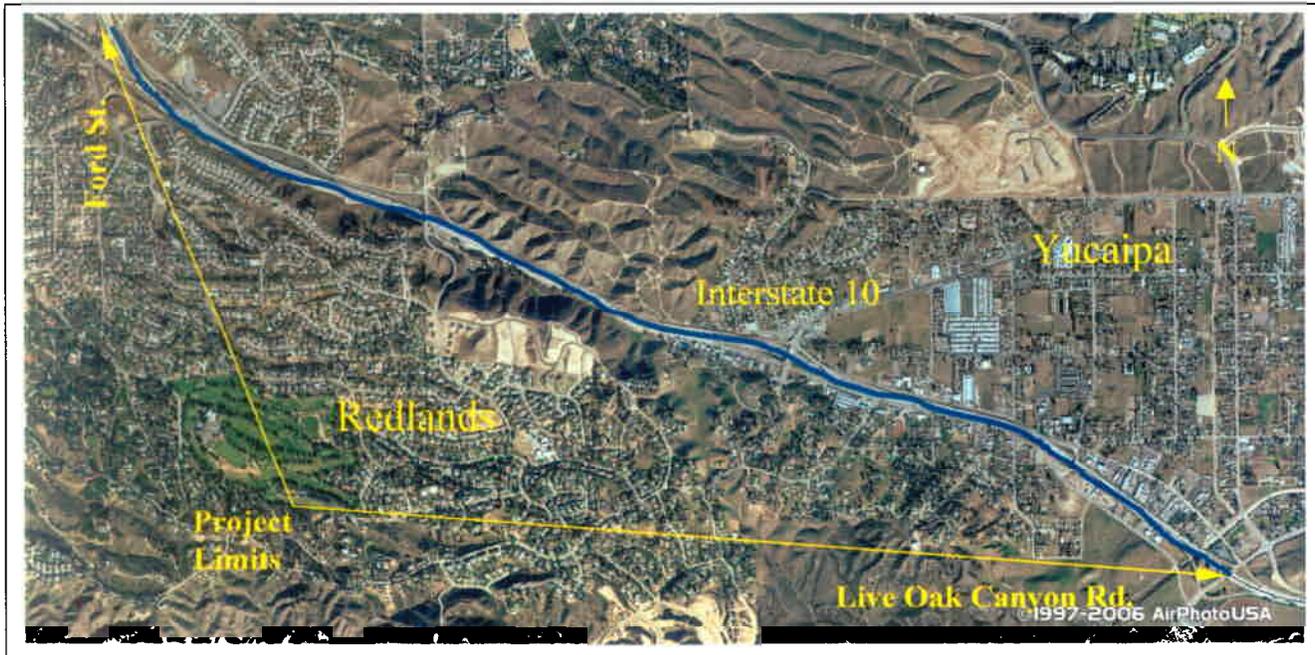




California Transportation Commission CMIA Application December 23, 2006

**District 8
I-10 PM 33.3/36.9
EA: 0F150
PPNO: 1132L**

EXTEND EXISTING MIXED-FLOW LANE ON WB I-10 FROM FORD ST. TO WEST OF LIVE OAK CANYON RD.



Michael A. Perovich 1/8/07
Michael A. Perovich, Date
 District Director
 Department Of Transportation, District 8

Tony Grasso 1/9/07
Tony Grasso, Date
 Executive Director
 San Bernardino Associated Governments

SAN BERNARDINO INTERSTATE 10

SBd 10 – PM 33.3/PM36.9
REDLANDS & YUCAIPA FM 0.1 km E/O FORD ST OC TO LIVE OAK CNY OC
CONSTRUCT 1 W/B MIXED FLOW LANE
EA 0F150
PPNO 1132L

DOCUMENTATION OF THE BASIS FOR THE COSTS, BENEFITS AND SCHEDULES

Documentation:

The project scope, schedule and cost are derived from the yet to be approved DRAFT PR/PSR. It is anticipated that the report will be approved prior to the end of December 2006. The DRAFT PR/PSR will be supplemented with an Environmental Document when complete. The target date for PA & ED is June 1, 2007. The project is listed on page I-176 of the 2004 SCAG RTP. The project is also identified in the San Bernardino County Measure I.

Project Benefits:

This project will improve mobility from the growing Coachella Valley and Banning Pass areas to Greater Los Angeles, as well as locally for Yucaipa and Redlands residents within the San Bernardino/Riverside Urbanized Area. It removes a significant capacity deficiency for westbound commuter, commercial, and recreational trips on the only reasonably available link between these areas. The level of service on this segment of I-10 is unacceptable today and will deteriorate further without improvement. The project addresses a portion of a three lane westbound segment situated between a four-lane westbound section further east in Riverside County, and a four-lane section further west in Redlands.

The project will relieve congestion-related accidents by reducing current and future congestion; facilitating weaving, merging, and diverging movements at interchange ramps; and providing greater separation between trucks and light-duty vehicles.

Cost:

The project is currently nearing the end of the PA & ED phase. The programming costs are based on the latest engineering estimate with an annual 3 percent escalation factor. The project is also identified for funding under "San Bernardino County Measure I" if additional funding is needed.

Schedule:

The project schedule is based on critical path items such as environmental documentation and right of way lead times. It is anticipated that the project will be a Categorical Exempt (CE) and RTL will occur in the last quarter of 2009.

Project Risk:

The only risk identified for this project is the approval of a DRAFT PR/PSR by the end of December 2006. Approval is expected by the end of the year.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans		Fact Sheet Date: 12/06/06	
Contact Person	William A. Mosby		
Phone Number	909-383-4147	Fax Number	909-383-4364
Email Address	william.a.mosby@dot.ca.gov		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
SBd	8	1132L	0F150	SANBAG/SCAG	10	33.3	36.9
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate: 31			Congressional: 40			
	Assembly: 63,65						
Implementing Agency (by component)	PA&ED: SANBAG			PS&E: SANBAG			
	R/W: Caltrans			CON: SANBAG			
Project Title	CONSTRUCT 1 WESTBOUND MIXED FLOW LANE						
<p>Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form) Construct one westbound mixed flow lane from West of Live Oak Canyon Road Interchange in Yucaipa to east of Ford Street over-crossing in Redlands.</p> <p>The project:</p> <ul style="list-style-type: none"> · Is included in the 2004 SCAG RTP as a gap closer - to reduce commuter delay between population rich and employment rich areas. · Improves California economic competitiveness and quality of life by reducing congestion for consumer and commercial vehicles. 							
<p>Description of Major Project Benefits</p> <ul style="list-style-type: none"> · Provides capacity to accommodate future growth to one of the fastest growing areas in the region. · Improves a choke point by eliminating merge conflicts. · Extends the existing mixed flow lane to major access points. · Without improvement, delay will continue to increase as land development continues to infill the urbanized area. 							
<p>Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' N/A</p>							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete				6/1/2007			
Notice of Preparation	Document Type: CE/CE			7/1/2004			
Begin Circulation of Draft Environmental Document				6/1/2007			
Final Approval of Environmental Document				6/1/2007			
Completion of plans, specifications, and estimates				12/1/2009			
Right-of-way certification				12/1/2009			
Ready for advertisement				12/1/2009			
Construction contract award				2/1/2010			
Construction contract acceptance				6/1/2011			

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet.
A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.catc.ca.gov/>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

Date: 6-Dec-06

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
SBd	8	1132L	0F150	SANBAG/SCAG
Project Title:		CONSTRUCT 1 WESTBOUND MIXED FLOW LANE		

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	5,000	0	0	0	0	0	5,000
R/W SUP (CT) *	0	20	0	0	0	0	0	20
CON SUP (CT) *	0	0	0	4,000	0	0	0	4,000
R/W	0	291	0	0	0	0	0	291
CON	0	0	0	33,875	0	0	0	33,875
TOTAL	0	5,311	0	37,875	0	0	0	43,186

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *		20						20
CON SUP (CT) *				4,000				4,000
R/W		291						291
CON				33,875				33,875
TOTAL	0	311	0	37,875	0	0	0	38,186

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: Measure I								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		5,000						5,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	5,000	0	0	0	0	0	5,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

Date: 6-Dec-06

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
SBd	8	1132L	0F150	SANBAG/SCAG
Project Title: CONSTRUCT 1 WESTBOUND MIXED FLOW LANE				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

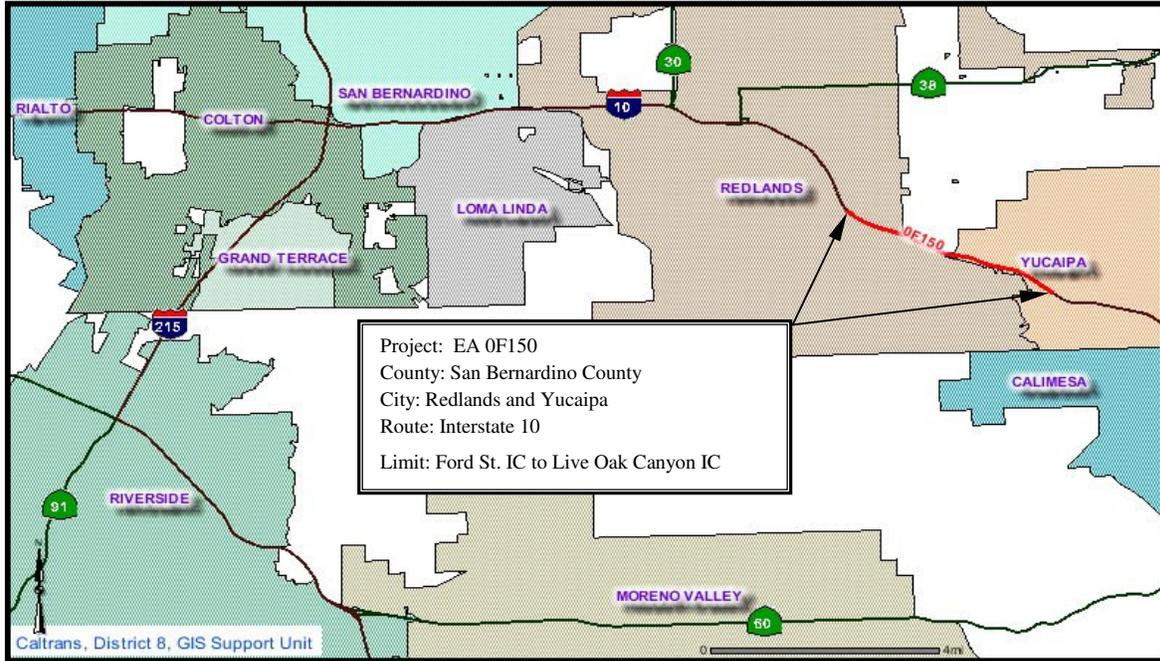
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Shaded fields are automatically calculated. Please do not fill these fields.

EA 0F150



SAN BERNARDINO COUNTY INTERSTATE 10

SBd 10 – PM 33.3/36.9
In the area of Yucaipa and Redlands
Add one mixed flow lane westbound
EA 0F150
PPNO 1132L

CORRIDOR AND PROJECT DESCRIPTION

Corridor Description

Projected growth in western San Bernardino County is expected to significantly increase congestion and degrade mobility unless substantial investments are made in the transportation infrastructure. By 2030 in the area adjacent and east of the project, population is expected to increase 121 percent to 223,200 and housing by 141 percent to 86,200. The overall population in San Bernardino County is projected to increase 35 percent to a total of 2.7 million. Employment in the San Bernardino valley area to the west of the project is expected to increase 65 percent to 813,000 jobs.

I-10 corridor provides access to the Ontario and San Bernardino International Airports for passengers and goods movement. The corridor also serves other goods movement facilities including the SCAG region's largest concentration of warehousing and distribution facilities. Warehouse/distribution space in San Bernardino and Riverside Counties are expected to grow from 20 percent of regional total (300 million square feet) in 2005 to 38 percent (1.7 billion square feet) by 2030.

The corridor begins in San Bernardino County at the junction of Interstates 10 (I-10) and 15 in the City of Ontario, traverses easterly through most of the San Bernardino/Riverside Urbanized Area ending at State Route 60 (SR-60) in the City of Beaumont, Riverside County. Parallel local arterials in west part of the corridor include Slover Avenue and Valley Boulevard that traverse the cities of Fontana, Rialto, and Colton and Redlands Boulevard that traverses the cities of San Bernardino, Loma Linda, and Redlands. Metrolink, commuter rail service parallels I-10 serving Los Angeles and San Bernardino and the cities between using tracks to the north of I-10. Metrolink operates additional commuter service and AMTRAK operates two scheduled trains sharing Union Pacific (UP) rail lines with freight trains. The UP lines parallel I-10 on the south. Intercity buses use I-10. Omnitrans provides local bus service through the San Bernardino County portion, through most of the corridor. The Riverside Transit Agency provides local bus service to the remainder of the corridor on the east end.

Function

Within the corridor, I-10 is an east-west route traversing the United States from its junction with the Pacific Coast Highway (SR-1) and SR-2 in Santa Monica, California to the Atlantic Coast in Florida. The primary purpose for I-10 is to provide safe, efficient, interstate and interregional movement of people and goods and national defense. The secondary purpose is to serve intra-regional, commute, and recreational travel. Within California, centers of population, commerce, industry agriculture, mineral wealth, and recreational resources including Indian casinos are spatially and economically connected to seaports, airports, rail yards, numerous highways, and other states by the I-10.

I-10 is an Interstate Federal-Aid Primary System route. It is included in the State Freeway and Expressway (F&E) System. I-10 from SR-60 near the City of Beaumont to the Arizona State Line is included in the Caltrans Interregional Transportation Strategy Plan (ITSP) and is classified as a "High Emphasis" and "Gateway" route. All of I-10 within District 8 is classified as a Priority Global Gateway route in the January 2002 Caltrans Global Gateways Development Program. I-10 is not officially designated as a scenic highway; however, the segment from SR-38 in Redlands easterly to SR-62 is eligible to be designated as a scenic highway. The entire length of I-10 within District 8 is included in the National Highway System (NHS) as an Interstate and as a Strategic Highway Corridor Network (STRAHNET) Highway. It is also included in the Department of Defense Priority Network. The route is a part of the Federal Surface Transportation Assistance Act (STAA) network. The federal functional classifications for I-10 are Rural Principal Arterial (PA) and extension of a Rural Principal Arterial into an urban area (P1P).

Project Specific Improvements

This project proposes to extend the existing mixed-flow lane on westbound I-10 from Ford Street in the City of Redlands to approximately 670 meters (2,200 feet) east of 16th Street over crossing, west of Live Oak Canyon in

the City of Yucaipa. This segment of the mainline freeway serves as the principal link between the Greater Los Angeles metropolitan area and the Coachella Valley. Within the project area, the Yucaipa and Live Oak Canyon interchanges are major access points for the City of Yucaipa residents commuting to jobs to the west in Riverside, San Bernardino, Orange, and Los Angeles Counties.

Mobility

This project will improve mobility from the growing Coachella Valley and Banning Pass areas to Greater Los Angeles, as well as locally for Yucaipa and Redlands residents within the San Bernardino/Riverside Urbanized Area. It removes a significant capacity deficiency for westbound commuter, commercial, and recreational trips on the only reasonably available link between these areas. The level of service on this segment of I-10 is unacceptable today and will deteriorate further without improvement.

Reliability

The project is another step toward completion of a continuous 8+ lane facility from the Coachella Valley to Los Angeles. Poor reliability is generally attributed to bottlenecks that contribute to both recurrent and non-recurrent congestion. The project addresses a portion of a three lane westbound segment situated between a four-lane westbound section further east in Riverside County, and a four-lane section farther west in Redlands.

Safety

The current accident rate between Ford Street and the Live Oak Canyon Interchanges is higher than average for similar facilities statewide. Rear-end and sideswipe collisions account for a majority of the accidents in the project area. The proposed project should reduce conflicts occurring along the project limits and is expected to reduce "rear-end" and "sideswipe" type accidents.

Connectivity within the Corridor

The improvement will enhance and facilitate access to the local street system including transit access. The improvements do not affect the ability to later construct the proposed HOV facility in the corridor.

PROJECT BENEFITS

Travel Time

The average speed for this segment of westbound I-10 is approximately 23 miles per hour (mph) during the peak periods. If this project is built, free flow conditions are expected to exist at project opening.

Reduced Vehicle Hours of Delay (VHD)

The results of the congestion (TACH) runs performed on this segment of the westbound I-10 indicate 1,385 vehicle hours of delay (VHD). With the project, it is anticipated that the VHD will be significantly reduced or eliminated.

Improved Connectivity Between Areas

I-10 is the principal highway connecting the Greater Los Angeles Metropolitan Area to Phoenix, Houston, and many other eastern destinations. Locally, this segment is traversed daily by travelers coming from the Coachella Valley and Banning Pass areas and going to the metropolitan areas of San Bernardino County and Los Angeles. Within the project segment, the Yucaipa Interchange is a significant access point for the City of Yucaipa and the surrounding county area. A traffic bottleneck occurs due to this merging traffic. The project improves travel times along the corridor by eliminating the bottleneck.

Improved Safety

The project will relieve congestion-related accidents by reducing current and future congestion; facilitating weaving, merging, and diverging movements at interchange ramps; and providing greater separation between trucks and light-duty vehicles.

Air Quality

The air quality analysis conducted for the conformity finding of the Regional Transportation Plan (RTP) showed that the project would lead to a reduction in the number and severity of violations of the Carbon Monoxide (CO) standard in the area (affected by the project). This project was approved and concurred upon by Interagency Consultation at the July 2006 meeting of Southern California Association of Government's (SCAG) Transportation Conformity Working Group (TCWG) meeting as a project not having adverse impacts on air quality and meeting the

requirements of the Clean Air Act and 40CFR93.116 without any explicit hotspot analysis.

Other

The project has been assigned the Project Development Processing Category 5. The Project has minimal environmental significance and qualifies as a Categorical Exemption under the California Environmental Quality Act. A freeway agreement is not necessary.

IMPROVED ACCESS

Blueprint Planning

The improvement fosters a more efficient land use pattern in the vicinity of the project by facilitating in-fill. This in turn supports the concepts of the California Regional Blueprint Planning Program. The project fosters increased mobility; reductions in travel time and delay are achieved through improved operational efficiencies and reduced weaving conflicts for commuter, commercial, and recreational trips on the interstate. The project reduces dependency on the single occupancy vehicle by enhancing and facilitating transit access to the local street system from the interstate. The project increases access to a supply of housing for all income levels. The project reduces impacts on valuable habitat and productive farmland in addition to increasing resource use efficiency by encouraging land use in-fill in an urbanized area. The project improves air quality and vehicular safety through improved mainline and interchange operational efficiencies. The project increases local and state economic competitiveness and quality of life by facilitating access to and from the interstate for commuter vehicles in this highly concentrated area of employment.

GoCalifornia

This project implements two key strategies of the GoCalifornia Mobility Pyramid: operational improvements and smart land use. The project will increase operational efficiency and reduce the concentration of collisions at interchanges in the project area and on the mainline of interstate. The project fosters Smart Land Use patterns in the vicinity of the interchanges by facilitating in-fill through improved access to the local street system.

Access to Jobs, Housing, Markets and Commerce

Commercial, commuter, and recreational travel destined for markets in the Los Angeles Basin, San Bernardino Valley, Banning Pass areas benefit from this project. I-10 is a lifeline for commercial vehicles serving markets and commerce from Los Angeles via the San Bernardino to Arizona and beyond, and is also a corridor used by NAFTA-related trade traffic from crossings in California, Arizona, and Texas. Employers and commerce depend on the steady supply of workers who commute on the I-10 from the affordable housing in the Inland Empire to employment centers in greater Los Angeles area. The project further enhances commerce by facilitating travel for recreational users bound for Los Angeles and other national destinations.

INHERENT NOMINATION RISKS

A Risk Management Plan (RMP) has been developed for this project and is attached.

CORRIDOR MANAGEMENT STRATEGY

Memorandum of Understanding (MOU) and Corridor Management Plan (CMP) development will be developed to preserve project mobility gains by using GoCalifornia strategies for maximizing mobility. The plan will be developed with full cooperation and partnership with local, regional, federal, transit operator, and others to create a consensus and unified commitment to continued corridor mobility and safety. This cooperative and comprehensive process will be used to develop planning studies and programming documents including the: RTIP, ITIP, STIP, FSTIP, RTP, Transit Operating Plans, Local General and Capital Improvement Plans, Sales Tax Measures, and Land Use Development Mitigation Plans. The results of outreach efforts to understand the expectations and requirements of the community, advocacy groups, historically under represented minority and low-income groups, and the general public will be included as the CMP is developed.

BENEFIT/COST ANALYSIS INPUT SHEET - Highway Project

District: County:

Project:

Route:
 Post mile:

Funding: ITIP / RTIP / Share EA:
 PPNO:

PROJECT DATA

Type of Project Enter "X"	
Lane Addition	X
HOV Lane	
Passing Lane	
Pavement Rehabilitation	
Other (describe:)	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural) <input type="text" value="1"/>	
Length of Construction Period	<input type="text" value="3"/> years
Duration of Peak Period	<input type="text" value="4"/> hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	
	<i>Count (No.)</i>
Fatal Accidents	1
Injury Accidents	118
Property Damage Only (PDO) Accidents	186
Statewide Average for Highway Classification	
	<i>w/o Project w/ Project</i>
Accident Rate (per mil. veh-mi)	0.99 0.64
Percent Fatal Accidents	1% 1%
Percent Injury Accidents	31% 31%

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	<i>w/o Project</i>	<i>w/ Project</i>	<i>HOV</i>
Number of General Traffic Lanes	3	4	<i>Restriction</i>
Number of HOV Lanes	0	0	0
Highway Free-Flow Speed (in mph)	65	65	<i>(2 or 3)</i>
Project Length (in miles)	4	4	
Pavement IRI (in inches/mile), if pav. project	189	189	

Average Daily Traffic	<i>w/o Project</i>	<i>w/ Project</i>
Current	69,702	
Forecast (20 years after construction)	98,940	98,940
Average Hourly HOV Traffic (if HOV lanes)	0	0
Percent Trucks (include RVs, if applicable)	13%	13
Truck Speed (if passing lane project)	25	

PROJECT COSTS

Enter the net costs of the project in today's dollars

Project Support Costs	<input type="text" value="9020000"/>
Right-of-Way Costs	<input type="text" value="291000"/>
	<input type="text" value="10333333"/> Year 0
	<input type="text" value="10333333"/> Year 1
	<input type="text" value="10333333"/> Year 2
Construction Costs	<input type="text" value=""/>
Mitigation/Other Costs	<input type="text" value="0"/>
Expected Annual Maintenance/ Operations Costs	<input type="text" value="0"/>
Rehabilitation Costs	<input type="text" value="0"/> Year:

COMMENTS: **Please notice that all changes were in RED and the ADT volume is for westbound only direction.**

E-Mail: Sylvester_Lin@dot.ca.gov

Prepared by: Sylvester Lin Phone No: (909) 383-6368

The HQ Division of Transportation Planning FAX number is ATSS 8-453-0001. For questions, contact:

Mahmoud Mahdavi

Phone No.
8-453-9525

E-Mail
mahmoud_mahdavi@dot.ca.gov

January 9, 2007

Mr. John Barna
Executive Director
California Transportation Commission
1120N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Barna:

San Bernardino Associated Governments (SANBAG) supports the California Department of Transportation's nomination of the following projects for funding from the Corridor Mobility Improvement Account (CMIA):

- Interstate 215: Add 2 HOV lanes, 2 mixed flow lanes, and auxiliary lanes from Interstate 10 to State Route 210.
- Interstate 10: Extend westbound mixed flow lane eastward from Ford Street in Redlands to Live Oak Canyon Road in Yucaipa
- Interstate 15: Improve to standard section and reconstruct three deficient interchanges in Victorville.
- Interstate 10: Widen exist ramps and add auxiliary lanes for the Cherry, Citrus, and Cedar Interchanges
- State Route 58: Realign and widen to a 4-lane expressway from Hinkley to Barstow.

SANBAG's Plans and Programs policy committee supported submittal of these projects on December 20, 2006, and the full SANBAG Board of Directors will act on January 10, 2007. We have worked cooperatively and collaboratively with Caltrans District 8 staff in development of the projects themselves, as well as this nomination packet, and appreciate their efforts.

San Bernardino County is currently neck-in-neck with Riverside as the state's fourth and fifth largest counties, with populations exceeding 2,000,000 apiece, and is experiencing demographic and economic growth at a rate far above the state average. The county has added 300,000 residents and 141,000 jobs since 2000. The most recent (2005) Texas Transportation Institute Urban Mobility Report indicates that its rate of congestion growth since the early 1980's is fourth in the United States (behind Atlanta, Washington DC, and Dallas-Fort Worth) and tied for first in California with Los Angeles. According to the adopted Regional Transportation Plan forecast, San Bernardino County will add more than 700,000 residents and 300,000 jobs by 2030, and even Measure I transportation sales tax, STIP, and federal funds dedicated to on-system investment in San Bernardino County are unable to keep pace with the combination of internal, interregional, and freight traffic growth.

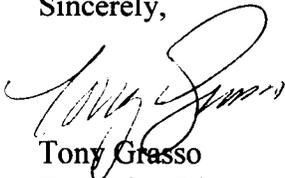
JB070109-TY.DOC

John Barna
January 9, 2007
Page 2 of 2

The nominated projects offer congestion relief and safety benefits to three high-volume Interstate freeways, I-10, I-15, and I-215, as well as much-needed widening of SR-58, which in effect serves as the westerly extension of I-40 and as such has been recognized as a Focus Route in the state's Interregional Transportation Strategic Plan. In addition to carrying high volumes of intercounty commuter traffic, they serve as principal links from the Southern California metropolitan areas to Las Vegas and Phoenix, and are also among Southern California's most significant freight movement routes. We believe they clearly merit funding from the CMIA, and appreciate your consideration.

If you have any questions on this submittal, please contact me at (909) 884-8276.

Sincerely,



Tony Grasso
Executive Director

Cc: David Brewer, CTC
Ross Chittenden, Caltrans
Stephen Maller, CTC
William Mosby, Caltrans
Mike Perovich, Caltrans
Ty Schuiling, SANBAG

CHARTER FOR THE DEVELOPMENT AND IMPLEMENTATION OF A CORRIDOR MANAGEMENT PLAN INTERSTATE, US, OR STATE ROUTE _____

Purpose

The purpose of this charter is to document the commitment of all parties to manage the corridor through applying the principles and practices of system and corridor management and performance measurement for sustained corridor performance. The initial phase is the development and implementation of a Corridor Management Plan (CMP), across all jurisdictions and modes, for highest mobility benefits to travelers in the corridor. The CMP will assess current performance, identify factors for congestion, and evaluate proposed improvements and their effects on congestion relief. The analysis of proposed improvements will evaluate the strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor. Additional scenarios and improvements may be a resultant of said evaluation. The CMP will be a guide for managing the corridor among all partners.

Principles and Practices

The following principles and practices will guide development and implementation of the CMP.

- Corridor productivity can only be restored and maintained through a coordinated planning and management effort of all transportation partners. Restoring productivity is vital to the state, regional and local economy and quality of life and safety for travelers.
- The department, regional agencies, local jurisdictions, and modal operators will be partners in developing an effective CMP to guide corridor management for highest productivity, reliability, safety and preservation based on performance assessment and measurement.
- Development of the CMP is complementary to and consistent with federal provisions for a continuing, cooperative, and comprehensive planning process among transportation partners.
- The partnership supports federal congestion management system (CMS) requirements for Transportation Management Areas (TMA's), state congestion management program (CMP) provisions and SAFETEA-LU provisions for increased emphasis on system and corridor management and performance measurement in metropolitan transportation plans as well as for real-time traveler information.
- Improvements identified in the CMP to restore corridor productivity should be considered as candidates for all categories of available funding including regional and local funding.

Roles and Responsibilities

The transportation partners (and other applicable partners) will meet regularly (to be determined) to:

- Agree to roles and responsibilities, time line, and resources (work plan) in the development of the CMP.

- Coordinate corridor planning and evaluation efforts and share information on related topics to corridor performance measurement and improvement.
- Identify opportunities for heightened understanding by local jurisdictions and the public on the mobility benefits of system and corridor management.

It is understood that the local commission will be the transportation representative for the following cities and unincorporated areas in San Bernardino County:

Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino City, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

The above is mutually agreed.



Michael A. Perovich
District Director
California Department of Transportation
District 8



Tony Grasso
Executive Director
San Bernardino County Transportation
Transportation Commission

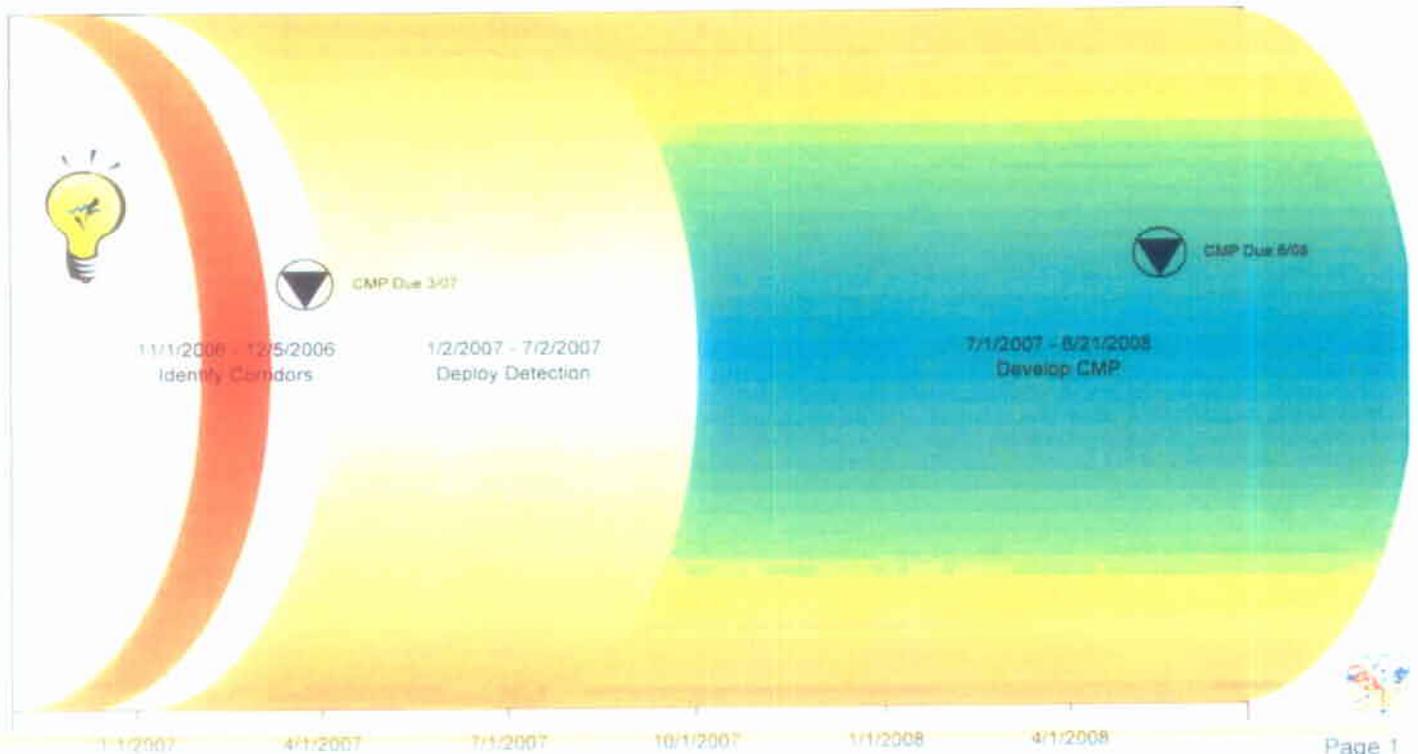
Attachments:

- Phased Corridor Management Plan Development (Attachment 1)
- Development Phases (Attachment 2)
- Approach to Performance Assessment (Attachment 3)
- Preliminary Work Plan (Attachment 4)

Attachment 1 - Phased Corridor Management Plan Development

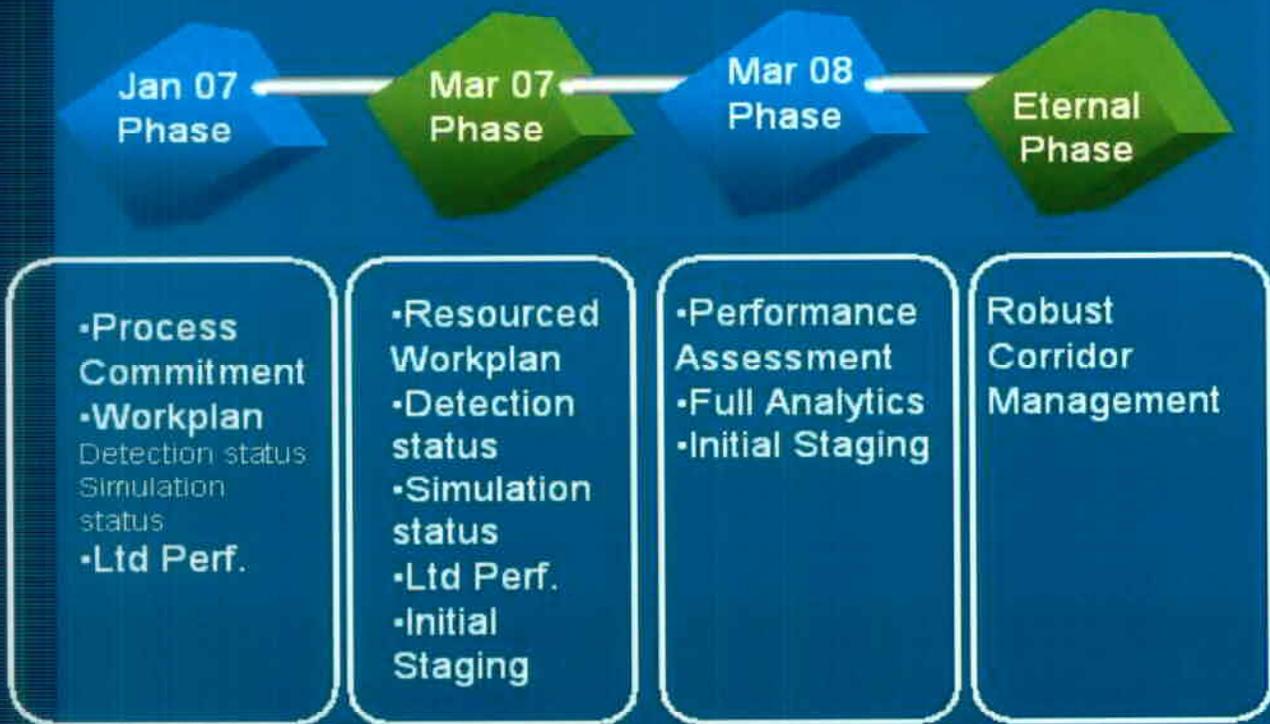
Performance Driven Corridor Mobility Improvements

*Phased Corridor Management Plan Development
Integrated within Overall Corridor Improvement Proposal*



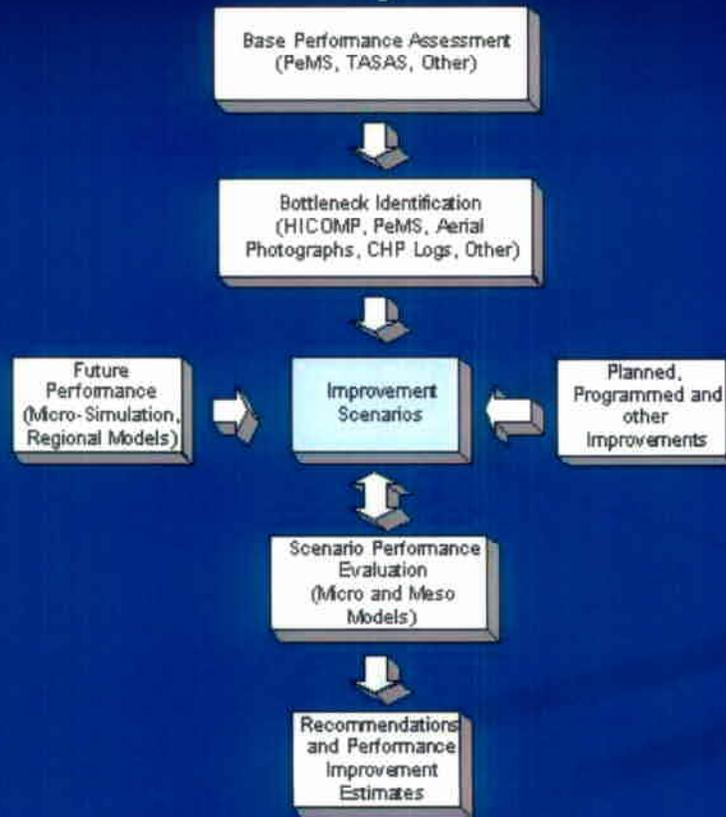
Attachment 2 – Development Phases

Phasing



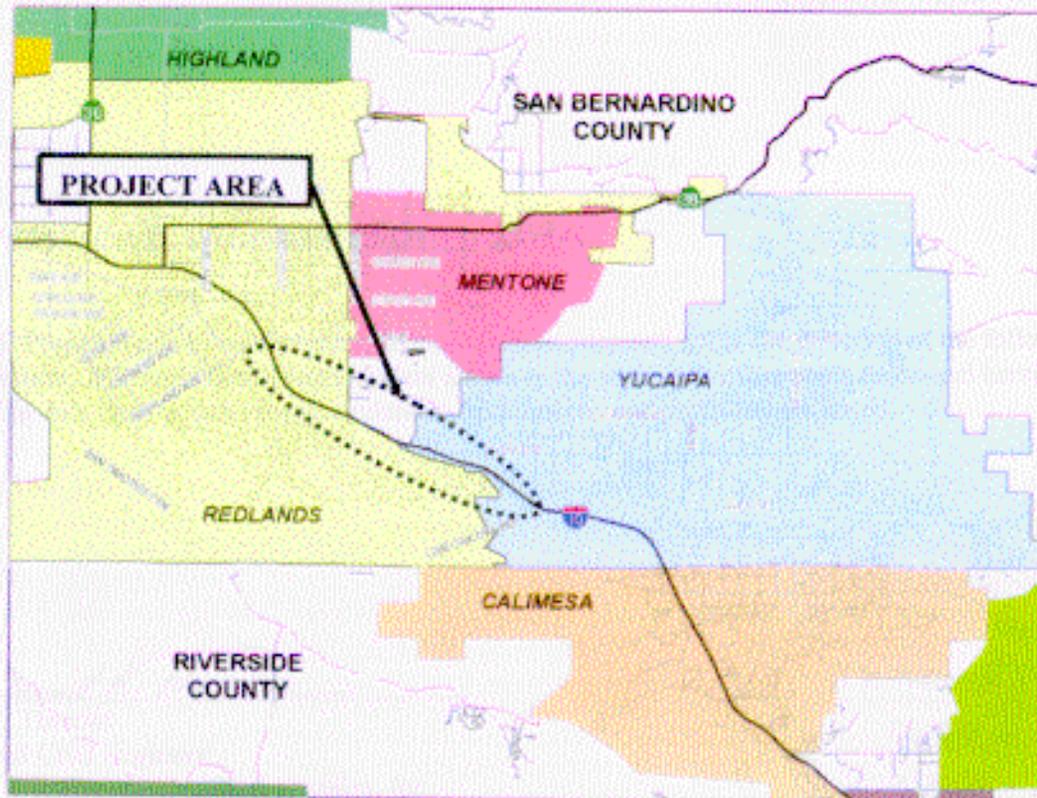
Attachment 3 – Approach to Performance Assessment

The approach focuses on detailed performance assessments and micro-simulation based “what-if” analysis



CONSTRUCT ONE WESTBOUND MIXED FLOW LANE

RISK MANAGEMENT PLAN									
Identification				Qualitative Analysis			Response Strategy		Monitoring and Control
Status	ID #	Threat/Opportunity Event	SMART Column	Type	Probability	Impact	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)
(1)	(2)	(4)	(5)	(6)	(7)	(8)	(15)	(16)	(17)
Active	1	Initiation Document	Presently the State does not have an executed initiation document need for CMIA candidacy. This could exclude the project from participation	Schedule	Low	High	Circulate a "conceptual" draft PR/PSR to management for signature	WBS 150 Develop Project Initiation Document (PID)	Anthony Liao 909/388-7718
Active				Cost	Low	Low			



DRAFT PROJECT REPORT/PROJECT STUDY REPORT

On Route 10 in San Bernardino County from Ford Street to Live Oak Canyon Road

I have reviewed the right of way information contained in this Draft Project Report/Project Study Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate.

APPROVAL RECOMMENDED:

Ernest A. Aguirre
ERNEST FIGUEROA
DEPUTY DISTRICT DIRECTOR,
ENVIRONMENTAL PLANNING

12/22/06
DATE

Patricia L. Smith
PATRICIA L. SMITH,
RIGHT OF WAY PROJECT
DELIVERY MANAGER

12/26/06
DATE

Patricia Romo
PATRICIA ROMO
DEPUTY DISTRICT DIRECTOR,
DESIGN

12/24/06
DATE

Anthony Liao
ANTHONY LIAO,
PROJECT MANAGER

12/14/06
DATE

APPROVED:

Michael A. Perovich
MICHAEL A. PEROVICH,
DISTRICT DIRECTOR

12/27/06
DATE





SUPPORTING DOCUMENTATION

SAN BERNARDINO COUNTY INTERSTATE 10

SBd 10 – PM 33.3/36.9
In the area of Yucaipa and Redlands
Add one mixed flow lane westbound
EA 0F150
PPNO 1132L

CORRIDOR AND PROJECT DESCRIPTION

Corridor Description

Interstate 10 is the southernmost of the three transcontinental interstate highways in the United States. The section of Interstate 10 in San Bernardino County is part of federally-designated High Priority Corridor 34: Alameda Corridor East and Southwest Passage, linking Southern California with Phoenix, Houston, New Orleans, and the east coast. All of I-10 within Caltrans District 8 is classified as a Priority Global Gateway route in the January 2002 Caltrans Global Gateways Development Program. It is the principal east-west corridor within urban San Bernardino County, with many segments carrying more than 250,000 vehicles per day.

San Bernardino County is currently neck-in-neck with Riverside as the state's fourth and fifth largest counties, with populations exceeding 2,000,000 apiece, and is experiencing demographic and economic growth at a rate far above the state average. The county has added 300,000 residents and 141,000 jobs since 2000. The most recent (2005) Texas Transportation Institute Urban Mobility Report indicates that although San Bernardino/Riverside is currently the third most congested area of California (after Los Angeles and the Bay Area), its rate of congestion growth since the early 1980's is fourth in the United States (behind Atlanta, Washington DC, and Dallas-Fort Worth) and tied for first in California with Los Angeles. According to the adopted Regional Transportation Plan forecast, San Bernardino County will add more than 700,000 residents and 300,000 jobs by 2030

Improvements to I-10 are key elements of the comprehensive freeway improvement program for the urban valley of San Bernardino County first defined in the Measure I ½ cent transportation sales tax approved by the voters in 1989, and continued with the renewal of Measure I to 2040. Both the existing and renewed sales tax expenditure plans dedicate large shares of urban sales tax, STIP, TCRP, and other state and federal revenues to buildout of the urban freeway system, including improvements to every segment of every urban freeway within the county: I-10, I-15, I-215, SR-210 (formerly 30), SR-60, and SR-71. To date, a combination of Measure I, STIP, TCRP, and other federal funds have funded completion of projects on I-10, SR-60, and SR-71. SR-210 west of I-215 will be completed this year (2007). Phase 1 of the reconstruction and widening of I-215 north of I-10 goes to construction this month. The program will continue with widening and reconstruction in the I-10 (detailed below), I-215 (south of I-10 and north of SR-210), SR-210 (east of I-215), and I-15 corridors, but rapid cost escalation in the past several years has created a shortfall in excess of a billion dollars (out of a \$5 billion program) that SANBAG is struggling to close,

Today, I-10 is a ten-lane freeway (8+2) for nine miles from the border of Los Angeles County to approximately one mile west of its junction with I-15, has eight lanes for approximately 22



SUPPORTING DOCUMENTATION

miles to Redlands, and six lanes (with exceptions noted below) for eight miles to the Riverside County line, beyond which it is joined by State Route 60 and is again an eight-lane facility into the Coachella Valley, where it is included in the Caltrans Interregional Transportation Strategy Plan (ITSP) as a “High Emphasis” and “Gateway” route . Parallel local arterials in western corridor include Slover Avenue and Valley Boulevard that traverse the cities of Fontana, Rialto, and Colton, and Redlands Boulevard that traverses the cities of San Bernardino, Loma Linda, and Redlands. Metrolink commuter rail service parallels I-10 serving Los Angeles and San Bernardino and the cities between using tracks to the north of I-10, and the Alhambra Line of the Union Pacific Railroad, a component of the Alameda Corridor East, runs generally parallel and adjacent to the freeway on the south,

Pursuant to the Expenditure Plan and Transportation Concept Report, the I-10 corridor will ultimately be a ten lane facility (8+2) from Los Angeles County to Ford Street (east Redlands), and an eight-lane facility from there to Riverside County. The addition of HOV lanes to comprise the westerly 10-lane section was completed in 1999. Widening of eastbound I-10 to four lanes from Ford Street in Redlands to Yucaipa Boulevard was completed in 2005, and widening of the Redlands section (Eureka to Ford) from six to eight lanes will be completed in early 2008. The project submitted hereby will provide the westbound lane addition to mirror the eastbound lane addition completed in 2005. A separate submittal for CMIA funding of I-10 improvements between I-15 and I-215 addresses Phase I of a more extensive widening project that will extend from the eastern terminus of the existing HOV lanes in Ontario to the western terminus of this project at Ford Street in Redlands.

Function

I-10 is an Interstate Federal-Aid Primary System route, is included in the State Freeway and Expressway (F&E) System, the National Highway System (NHS) as an Interstate, the Strategic Highway Corridor Network (STRAHNET), the Department of Defense Priority Network, and the Federal Surface Transportation Assistance Act (STAA) network.. It is the principal freeway connection between San Bernardino and Los Angeles counties, and is the principal route from Southern California to Phoenix and Houston to the east, and to Las Vegas to the northeast via I-15. It is critical to regional and interregional commerce, commuter traffic between Los Angeles and San Bernardino counties, and recreational traffic from the greater Los Angeles area destined for the Coachella Valley, the Colorado River, and Las Vegas. It provides the principal access to the Ontario and San Bernardino International Airports for both passengers and air freight. In addition, about 85 percent of the imported goods that arrive at the ports of Los Angeles and Long Beach and are destined for rest of the United States, pass through San Bernardino County on or near I-10 en route to points east. I-10 is a principal access route for the Region’s largest concentration of warehousing and distribution facilities that serve as intermediate stops for the higher-value share of the imported containerized goods destined for the entire nation. Warehouse and distribution space in San Bernardino and Riverside Counties is expected to grow from about 300 million square feet in 2005 to 1.7 billion square feet by 2030. As of 2003, at least 30 of the 38.5 centerline miles of I-10 within San Bernardino County carried more than 9,000 HHDTs (5-axle trucks) per day (high volume: 15,000 at I-15 junction), and truck volumes have increased markedly since with the continued growth of port throughput. Looking forward, freight throughput by both truck and rail in that is forecast to triple in the next 25 years. This combination of factors will significantly increase congestion, degrade mobility, and impose serious economic impacts unless substantial investments are made in the corridor.

ID	Task Name	Duration	Start	Finish	2007												2008														
					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
1	Develop Congestion Management Plan (CMP)	428 days?	Wed 11/1/06	Fri 6/20/08	[Solid black bar spanning from Oct 2006 to Jun 2008]																										
2	Draft CMP	384 days?	Wed 11/1/06	Mon 4/21/08	[Light gray bar spanning from Oct 2006 to Apr 2008]																										
3	Final CMP	44 days?	Tue 4/22/08	Fri 6/20/08	[Light gray bar spanning from Apr 2008 to Jun 2008]																										
4	Establish CMP Team (Planning/Operations/Partners)	43 days	Wed 11/1/06	Fri 12/29/06	[Solid black bar spanning from Oct 2006 to Dec 2006]																										
5	Prepare Work Plan	21 days	Fri 12/1/06	Fri 12/29/06	[Solid black bar spanning from Dec 2006 to Dec 2006]																										
6	Develop Charter/MOU/Initiate Process Commitment	66 days?	Fri 12/1/06	Fri 3/2/07	[Solid black bar spanning from Dec 2006 to Mar 2007]																										
7	Develop Draft Charter/MOU	32 days?	Fri 12/1/06	Mon 1/15/07	[Light gray bar spanning from Dec 2006 to Jan 2007]																										
8	Finalize Charter	34 days?	Tue 1/16/07	Fri 3/2/07	[Light gray bar spanning from Jan 2007 to Mar 2007]																										
9	Assess Status of Detection Equipment	16 days?	Fri 12/1/06	Fri 12/22/06	[Solid black bar spanning from Dec 2006 to Dec 2006]																										
10	Assess Congestion Monitoring Availability	35 days?	Mon 1/15/07	Fri 3/2/07	[Solid black bar spanning from Jan 2007 to Mar 2007]																										
11	Review Existing Data	7 days?	Mon 1/15/07	Tue 1/23/07	[Light gray bar spanning from Jan 2007 to Jan 2007]																										
12	Perform Congestion Monitoring Runs	28 days?	Wed 1/24/07	Fri 3/2/07	[Light gray bar spanning from Jan 2007 to Feb 2007]																										
13	Perform Micro Simulation	207 days?	Fri 12/15/06	Mon 10/1/07	[Solid black bar spanning from Dec 2006 to Sep 2007]																										
14	Analyze Current Simulation Prepared	11 days?	Fri 12/15/06	Fri 12/29/06	[Light gray bar spanning from Dec 2006 to Dec 2006]																										
15	Assess Micro Simulation Needs	5 days?	Mon 1/1/07	Fri 1/5/07	[Light gray bar spanning from Jan 2007 to Jan 2007]																										
16	Assess Availability of Data	32 days?	Fri 12/15/06	Mon 1/29/07	[Light gray bar spanning from Dec 2006 to Jan 2007]																										
17	Identify Planned and Programmed Improvements for Modeling	32 days	Fri 12/15/06	Mon 1/29/07	[Light gray bar spanning from Dec 2006 to Jan 2007]																										
18	Full Performance Assessment and Analysis/ Scenario Based	173 days	Thu 2/1/07	Mon 10/1/07	[Light gray bar spanning from Feb 2007 to Sep 2007]																										
19	Micro-Sim/ Other Models All Planned and Programmed Projects	173 days	Thu 2/1/07	Mon 10/1/07	[Light gray bar spanning from Feb 2007 to Sep 2007]																										
20	Assess Future Performance in Corridor	45 days	Mon 10/1/07	Fri 11/30/07	[Solid black bar spanning from Oct 2007 to Nov 2007]																										
21	Identify Alternative Performance Scenarios (Projects, Actions, Strategies)	66 days	Mon 12/3/07	Mon 3/3/08	[Solid black bar spanning from Nov 2007 to Feb 2008]																										
22	Micro-Sim/Other Models Improvement Scenarios	277 days	Wed 2/28/07	Thu 3/20/08	[Solid black bar spanning from Feb 2007 to Mar 2008]																										
23	Develop Recommendations and Performance Improvement Estimates	255 days	Mon 7/2/07	Fri 6/20/08	[Solid black bar spanning from Jun 2007 to Jun 2008]																										
24	Final MOU	45 days?	Mon 4/21/08	Fri 6/20/08	[Solid black bar spanning from Apr 2008 to Jun 2008]																										
25	Manage the Corridor Using CMP	86 days	Fri 6/20/08	Fri 10/17/08	[Solid black bar with arrowhead spanning from Jun 2008 to Oct 2008]																										
26	Continuing Assessment	86 days	Fri 6/20/08	Fri 10/17/08	[Light gray bar spanning from Jun 2008 to Oct 2008]																										
27	Implementing CMP for Highest Performance Outcomes Through Corridor	86 days	Fri 6/20/08	Fri 10/17/08	[Light gray bar spanning from Jun 2008 to Oct 2008]																										