 High Occupancy Vehicle (HOV) Extension

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[Sept 2010]
Design Approved - ROW Certified	[2014]
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 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:

- The Project Approval and Environmental Document contract was awarded at the July 2007 SANBAG Board meeting.
- Project development team (PDT) meetings are occurring monthly.
- Briefings were made in May 2008 to the 3 county supervisors whose districts are covered by the project.
- Several preliminary engineering design and environmental studies (i.e. drainage, noise, traffic, earthquake etc.) are continuing per plan for both a "full" and "reduced" standard alternative, and are on schedule.

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:

Marie Marston
(909) 884-8276
mmarston@sanbag.ca.gov

I-215 Bi-County Widening (Ultimate)

Map of Project:



Project Scope Summary:

- This project will widen the I-215 corridor between the 60/91/215 interchange (located in Riverside County) and the Orange Show Road interchange (located in San Bernardino County). The improvements will widen the existing freeway to meet approved traffic projections and are proposed to be phased with an “interim” and “ultimate” solution.
- The “ultimate” solution anticipates the existing three general purpose lanes in each direction will be increased to four general purpose lanes and one car pool lane in each direction (“4/1”).
- The “interim” solution would provide one HOV (“carpool”) lane in each direction and is known as the I-215 Bi-County HOV Gap Closure project.

Project Status and Continuing Activities:

- In the development of the strategic plan for the new Measure I 2010-2040 program, it was recognized that some innovative means would need to be employed to deliver all the projects included in the Measure within the revenue projections. An innovative mean was to deliver an initial down scoped project (I-215 Bi County HOV Gap Closure) in the near term, followed with the ultimate I-215 Bi-County Widening. This recommended delivery plan for these aforementioned projects was approved by the Board on February 4, 2009.
- As of February 4, 2009, the I-215 Bi-County Widening (Ultimate) project is “On-Hold” and project development activities are moving forward on the I-215 Bi-County HOV Gap Closure project.

Project Notes of Interest:

- The budgetary cost estimate values reflect the “ultimate” build and are all estimated in “2006/07” dollars and do not account for future escalation of costs.

Issues Being Worked:

- None at this time.

Primary Project Contact: Gilbert Betancourt
(909) 884-8276
gbetancourt@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	May 2003
Study Report Approved	TBD
PA/ED Approved	TBD
Design Approved - ROW Certified	TBD
Construction Notice to Proceed	TBD
Complete for Beneficial Use	TBD
Project Complete – Contract Close	TBD

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$9,487
Final Design	\$36,270
ROW Certification	\$688,670
Utility Relocation	-Incl in Constr-
Construction	\$475,590
Total	\$1,210,017

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$7,115
RCTC	\$2,372
Future State, Fed, Local	\$1,200,530
Total	\$1,210,017

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

Map of Project:



Project Scope Summary:

- This project proposes to construct a High Occupancy Vehicle (HOV) lane in each direction on the I-215 Corridor between the SR-60/SR-91/I-215 and Orange Show Road Interchanges by reconstructing the inside and outside shoulders and restriping the lanes resulting in three general purpose lanes and one high occupancy vehicle lane (carpool lane) in each direction.

Project Status and Continuing Activities:

- On February 4, 2009, the SANBAG Board approved the project to be a priority for committing funds to it and approved a budget amendment to include it as a new task in FY 08/09.
- On March 4, 2009, the SANBAG Board approved a Cooperative Agreement between SANBAG and RCTC establishing a Bi County partnership and thereby agreeing to proceed with project development activities and sharing financial responsibilities, as detailed in the Agreement, for the Project Approval and Environmental Document (PA&ED) phase of the project. SANBAG's share of cost is estimated at \$4.8 million and RCTC's share of cost is estimated at \$1.3 million.
- Pursuant to the Cooperative Agreement between SANBAG and RCTC, SANBAG is the lead agency for the project and shall enter into a Cooperative Agreement with Caltrans. It is anticipated a Cooperative Agreement between SANBAG and Caltrans will be presented to the Board at its regularly scheduled meeting in May 2009. Staff will recommend the approval of the agreement, which defines the roles and responsibilities of SANBAG and Caltrans for the PA&ED phase of the project.
- The existing engineering and environmental contracts with LAN and LSA will be amended to include the I-215 Bi County HOV Gap Closure project in their respective contracts. Staff intends to recommend the approval of the amendments at the regularly scheduled Board meeting in May 2009.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	February 2009
Study Report Approved	-incl. in PA/ED-
PA/ED Approved	[June 2010]
Design Approved - ROW Certified	[December 2011]
Construction Notice to Proceed	[January 2012]
Complete for Beneficial Use	[June 2014]
Project Complete – Contract Close	[June 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$6,120
Final Design	\$10,287
ROW Certification	\$5,384
Construction	\$145,673
Total	\$167,464

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$131,744
RCTC	\$35,720
Total	\$167,464

Project Notes of Interest:

- The Budget estimate accounts for future escalation of costs at a rate of 3% per year. The cost estimate in FY 08/09 is \$150 million.
- The project is considered an operational improvement project with a well defined purpose and need, and scope of work. The project is moving forward with a combined PSR/PR and an accelerated schedule. Changes to this status will impact the schedule.

Issues Being Worked:

- The PA&ED phase commenced in February 2009 and there are no issues. PDT meetings are scheduled to reoccur every third Tuesday of every month at SANBAG's Super Chief Conference Room from 1:00 – 2:00 pm

Primary Project Contact:

Gilbert Betancourt
(909) 884-8276
gbetancourt@sanbag.ca.gov

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

Map of Project:



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	[Oct 2008]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	Caltrans
Project Report	Caltrans
Final Design	\$24,139
ROW Certification	Caltrans
Utility Relocation	Caltrans
Construction	\$205,893
Totals	\$230,762

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	\$117,588
Total	\$230,762

Project Scope Summary:

- NOTE: Segments 1 through Segment 8 are complete and are not included in this Project Data Sheet.
- 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).
- Major infrastructure improvements along this portion of the mainline include the following:
 - Four interchanges – Ayala Drive, Riverside Avenue, Pepper Avenue (future) and State Street.
 - Ten new bridge structures
 - Four existing bridge widenings
 - Extensive sound wall, retaining wall and slope paving work
 - Major storm drain improvements at State Street
 - Cactus Channel improvements from Sierra to Ayala

Project Status and Continuing Activities:

- The freeway was opened to traffic as of July 24, 2007 and in March 2008 Caltrans signed the 100% completion notice for all work except segment 11 early which includes remaining punch list items. All project punch list activities were accepted by Caltrans on June 23, 2008.
- The construction contracts for both the mainline and early projects were closed out in December 2008 and were within the approved budgets.
- Restoration/Re-vegetation efforts for environmentally sensitive areas in Lytle Creek will be performed by Caltrans.

Project Notes of Interest:

- The Muscoy railroad bridge retrofit was previously removed from the SR-210 Mainline contract via an approved change order and the construction contract has since been 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-June 2009, approximating 2 months earlier than the Baseline schedule. 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.

Issues Being Worked:

- None.

Primary Project Contact: Steve Yench
(909) 884-8276 x147
syench@sanbag.ca.gov

I-10 Widening – Redlands

Map of Project:



Project Scope Summary:

- This project will widen I-10 by adding one general purpose lane in each direction between Orange Street and Ford Street. The current I-10 median will be used to add the lane. This project requires the following work:
 - At the eleven current bridge locations, additional deck and supports will be built in the median area between the existing eastbound and westbound bridge structures
 - The outside edge (shoulder) of all existing bridges will be retrofitted to provide new barrier rail and sound walls.
 - Multiple freeway signs will be replaced.
- The project is completely within the City of Redlands.

Project Status and Continuing Activities:

- The east bound lanes were open to traffic in November 2007 and the west bound lanes were open to traffic in December 2007.
- All construction punch list activities were accepted by Caltrans on May 13, 2008.
- Landscaping plant establishment is ongoing and is anticipated to be complete by April 2009.
- After plant establishment is accepted by Caltrans and the drainage issues have been solved, SANBAG will start the process of closing out the project.

Project Notes of Interest:

- For this project, right-of-way and utility relocation were not required.

Issues Being Worked:

- There are some drainage issues.

Primary Project Contact: Herald Lantis
 (760) 802-7730 (cell)
 andrea@cm4sanbag.com

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jun 1998
Study Report Approved	Aug 1999
PA/ED Approved	Mar 2005
Design Approved - ROW Certified	May 2005
Construction Notice to Proceed	Oct 2005
Complete for Beneficial Use	Dec 2007
Project Complete – Contract Close	[2009]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	\$562
Final Design	\$3,513
ROW Certification	\$0
Utility Relocation	\$0
Construction	\$53,869
Totals	\$57,944

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$3,602
- STP	\$28,770
State - TCRP	\$10,000
Measure I	\$15,572
Total	\$57,944

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:

- The Engineering Consultant Contract was approved at the September 2007 SANBAG Board meeting.
- 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 95% design package was submitted to Caltrans for approval on December 19, 2008.
- The draft geotechnical report shows that the soil nail wall was not suitable for the existing subsurface conditions.
- A “99% Design package” is scheduled to be submitted to CT in Mid-April with full design details for the new type of retaining wall.
- Discussions with the city of Yucaipa on drainage, R/W and wall aesthetics issues are continuing.

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 reflective of the construction timing (“2010/11” dollars).

Issues Being Worked:

- None

Primary Project Contact: Stephen Yench
(909) 884-8276
SYench@sanbag.ca.gov

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	[Oct 2009]
Construction Notice to Proceed	[2009]
Complete for Beneficial Use	[2011]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary (\$ 000's)

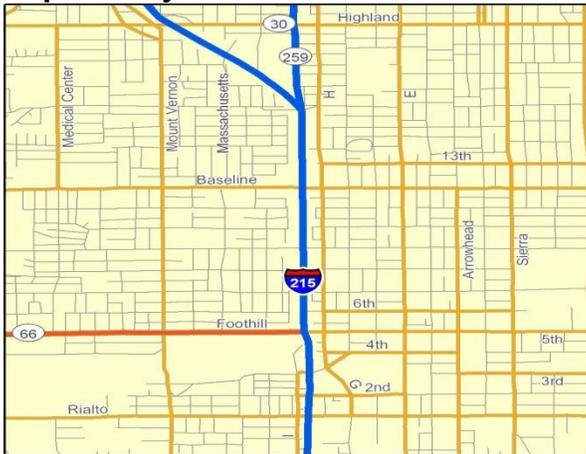
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$964
Final Design	\$3,044
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$37,875
Totals	\$42,194

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	\$5,400
Construction	\$289,482
Totals	\$423,813

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$67,256
- STP	\$82,500
- DEMO	\$2,063
- PNRS (IVDA Co-op)	\$11,960
State - RIP	\$172,755
- TCRP	\$5,517
- CMIA	\$49,120
Measure I	\$32,642
Total	\$423,813

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.
- See the "I-215 Widening – 'Early' (5th Street Bridge)" Project for additional information.

Project Status and Continuing Activities:

- This project was previously being designed in two separate construction packages due to funding restrictions. Now, funding is available to combine the two separate packages into one package. The SANBAG Board approved the recommended change at the May 2007 meeting.
- Received plans approval from Caltrans in December 2008.
- Right of Way - 100 of 157 land parcels have been acquired. Efforts are continuing to obtain balance of land requirements
- The agreements with Burlington Northern Santa Fe for the widened crossing and structures were approved by SANBAG Board in January 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 design and construction.
- Caltrans is administering the right of work for this project.

Issues Being Worked:

- Many land parcels are still required to be acquired. The construction start date is dependent upon timely possession of this right of way.
- Project is utilizing ARRA funding to augment State funding not currently available.

Primary Project Contact: Dennis Saylor
(909) 884-8276
dsaylor@sanbag.ca.gov

I-215 Widening – “Early” (5th Street Bridge)

Map of Project:



Project Scope Summary:

- This project replaces the existing 5th Street bridge with a wider and longer structure over the existing I-215 freeway and Burlington Northern Santa Fe (BNSF) railroad tracks. This project is being executed in preparation for the “I-215 Widening – Central San Bernardino” project, which adds lanes along I-215.
- Completion of this project will not immediately improve traffic capacity. However, it will accommodate the future traffic from the proposed I-215 “on/off” ramps.
- This project modifies the intersections with 5th Street at “H” Street and “J” Street.

Project Status and Continuing Activities:

- As of December 2008, construction was completed.
- The completed bridge was open to unrestricted traffic on November 7, 2008.
- The contractor finalized the work requested by Caltrans.
- In 2009 as builts will be completed and the project will be closed.

Project Notes of Interest:

- Measure I funding will be used for construction support and for any construction costs over the \$25 million Traffic Congestion Relief Program funding limit.

Issues Being Worked:

- A Stop Notice was filed by Atkinson subconsultants.

Primary Project Contact: Andrea Nieto
(909) 884-8276
anieto@sanbag.ca.gov

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	June 2006
Construction Notice to Proceed	Jan 2007
Complete for Beneficial Use	Nov 2008
Project Complete – Contract Close	[2009]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	- Caltrans -
ROW Certification	\$40
Utility Relocation	- Caltrans -
Construction	\$26,358
Totals	\$26,398

Funding Summary (\$ 000's)

Funding Source	Amount
State - TCRP	\$19,483
BNSF	\$1,246
Measure I	\$5,669
Total	\$26,398

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.

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	April 2007
Construction Notice to Proceed	Dec 2007
Complete for Beneficial Use	[Nov 2010]
Project Complete – Contract Close	[2011]

Project Status and Continuing Activities:

- As of December 2008, construction is approximately 42% complete for the total project.
- Construction notice to proceed given in December 2007.
- Installation of drainage facilities and relocation of utilities are in progress.
- Median widening work is complete and traffic was switched to use the median in August 2008.
- Bridge and retaining walls construction is in progress.
- Required modifications to local streets and intersections are continuing.

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

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.

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

Issues Being Worked:

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

Primary Project Contact: Herald Lantis
(909) 875-6029 x213
heraldl@cm4sanbag.ca.gov

I-10 and Cherry Avenue

Map of Project:

**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.
 - Provide extensive improvements at the Cherry-Slover intersection and improve the Cherry-Valley intersection.

Project Status and Continuing Activities:

- The project Environmental phase with preliminary engineering was performed by the County of San Bernardino and completed in February 2009.
- SANBAG has initiated the final design consultant contract.
- This project was combined with the interchange at Citrus Avenue and also auxiliary lanes along I-10. At the August 2008 Board meeting, SANBAG separated these 3 projects. The I-10 auxiliary lanes project will be completely performed by Caltrans and will no longer be reported by SANBAG.

Project Notes of Interest:

- The budgetary cost estimate for construction is estimated in 2010 dollars.
- County will lead the right of way appraisals and acquisition.

Issues Being Worked:

- Construction funding may require some debt-financing against Measure I 2010-2040 if no other Federal/State funding sources are identified prior to ROW Certification milestone.

Primary Project Contact:

Marie Marston
(909) 884-8276
mmarston@sanbag.ca.gov

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

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.

Project Status and Continuing Activities:

- The Environmental phase with preliminary engineering performed by the City of Fontana was completed in December 2008.
- SANBAG has initiated the final design consultant contract.
- This project was combined with the interchange at Cherry Avenue and also auxiliary lanes along I-10. At the August 2008 Board meeting, SANBAG separated these 3 projects. The I-10 auxiliary lanes project will be completely performed by Caltrans and will no longer be reported by SANBAG.

Project Notes of Interest:

- The budgetary cost estimate for construction is estimated in 2010 dollars.
- City will lead the right of way appraisals and acquisition.

Issues Being Worked:

- Construction funding may require some debt-financing against Measure I 2010-2040 if no other Federal/State funding sources are identified prior to ROW Certification milestone.

Primary Project Contact:

Marie Marston
(909) 884-8276
mmarston@sanbag.ca.gov

I-10 and Live Oak Canyon Road

Map of Project:



Project Scope Summary:

- This project will widen and realign the I-10 and Live Oak Canyon Road interchange. Specifically, this project will provide the following operational improvements:
 - Reconstruct the road between Calimesa Boulevard and Outer Highway South.
 - Replace current two-lane bridge with a new five-lane bridge.
 - Eastbound and westbound ramps will be widened and realigned, and traffic signals will be installed.
- This project is completely within the city boundary of Yucaipa.

Project Status and Continuing Activities:

- As of December 2008, construction is approximately 80% complete and on schedule. The plan includes construction of a new bridge east of the existing bridge (east bridge), switch traffic, demolish the existing bridge then construct a new bridge at the location of the demolished bridge (west bridge).
- Traffic was "switched" to the new bridge (east bridge) in July 2008 as planned.
- The original bridge was demolished in August 2008 and the construction of the new west bridge is ongoing. The substructure for the west bridge was completed in October and the stems and soffit were poured early December 2008.
- All existing ramp closures were successfully performed and all ramps have been constructed and aligned to the new bridges. The eastbound off ramp modifications for final alignment were completed in December 2008.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 1995
Study Report Approved	-Incl in PR -
PA/ED Approved	Sept 1998
Design Approved - ROW Certified	May 2007
Construction Notice to Proceed	Sept 2007
Complete for Beneficial Use	[Apr 2009]
Project Complete – Contract Close	[2009]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$150
Final Design	\$1,969
ROW Certification	\$2,771
Utility Relocation	\$490
Construction	\$14,984
Totals	\$20,364

Funding Summary
(\$ 000's)

Funding Source	Amount
State - TCRP	\$9,679
City of Yucaipa	\$10,385
Measure I	\$300
Total	\$20,364

Project Notes of Interest:

- During the design phase, work was halted because the Traffic Congestion Relief Program (TCRP) funding for all projects was suspended from 2002 to 2005.
- The City of Yucaipa participated in the cost to finalize the design of the project, complete the right of way requirements, and construction of the interchange.
- SANBAG and the City of Yucaipa are working closely to monitor all construction and construction management costs.

Issues Being Worked:

- None.

Primary Project Contact: Gary Shippy
(909) 875-6029 x221
GaryS@cm4sanbag.com

I-10 and Riverside Avenue

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1995
Study Report Approved	Mar 1997
PA/ED Approved	May 1999
PA/ED (Reexamined) Approval	April 2008
Design Approved - ROW Certified	[Apr 2009]
Construction Notice to Proceed	[Aug 2009]
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

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 initiated by the City of Rialto. SANBAG assumed the project management responsibilities by execution of a Cooperative Agreement with the City in December 2005.
- Multiple cooperative agreements are being developed between the County of San Bernardino and the City of Colton to define responsibilities and activities during construction, including impacts of detour traffic.
- Environmental approval was received in April 2008.
- Right of way acquisition has begun and is on-going. Right of way is expected by April 2009.
- Design approval is expected in April 2009.

Project Notes of Interest:

- To effectively manage the construction contract, an escrow account has been established by the City prior to construction. The Escrow Agreement was approved in March 2009.
- Construction is anticipated to begin in late August 2009.

Issues Being Worked:

- Establishment of the various Co-operative Agreements requires continued attention to maintain the planned schedule.
- Right of way certification by April 2009 is critical to maintain schedule.

Primary Project Contact:

Marie Marston
(909) 884-8276
mmarston@sanbag.ca.gov

I-10 and Tippecanoe Avenue

Map of Project:



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 with 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 Modified Access Report Design Fact Sheets and Geometric Approval Drawings were submitted to Caltrans for review and approval.
- RMC is preparing the Draft Modified Access Report (MAR).
- The supplemental traffic report was finalized and submitted to Caltrans for its review and approval.
- Environmental technical studies have been submitted to Caltrans for review and comment. Official approval is contingent upon approval of the Modified Access Report (MAR).
- The Right of Way (ROW) Data Sheet is being updated.
- It was decided that Caltrans will provide SANBAG with Right of Way services. In the following months Caltrans and SANBAG will be working on the Co-Op Agreement for Right of Way.
- Caltrans will revise the freeway agreement with the Cities of San Bernardino and Loma Linda.

Project Notes of Interest:

- Design changes have been implemented that significantly reduce community/cultural impacts.

Issues Being Worked:

- None.

Primary Project Contact: Andrea Nieto
(909) 884-8276
anieto@sanbag.ca.gov

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]
Project Complete – Contract Close	[2015]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	\$438
Project Report	\$1,910
Final Design	\$3,663
ROW Certification	\$30,000
Utility Relocation	\$1,825
Construction	\$25,300
Totals	\$63,136

Funding Summary
(\$ 000's)

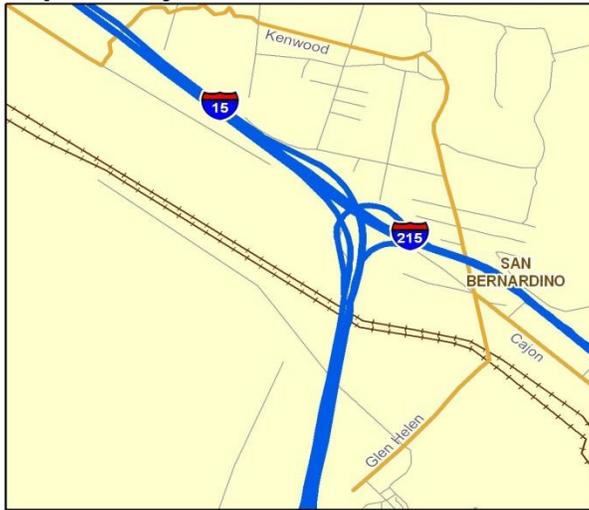
Funding Source	Amount
Federal - DEMO	\$25,300
- PNRS	\$18,500
State - IIP	\$2,500
Measure I, Cities	\$16,836
Total	\$63,136

I-15 and I-215 Corridors

Type: Interchange

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 will review the viability of adding truck lanes along I-15 to by pass the interchange.

Project Status and Continuing Activities:

- In April 2008, the CTC approved SANBAG's application for \$118 million of TCIF funding.
- The Preliminary Environmental Analysis Report was approved in January 2009.
- 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.

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 start 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.

Issues Being Worked:

- None.

**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

Primary Project Contact:

Dennis Saylor
(909) 884-8276
DSaylor@sanbag.ca.gov

**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

I-215 and Barton Road

Map of Project



Project Scope Summary:

- This project will replace the I-215 and Barton Road interchange to accommodate the future widening of the freeway. Refer to the "I-215 Bi-County Widening (Ultimate)" project for additional information.
- This interchange reconstruction will involve the realignment of the on and off ramps, including major realignment of local streets and will greatly improve traffic operations by accommodating higher traffic volumes at the interchange.

Project Status and Continuing Activities:

- SANBAG and the Riverside County Transportation Commission entered into a Cooperative Agreement in May 2003 to share the cost for consultant services through completion of the Project Report. (75% SANBAG, 25% RCTC)
- From early PA/ED efforts, two preferred alternatives were developed and analyzed. The updated costs for right of way caused the project cost to be in excess of the PSR estimates. A decision was made to suspend project development team meetings and focus continued design activities toward investigating a less costly solution.
- An alternative was developed that is cost effective and meets the purpose and need of the project. The alternative was presented to the Grand Terrace City Council in January 2009 for conceptual approval and is considered locally preferred; however, three alternatives are being carried through PA&ED and is anticipated the locally preferred alternative will be the approved and environmentally cleared alternative. Project Approval and Environmental Clearance is anticipated to be completed by the end of 2010.
- Project Development Team meetings are underway and project development activities are moving forward.

Project Notes of Interest:

- This interchange project is being accelerated ahead of the ultimate mainline I-215 corridor work to alleviate immediate traffic conditions; however, it will be completed after the completion of the I-215 Bi County HOV Gap Closure project.
- The budget estimate accounts for future escalation of costs at a rate of 3% per year. The cost estimate in FY08/09 is \$100 million.
- Funding for final design, right of way and construction must still be identified and secured.

Issues Being Worked:

- None at this time.

Primary Project Contact: Gilbert Betancourt
(909) 884-8276
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 2006
Study Report Approved	April 2007
PA/ED Approved	[December 2010]
Design Approved - ROW Certified	[June 2012]
Construction Notice to Proceed	[July 2012]
Complete for Beneficial Use	[June 2015]
Project Complete – Contract Close	[June 2015]

Budgetary Estimate Summary
(\$ 000's)

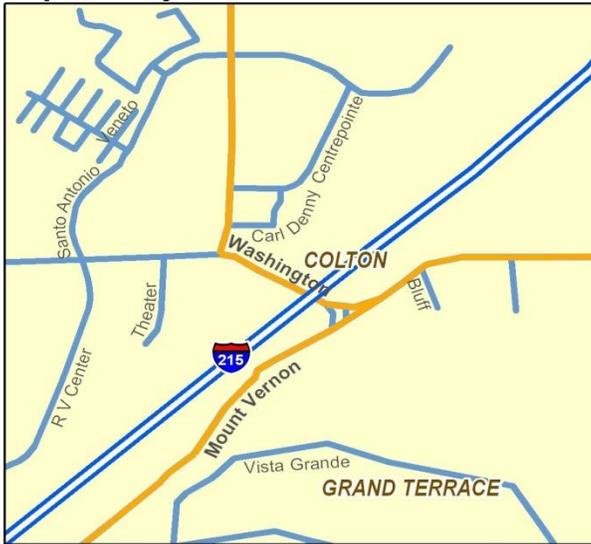
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$4,121
Final Design	\$6,930
ROW Certification	\$21,855
Utility Relocation	-Incl in Constr-
Construction	\$80,689
Totals	\$113,595

Funding Summary
(\$ 000's)

Funding Source	Amount
Future Fed, State, Local	\$109,474
Measure I	\$3,091
RCTC	\$1,030
Total	\$113,595

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 to accommodate the future widening of the mainline. Refer to the "I-215 Bi-County Widening (Ultimate)" project for additional information.
- This interchange reconstruction will involve the realignment of the on and off ramps, including major realignment of local streets and will greatly improve traffic operations by accommodating higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- SANBAG and the Riverside County Transportation Commission entered into a Cooperative Agreement in May 2003 to share the cost for the consultant services through completion of the Project Report. (75% SANBAG, 25% RCTC)
- This project is in the project study report phase and the construction and right of way costs update resulted in the project costs to be in excess of current estimates. A decision was made to suspend project development team meetings and focus continued design activities toward investigating a less costly solution.
- Two alternatives were developed that are cost effective and meet the purpose and need of the project. The two alternatives were presented to City of Colton staff and a consensus was reached that the two alternatives would be carried through the PA&ED project development process. Project Approval and Environmental Clearance is anticipated to be completed by the end of 2011.
- Project Development Team meetings are underway and project development activities are moving forward.

Project Notes of Interest:

- This interchange project is being accelerated ahead of the ultimate mainline I-215 corridor work to alleviate immediate traffic conditions; however, it will be completed after the completion of the I-215 Bi County HOV Gap Closure and the reconstruction of the I-215 Barton Road interchange projects.
- The budget estimate accounts for future escalation of costs at a rate of 3% per year. The cost estimate in FY 08/09 is \$100 million.
- Funding for final design, right of way and construction, must still be identified and secured.

Issues Being Worked:

- None at this time.

Primary Project Contact: Gilbert Betancourt
(909) 884-8276
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	[Dec 2009]
PA/ED Approved	[Dec 2011]
Design Approved - ROW Certified	[June 2013]
Construction Notice to Proceed	[July 2013]
Complete for Beneficial Use	[June 2016]
Project Complete – Contract Close	[June 2016]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$4,184
Final Design	\$7,098
ROW Certification	\$22,510
Utility Relocation	-Incl in Constr-
Construction	\$83,110
Totals	\$116,902

Funding Summary
(\$ 000's)

Funding Source	Amount
Future Fed., State, Local	\$112,718
Measure I	\$3,138
RCTC	\$1,046
Total	\$116,902

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)	July 2007
Combined PR "Memo to File"	[Oct 2008]
Design Approved - ROW Certified	[Nov 2008]
Construction Notice to Proceed	[Aug 2009]
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	\$138,967
Total	\$156,638

Funding Summary
(\$ 000's)

Funding Source	Amount
State - RIP	\$44,738
- CMIA	\$81,000
- STIP	\$25,000
Measure I	\$5,900
Total	\$156,638

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 1) 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.
- The 100% final design package was submitted to Caltrans HQ on December 10, 2008.
- Uncertainty of CMIA bond funding for this project has created an opportunity for advancement under the federal stimulus program.

Project Notes of Interest:

- The cost estimate for right of way and construction reflect the anticipated cost in the year of construction.
- "CERT 3" right of way certifications were issued by Caltrans for the 2 projects on November 5th & 24th respectively.

Issues Being Worked:

- Caltrans Headquarters review/approval action is the critical path in order to meet the "RTL" date of April 1, 2009 and requires continued attention to maintain the CMIA schedule in order to qualify for the federal stimulus funds.

Primary Project Contact: Steve Yench
(909) 884-8276 x147
syench@sanbag.ca.gov

Colton Crossing (UP 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:

- On January 29, 2009, a focus group meeting with Colton residents, business and community leaders was held at the Luque Center in Colton.
- On February 12, 2009, SANBAG carried a briefing meeting with projects stakeholders that include local and regional agencies and representatives of local elected officials.
- On February 18 & 19, 2009, two initial public meetings were held to inform the public and listen to concerns.
- SANBAG has presented the status of the project at the City of Colton Subcommittee meetings with select officials and City staff. It is estimated that SANBAG will continue presentations to this subcommittee as the project progresses.
- HDR is finalizing the selection criteria of design alternatives. Two alternatives have been dropped.

Project Notes of Interest:

- The PA/ED is funded by Interregional Transportation Improvement Program (ITIP) funds.
- The Construction cost estimate is based on the October 2006 Feasibility Study provided by the railroad and is in "2006/07" dollars, which do not account for future escalation of costs.
- Funding for final design and construction must still be identified and secured. Funding will be identified when the preferred alternative is selected.

Issues Being Worked:

- Which agency will provide the Federal Oversight is still in question.
- A Co-Op agreement with Caltrans for PA/ED seems to be necessary.

Primary Project Contact: Garry Cohoe
(909) 884-8276
gcohoe@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 1998
Study Report Approved	Jan 1999
Supplemental Approved	Dec 2005
PA/ED Approved	[2010]
Design Approved - ROW Certified	[2011]
Construction Notice to Proceed	[2012]
Complete for Beneficial Use	[2014]
Project Complete – Contract Close	[2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$3,689
Final Design	\$4,000
ROW Certification	- Caltrans -
Utility Relocation	-Incl in Constr.-
Construction (2006 dollars)	\$150,000
Total	\$157,689

Funding Summary (\$ 000's)	
Funding Source	Amount
State – ITIP	\$3,689
Future, Fed, State & Local	\$154,000
Total	\$157,689

Hunts Lane and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Hunts Lane over the existing Union Pacific 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 is being revised. The maintenance agreement will be incorporated into a cooperative agreement with the railroad. A final review/approval of the Agreements will be made by the Public Utility Commission prior to construction.
- The APE is being revised to reflect the new changes.
- The consultant is updating the PS&E to reflect the new changes. However, before any major changes are done we need to receive the approval to the APE.
- Right of Way appraisals are projected to start in June 2009.

Project Notes of Interest:

- This project was initially funded with Traffic Congestion Relief Program (TCRP) funds and NEPA clearance was not required. In June 2003, the project was placed "on hold" due to issues with TCRP funding. In late 2005, Federal funds were obligated to the project and work resumed with development of the NEPA Environmental Documentation.
- For this project, Hunts Lane will be fully closed to traffic during construction of the bridge structure (anticipated duration is 10 months).
- The cost estimate values for design, right of way and construction were generated to support federal funding requests and are based on "2005/06" dollars and do not account for future escalation of costs.

Issues Being Worked:

- Right of way issues impacted the schedule. Acquisition of three residential properties is being studied to solve some of these issues.
- The design consultant contract will be amended to cover the changes created by the right of way issues.

Primary Project Contact: Andrea Nieto
(909) 884-8276
anieto@sanbag.ca.gov

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	[Jan 2010]
Construction Notice to Proceed	[Mar 2010]
Complete for Beneficial Use	[Nov 2011]
Project Complete – Contract Close	[2013]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$850
Final Design	\$1,000
ROW Certification	\$7,700
Utility Relocation	- Incl in ROW -
Construction	\$19,050
Total	\$28,600

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - SAFETEA-LU	\$5,000
- PNRS	\$13,750
State - TCRP	\$9,350
UPRR	\$500
Total	\$28,600

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:

Gilbert Betancourt
 (909) 884-8276 x165
 gbetancourt@sanbag.ca.gov

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.
- At its October 2008 meeting, the Board approved a contract with CH2M Hill to provide engineering services for the project.
- A Notice to Proceed was issued to CH2M Hill on November 17, 2008 to proceed with engineering services and to develop alternatives for the project.
- 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 the understanding Alternative 1 is 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 PDT is continuing with project development efforts. The PA&ED phase may be completed earlier than January 2010.

Schedule Summary

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

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	\$1,000
Final Design	\$2,600
ROW Certification	\$2,600
Construction	\$29,800
Total	\$36,000

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$20,700
City /County of San Bernardino	\$5,900
TCIF	\$9,400
Total	\$36,000

Project Notes of Interest:

- For this project, the Lead Agency for environmental clearance will be the City of San Bernardino, the Lead Agency for funding will be SANBAG, and SANBAG will provide PM services.
- The city of San Bernardino will reimburse SANBAG for their fair share of costs using Developer Mitigation Program Funds.

Issues Being Worked:

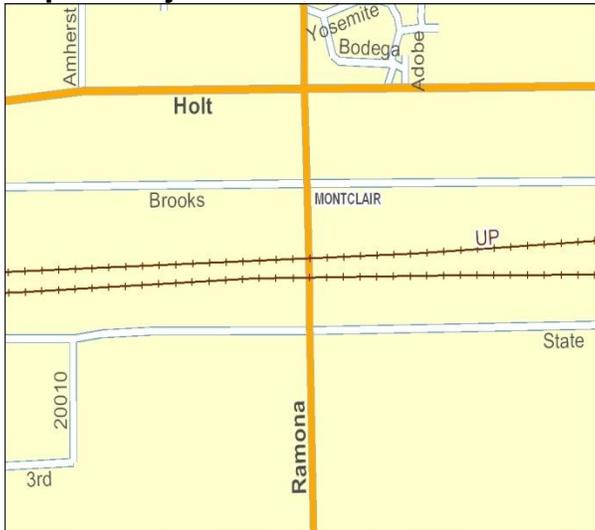
- Under CEQA, the project is statutorily exempt; however, there is potential for federal resource agencies to take action (Issue Permits) on the project, as the project is adjacent to endangered species habitat, jurisdictional waters of the U.S. and cultural resources. Efforts are underway to determine if permits will be required from these federal resource agencies. If a permit is required, NEPA compliance is required and a EA/FONSI may be required for the project. IF NEPA compliance is a requirement, then SANBAG may pursue Federal earmarks to fund the PS&E phase of the project. This may impact the project schedule.

Primary Project Contact:

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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:

- Right of Way was certified June 2007.
- The construction bid package was advertised on May 12, 2008.
- On June 19, 2008, eleven (11) bids were received. The apparent low bid is \$8,680,008 and below the engineer's estimate. Construction contract award was approved at the July 2008 SANBAG Board meeting.
- Notice to Proceed (NTP) was issued to the construction contractor on August 11, 2008.
- The Co-op between SANBAG and the city of Montclair was amended and approved to reflect updated cost and funding sources in October 2008.
- As of December 2008, construction is approximately 20% complete and on schedule. The plan includes construction of new streets, utility relocations, demolishing of existing Ramona Avenue and construction of the new bridge.
- Utility relocations are underway and completion of new streets to detour traffic away from the bridge construction area will be complete in the first quarter of 2009. Closure of Ramona Avenue and bridge and wall construction will commence upon the opening of the new streets.

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	[Feb 2010]
Project Complete – Contract Close	[May 2010]

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

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.

Primary Project Contact: Gary Shippy
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State Street/University Parkway and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will bridge State Street/University Parkway over both the existing Burlington Northern Santa Fe (BNSF) railroad tracks and Cajon Boulevard allowing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will be reconfigured to improve traffic operations and safety.

Project Status and Continuing Activities:

- The Construction Contractor was given Notice to Proceed (NTP) on May 21, 2007.
- As of March 2009, construction is 100% complete and ahead of the original schedule, only punch list items remain to be fully cleared.
- Traffic was switched onto the newly constructed bridge during the Labor Day weekend (September 2008)
- Reimbursements are being obtained per our approved Co-Operative Agreements from the ff:
 - Hillwood LLC, for the traffic signal at the intersection of Interchange/University.
 - Lowes HIW, for the raised median on University Parkway.
- The 90-day plant Establishment period started on 25 February 2009.

Project Notes of Interest:

- Additional local street reconfiguration improvements were incorporated into the project plans as part of the terms of the final right-of-way agreements negotiated by the County with the property owner for the El-Co business.

Issues Being Worked:

- None

Primary Project Contact: Steve Yench
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2001
Study Report Approved	-Incl in PR-
PA/ED Approved	Oct 2002
Design Approved - ROW Certified	Feb 2007
Construction Notice to Proceed	May 2007
Complete for Beneficial Use	Aug 2008
Project Complete – Contract Close	[June 2009]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PR-
Project Report	\$236
Final Design	\$1,464
ROW Certification	\$4,100
Utility Relocation	\$380
Construction	\$21,843
Total	\$28,124

Funding Summary (\$ 000's)	
Funding Source	Amount
State - TCRP	\$21,099
CPUC	\$5,000
BNSF	\$1,884
Measure I	\$141
Total	\$28,124

Valley Boulevard and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Valley Boulevard 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 completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- A Design Cooperative Agreement between SANBAG and the City of Colton defining the roles and responsibilities for each agency, including financial obligations, for the project was approved at the June 2008 SANBAG Board meeting.
- The consultant contract for PA&ED engineering services for the project was approved at the June 2008 SANBAG Board meeting.
- An NTP was issued to the consultant on June 17, 2008.
- On September 11, 2008, a “Stop Work” notice was issued to the consultant, as result of the Colton Crossing project and its potential impact to the Valley Grade Separation project. In addition, the TCIF funds originally programmed for the project were moved to the City of Ontario’s Milliken Grade Separation project. At this time, \$7.7 million will need to be backfilled with another funding source (To Be Determined) in order to reduce the Measure I need for the project.

Project Notes of Interest:

- For this project, the Lead Agency for environmental clearance will be City of Colton, the Lead Agency for funding will be SANBAG, and SANBAG will provide Project Management services.
- The City of Colton will reimburse SANBAG for their fair share of costs using Developer Mitigation Program Funds.

Issues Being Worked:

- It is recognized that continued project development of the Valley Grade Separation project is closely linked to the project development activities for the Colton Crossing. An analysis is underway to determine if there are any impacts to the Valley Grade Separation project from the Colton Crossing project. As a result, project development is pending until it is determined the Colton Crossing project does not impact the Valley Grade Separation 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	[Dec 2009]
Design Approved - ROW Certified	[June 2012]
Construction Notice to Proceed	[Oct 2012]
Complete for Beneficial Use	[May 2014]
Project Complete – Contract Close	[July 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$800
Final Design	\$2,000
ROW Certification	\$2,500
Construction	\$24,200
Total	\$29,500

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$23,100
City of Colton	\$6,400
TCIF	\$0
Total	\$29,500