

San Bernardino County Transportation Authority
MAJOR PROJECTS

PROJECT STATUS REPORT

April – June 2026



1170 West Third Street, Second Floor
San Bernardino, California 92410-1715
Telephone: (909) 884-8276
www.gosbcta.com

ORDER OF PROJECT DELIVERY

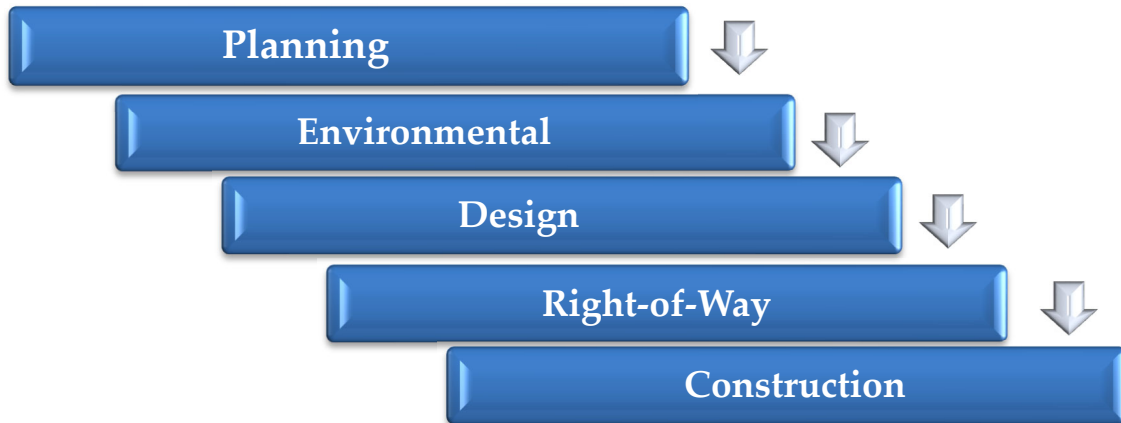


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- 3 Grade Separation Projects
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Project Name

Phase

Corridor

Mainline Projects

- | | | | |
|----|---------------------------------------|------------------------|--------|
| 5 | I-10 Corridor (Contract 1) | Design-Build/ROW | I-10 |
| 6 | I-10 Corridor (Contract 2) | Construction | I-10 |
| 7 | I-10 EB Truck Climbing Lane | Close Out | I-10 |
| 8 | SR-210 Lane Addition | Landscape | SR-210 |
| 9 | I-15 Corridor (Contract 1) | Construction | I-15 |
| 10 | I-215 Bi-County/Segment 5 Landscape | Construction | I-215 |
| 11 | US-395 Widening Project - Phase 2 | ROW/Construction | US-395 |
| 12 | SR-62 Sage to Airway Avenue | Planning | SR-62 |
| 13 | SR-18 Median Widening and Reprofiting | Environmental | SR-18 |
| 14 | I-15 Cajon Pass NB TCL extension | Planning/Environmental | I-15 |

Interchange Projects

- | | | | |
|----|----------------------------|------------------|-------|
| 15 | SR-60 / Central Avenue | Landscape | SR-60 |
| 16 | I-10 / Cedar Avenue | Construction | I-10 |
| 17 | I-10 / Mount Vernon Avenue | ROW/Construction | I-10 |

(Continued)

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	<u>Project Name</u>	<u>Phase</u>	<u>Corridor</u>
18	I-10 / Alabama Street	Close Out/Landscape	I-10
19	SR-210 / Base Line	Landscape	SR-210
20	I-215 / Barton Road	Close Out	I-215
21	I-215 / University Parkway	Construction	I-215
22	SR-210 Waterman Avenue	Close Out	SR-210

Grade Separation Projects

23	Monte Vista and UPRR	Close Out	Local Streets
24	Mount Vernon Avenue Viaduct	Design-Build/ROW	Local Streets
25	North First Avenue Bridge over BNSF	Close Out	Local Streets

Special Projects

26	Metrolink ATP (Phase II)	Construction	Local Streets
27	Highland/Redlands Reg Gap Connector	Design	Local Streets

Transit and Rail Projects

28	West Valley Connector Phase I	Construction	Transit and Rail
29	ZEMU Vehicle Procurement	Procurement	Transit and Rail
30	Lilac – Rancho Double Track	Design	Transit and Rail
31	Enhanced Metrolink Service Project	Environmental	Transit and Rail
32	DMU to ZEMU Conversion	Construction	Transit and Rail

Note:

1. "Board Approved Funding" amounts at the start of each project, reflect the latest Board approved funding estimates. The amounts by phase are then superseded as cooperative agreements are approved and executed.
2. "Construction" under each project's "Budgetary Estimate at Completion (\$000's)", in addition to construction capital costs, includes costs associated with construction management, landscaping and any other estimated construction expense.

PROJECT STATUS -DEFINITIONS-

Complete for Beneficial Use: Satisfactory completion of the project's stated purpose to allow public use of facilities without restrictions.

Construction: Project phase after Construction Notice to Proceed (NTP) through end of Project.

Closeout: Construction complete and completing formal close out of all contracts.

Board Approved Funding: Funding approved by the SBCTA Board, which supersedes the funding approved in the 10-Year Delivery Plan.

Design & ROW: Project phase after Project Report (PR) Approval and before Construction NTP.

"Early": Work along a Mainline or Segment that is performed first to assist execution of a major project.

EEP: Establish Existing Planting

End of Project: Final completion of all construction activities and formal Close Out of construction contracts and ROW activities.

Environmental Clearance: Project phase after Project Initiation Document (PID) approval. Includes development of Project Approval (PA) documentation, and Environmental Documents (ED).

Final Design Approved: Completion of all design activities and environmental certifications and ROW.

Grade Separation: Work to change elevations of road and/or rail intersections to expedite traffic flow.

HOV: High Occupancy Vehicle (i.e. car pool).

Interchange: Connectors between Interstates and/or major roads.

Interstate Highway: Federally monitored high speed roads.

Local Streets: State/City owned and maintained streets.

Mainline: Interstate freeway corridor project that is new and/or widened (added lanes - general purpose, HOV, auxiliary, etc.).

NTP: Notice to Proceed.

Planning: Project phase after Start of Project and before Project Study Report (PSR) Approval.

Preliminary Engineering: Part of the Environmental Clearance phase that includes 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.

Project Initiation Document (PID): Report documenting the early scoping definition of a project used to determine viability of proceeding with Preliminary Engineering and Environmental approvals, project alternatives and preliminary project costs by phase.

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.

PS&E: Development of the final Plans, Specifications and Estimates for use in bidding the construction.

Right-of-Way (ROW): 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.

RTL: Ready to List.

Segment: A specified portion of an Interstate freeway corridor project that is widened (added lanes - general purpose, HOV, auxiliary, etc.).

Sound Walls: Self supported walls that are of sufficient height to reduce roadway noise to an acceptable level.

Start of Project: Board action to begin project.

Utility Relocation: Modification of 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

-FUNDING PROGRAM DESCRIPTIONS-

FEDERAL

- ARRA – American Recovery and Reinvestment Act
- ATP – Active Transportation Program
- CMAQ – Congestion Mitigation & Air Quality Program
- DEMO – Demonstration Project
- EARREPU – Earmark Repurposing Fund
- HBP – Highway Bridge Program
- IMD – Interstate Maintenance Discretionary
- PNRS – Project of National & Regional Significance
- STP – Surface Transportation Program
- TE – Transportation Enhancement
- TEA – Transportation Enhancement Activity
- TIFIA – Transportation Infrastructure Finance and Innovation Act
- TIGER – Transportation Investment Generating Economic Recovery

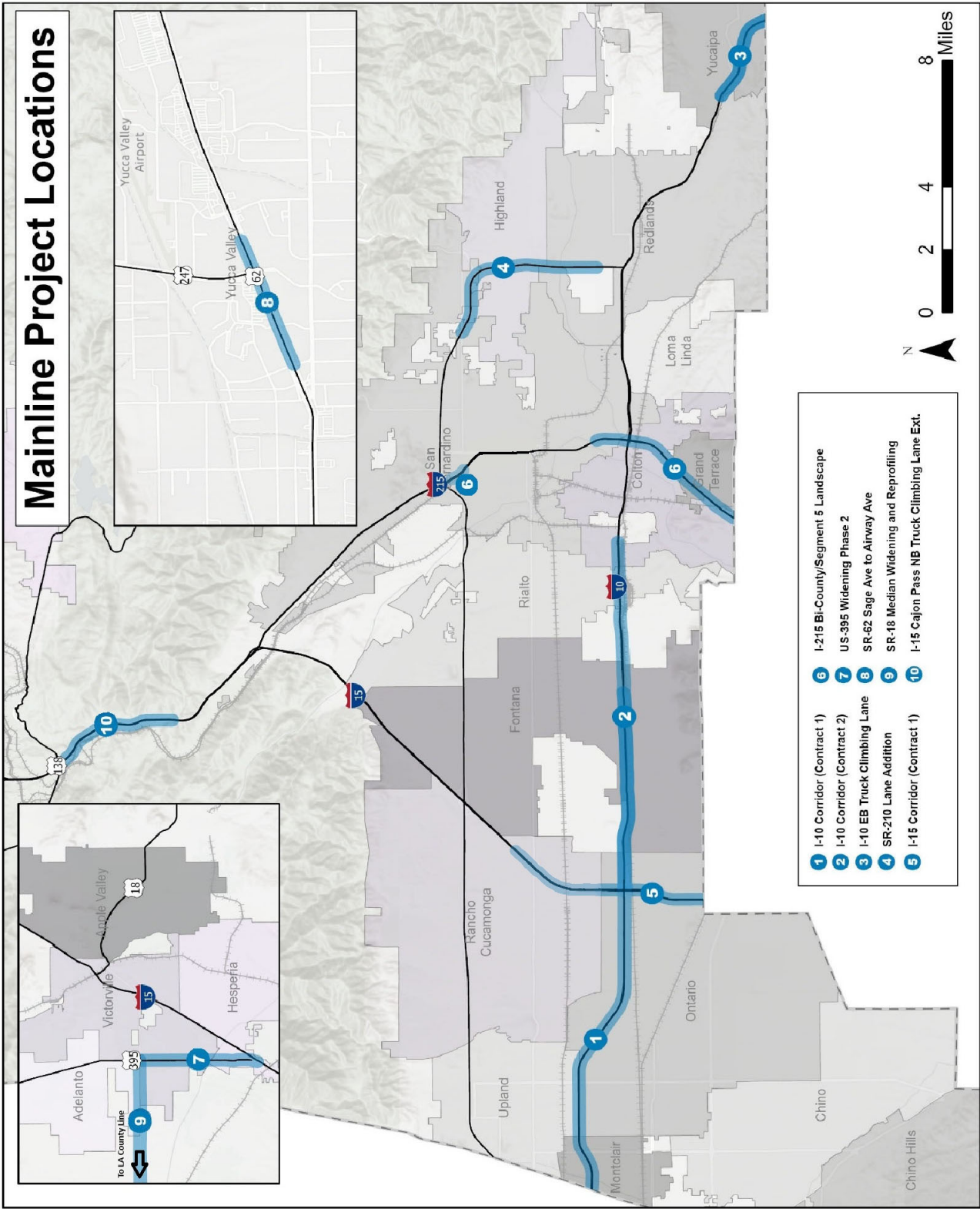
STATE

- CMIA – Corridor Mobility Improvement Account
- ITIP – Interregional Transportation Improvement Program
- IIP – Interregional Improvement Program
- LPP – Local Partnership Program (Senate Bill 1)
- PUC – Public Utilities Commission
- RIP – Regional Improvement Program
- SHOPP – State Highway Operation and Protection Program
- SLPP – State Local Partnership Program
- STIP – State Transportation Improvement Program
- TCEP – Trade Corridor Enhancement Program (Senate Bill 1)
- TCIF – Trade Corridor Improvement Fund
- TCRP – Traffic Congestion Relief Program
- TIRCP – Transit and Intercity Rail Capital Program
- TLSP – Traffic Light Synchronization Program

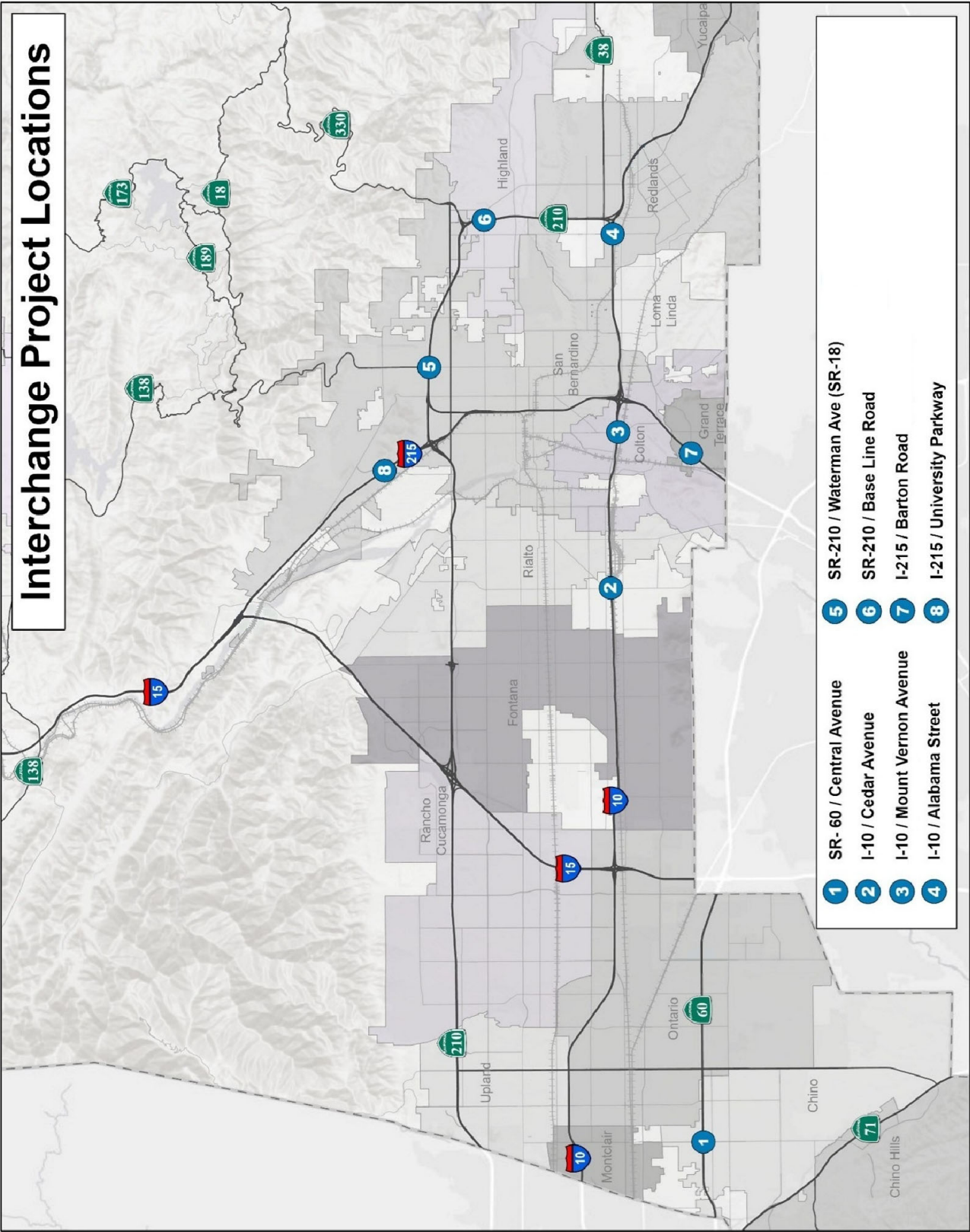
LOCAL

- DIF – Developer Impact Fees
- IVDA – Inland Valley Development Agency
- TDA – Transportation Development Act
- WVWD – West Valley Water District

PROJECT LOCATION MAP MAINLINE PROJECTS

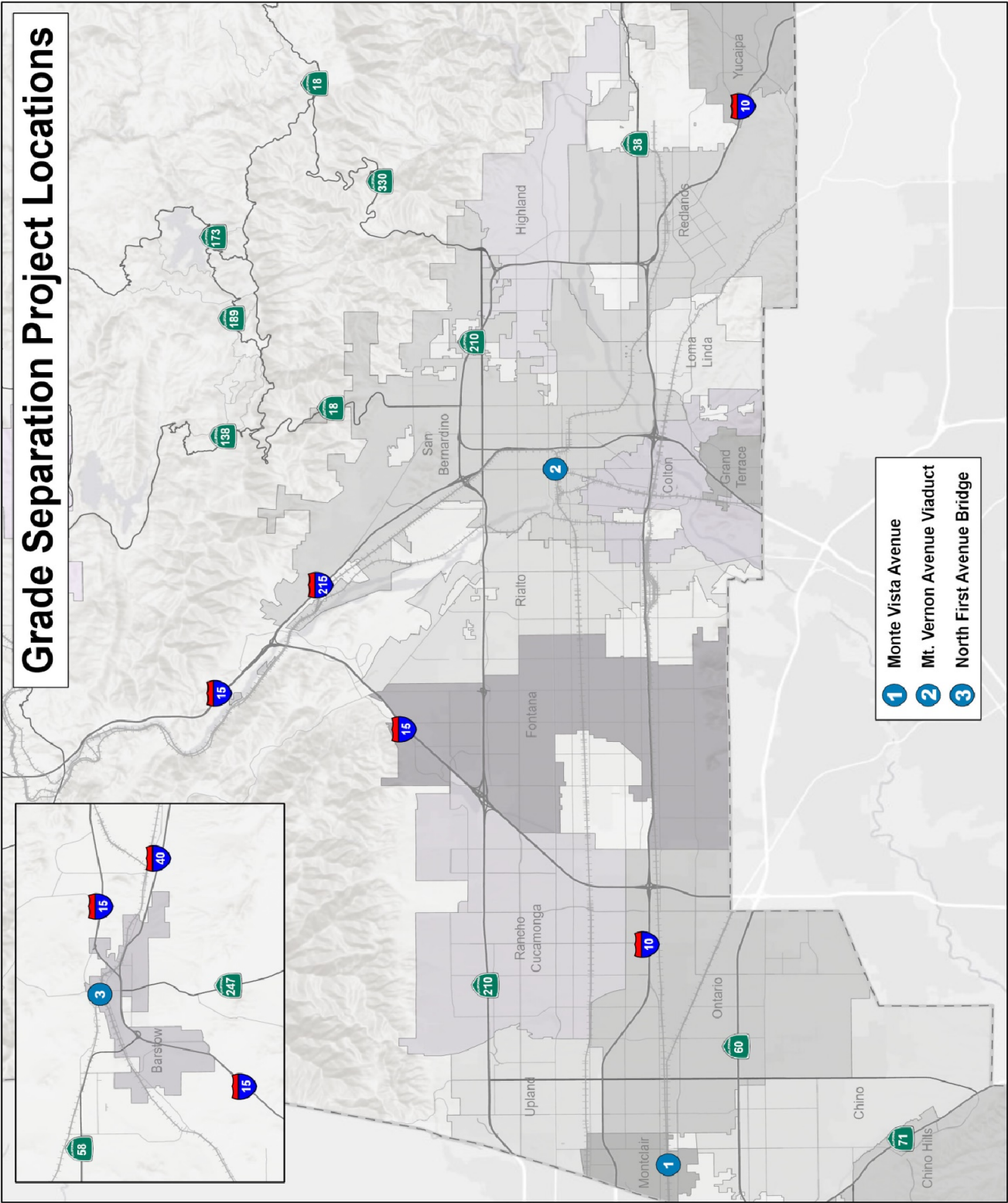


PROJECT LOCATION MAP
INTERCHANGE PROJECTS

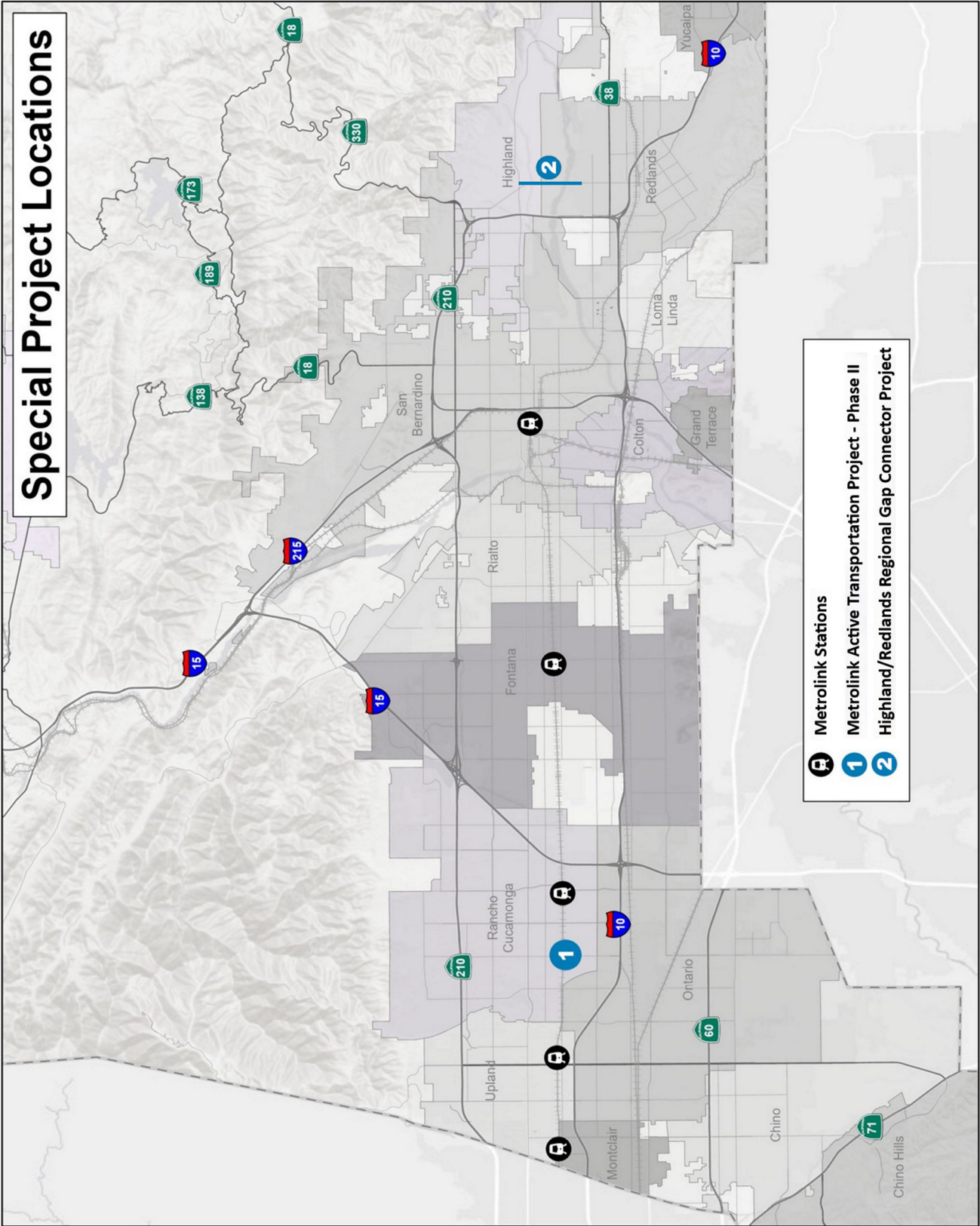


SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
PROJECT DELIVERY – KRISTI HARRIS, DIRECTOR PROJECT
STATUS – JUNE 2026

PROJECT LOCATION MAP
GRADE SEPARATIONS

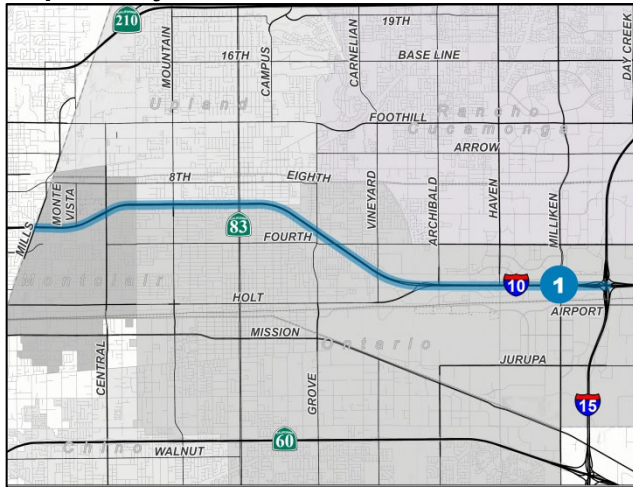


PROJECT LOCATION MAP
SPECIAL PROJECTS



I-10 CORRIDOR FREIGHT AND EXPRESS LANE PROJECT (Contract 1)

Map of Project:



Project Scope Summary:

This project provides express lanes along the I-10 in each direction from the Los Angeles County line to I-15, approximately 10 miles.

Project Status and Continuing Activities:

- Design Builder final design and field investigation work for utilities and geotechnical work are complete.
 - Toll System Provider (TSP) NTP 2 work began in February 2019. Toll system final design was completed in July 2022 and Factory Acceptance Testing (FAT) was completed in September 2022 and TSP field work finished, with Revenue Commencement initiated in late August 2024.
 - ROW acquisition is completed in Montclair, Upland, and Ontario and staff is continuing to manage active Temporary Construction Easements and close out final agreements as necessary.
 - Utility relocation work is approximately 99% complete, though minor punch list work continues at various locations along I-10, performed by LSPJV.
 - I-10 Mainline widening construction work is nearly finished between Los Angeles County line to Etiwanda Avenue (12 miles), including final bridge construction at 6th Street, Euclid, Monte Vista, San Antonio, Sultana, Vineyard, Holt, and Campus Avenue bridges, with operational express lanes open since August 2024.
- ### Project Notes of Interest:
- Staff continues close coordination with the Cities of Ontario, Montclair and Upland to draft the Freeway Maintenance Agreements and coordinate project reviews and inspections required for the close-out of construction permits.
 - Final project costs approved in June 2018 also includes cost of Caltrans SHOPP work and local interchange and arterial improvements, constructed as part of the Project.

Lead Agency: SBCTA

Project Manager: Chad Costello (909) 884-8276
ccostello@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jul 2007
Project Initiation Document (PID) Approved (by others)	Jun 2005
Environmental Clearance (PA/ED)	Jul 2017
Construction NTP 1 Design Build	Sep 2018
Construction NTP 2	Mar 2019
Complete for Beneficial Use	Nov 2025
End of Project	[Dec 2027]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report	-Caltrans-
Project Report EIR	\$8,828
Final Design	\$44,246
ROW	\$53,300
Construction	\$856,669
Total	\$963,043

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal – CMAQ/STP	\$289,059
Federal – TIFIA	\$225,000
State SHOPP	\$117,755
Measure I/City	\$162,511
State STIP/RIP	\$39,745
State TCIF	\$4,973
State LPP	\$6,169
TCEP	\$117,831
Total	\$963,043

Board Approved Funding: \$963,043,000

I-10 CORRIDOR FREIGHT AND EXPRESS LANE PROJECT (Contract 2)

Map of Project:



Project Scope Summary:

This project provides a single express lane, in each direction, along the I-10 from the Interstate 15, in the City of Ontario, to Pepper Avenue, in the City of Colton, a length of approximately 11 miles, connecting to the I-10 Corridor Contract 1 express lanes currently in operation.

Project Status and Continuing Activities:

- The Project is being delivered as a traditional methodology (Design-Bid-Build), including the Toll Collection System Design Elements.
- To expedite Project delivery, the Project is divided into two construction contracts: Contract 2A from Interstate 15 to Sierra Avenue and Contract 2B from Sierra Avenue to Pepper Avenue.
- Contract 2A construction contract was awarded in February 2026 and the construction work started in April 2026.
- Contract 2B achieved its Ready-to-List milestone in March 2026. An Invitation for Bids was released on March 26, 2026 and five bids were received on May 27, 2026.

Project Notes of Interest:

- Project will improve eastbound acceleration lanes between Cherry Ave and Citrus Ave and Sierra Ave to Cedar Ave; and add auxiliary lanes in both directions from Riverside Ave to Pepper Ave.
- Project includes interchange ramp modifications at Etiwanda Avenue; Cherry Avenue; Citrus Avenue; Sierra Avenue; Cedar Avenue; Riverside Avenue; and Pepper Avenue.
- Project will include structure widening, replacement, or abandonment at Day Creek Channel (widen); Etiwanda Wash (widen); Valley Blvd Exit Ramp Undercrossing (widen); Etiwanda-San Sevaine Channel (widen); Etiwanda-San Sevaine Channel Ramp (replacement); Kaiser Spur Overhead (widen); San Sevaine Creek (abandonment); and Mulberry Creek (abandonment).

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jul 2007
Project Initiation Document (PID) Approved (by others)	Jun 2005
Environmental Clearance (PA/ED)	Jul 2017
Final Design Approved (RTL), Segment 2A / 2B	Jun 2025 / Jan 2026
Construction NTP Segment 2A / 2B	Feb 2026 / [Aug 2026]
Complete for Beneficial Use	[Mar 2029]
End of Project	[Mar 2030]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Study Report	-Caltrans-
Project Report/EIR	\$0
Final Design	\$75,652
ROW	\$10,453
Construction	\$820,819
Total	\$906,924

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$734,571
State STIP	\$72,889
State STIP-CRRSAA	\$11,949
State STP	\$36,000
TCEP	\$75,000
LPP Formula	\$12,731
CMAQ	\$7,000
Unfunded	\$30,000
TBD	\$(73,216)
Total	\$906,924

Board Approved Funding: \$980,140,000

Lead Agency: SBCTA

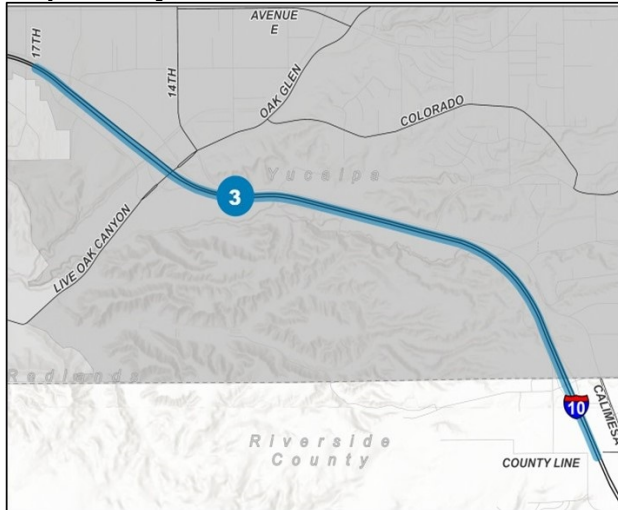
Project Manager: Heng Chow (909) 884-8276
hchow@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
PROJECT DELIVERY – KRISTI HARRIS, DIRECTOR
PROJECT STATUS – JUNE 2026

I-10 EASTBOUND TRUCK CLIMBING LANE

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Oct 2015
Project Initiation Document (PID) Approved	Jun 2017
Environmental Clearance (PA/ED)	Nov 2020
Final Design Approved (RTL)	Nov 2022
Construction Notice to Proceed	Mar 2024
Complete for Beneficial Use	Aug 2025
End of Project	[Aug 2026]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report and Env Document	\$2,537
Final Design	\$3,438
ROW	N/A
Construction Capital	\$30,717
Total	\$36,692

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
State-TCEP Delivery Plan	\$24,864
Measure I	\$11,394
State - STIP/RIP	\$2,890
TBD	\$(2,456)
Total	\$36,692

Board Approved Funding: \$39,148,000

Project Scope Summary:

This project will add a truck climbing lane from west of the 16th Street Bridge in the City of Yucaipa to just east of the County Line Road Bridge at the San Bernardino County and Riverside County line.

Project Benefit:

The addition of a truck climbing lane will separate slow moving trucks that are climbing the steep grade along the project from the general traffic lanes.

Project Status and Continuing Activities:

- Project construction was completed in August 2025 and a Ribbon Cutting Ceremony was held in the City of Yucaipa
- Caltrans issued the Relief from Maintenance and they have assumed maintenance responsibilities for the project.
- Contract was accepted in March 2026.
- Project closeout activities are ongoing.

Project Notes of Interest:

- The project will use \$2.9M of STIP/RIP funds for the final design phase. Approximately \$24M of State Transportation Corridor Enhancement Program (TCEP) funds were awarded for the construction phase of the project.
- The project is being designed to integrate with a recent State Highway Operations and Protection Program (SHOPP) pavement rehabilitation project that was just completed. Coordination between both projects led to an estimated overall cost savings from the initial concept estimate of \$45 million.

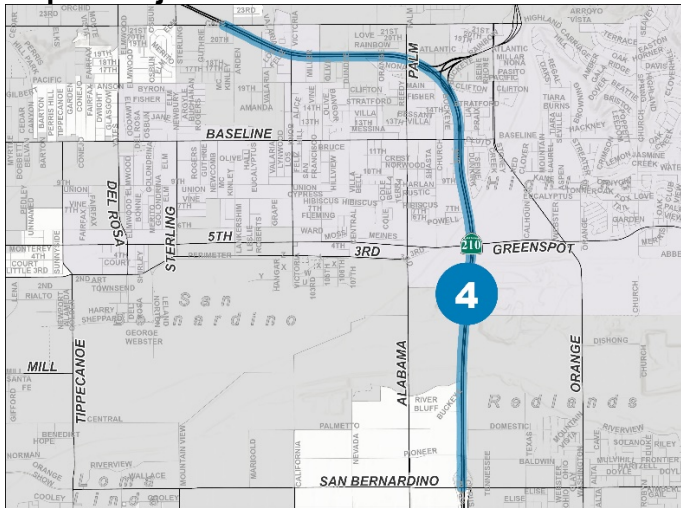
Lead Agency: SBCTA

Project Manager: Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-210 LANE ADDITION – HIGHLAND AVENUE TO SAN BERNARDINO AVENUE

Map of Project:



Project Scope Summary:

This gap closure project included the addition of one general purpose lane in each direction within the median of SR-210 generally between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands. Pavement rehabilitation (rehab) work also occurred along this section of the corridor in select locations.

Project Benefit:

The improvements will decrease congestion during peak traffic periods and improve traffic operations with elimination of the lane drop in each direction. The project also replaced existing asphalt pavement with longer life concrete pavement and replaced pavement sections in poor condition.

Project Status and Continuing Activities:

- The Construction contract was awarded by the SBCTA Board in November 2019.
- Construction began in February 2020 and achieved Complete for Beneficial Use in June 2023.
- Construction is 100% complete through December 2023 and relief of maintenance was issued January 2024.
- Project has entered a 4-year landscape maintenance period to be completed fall 2027.

Project Notes of Interest:

- As the SR-210 Lane Addition and SR-210 Base Line Interchange projects align geographically and share similar delivery schedules, they were combined for the design, right-of-way, and construction phases to minimize cost and schedule.
- Caltrans pavement rehab work was added to this project's scope and funding (SHOPP) which included new concrete pavement between 5th Street and Lugonia Avenue.

Lead Agency: SBCTA

Project Manager: Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2011
Project Initiation Document (PID) Approved (by Caltrans)	May 2008
Environmental Clearance (PAVED)	Jan 2017
Final Design Approved (RTL)	Apr 2019
Construction Notice to Proceed	Feb 2020
Complete for Beneficial Use	June 2023
End of Project	[May 2028]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report	Caltrans
Project Report	\$3,098
Final Design	\$12,418
ROW	\$5,578
Construction	\$140,844
Total	\$161,938

Funding Estimate At Completion (\$ 000's)

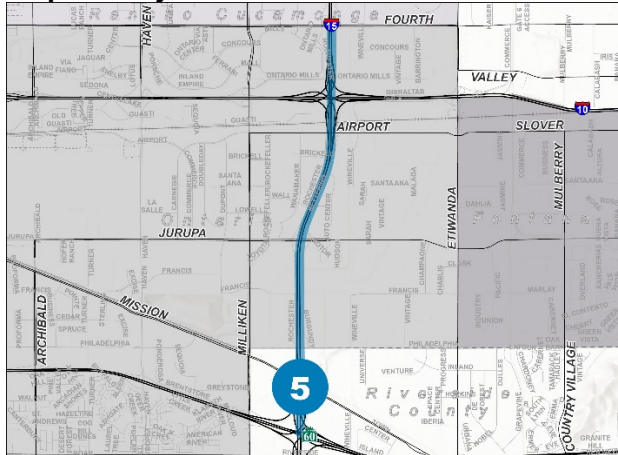
Funding Source	Amount
State SHOPP	\$42,121
State STIP/RIP	\$25,000
Measure I	\$122,169
TBD	\$(27,352)
Total	\$161,938

Board Approved Funding: \$189,290,000

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
PROJECT DELIVERY – KRISTI HARRIS, DIRECTOR
PROJECT STATUS – JUNE 2026

I-15 CORRIDOR FREIGHT AND EXPRESS LANES PROJECT (Contract 1)

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Oct 2012
Project Initiation Document (PID)	Sept 2014
Environmental Clearance (PA/ED)	Dec 2018
Final Design Approved (RTL)	Oct 2023
Construction NTP	Feb 2025
Complete for Beneficial Use	[Aug 2028]
End of Project	[Dec 2031]

Budgetary Estimate At Completion (\$000's)

Cost Item	Amount
Project Report and Env Document	\$12,465
Final Design	\$31,548
ROW	\$751
Construction	\$494,661
Total	\$539,425

Funding Estimate At Completion (\$000's)

Funding Source	Amount
Measure I	\$196,150
TCEP	\$170,390
STIP/RIP	\$72,274
LPP (Formula) SB1	\$11,554
CMAQ	\$46,110
HIP	\$2,506
STP	\$38,966
TBD	\$1,475
Total	\$539,425

Board Approved Funding: \$537,950,000

Project Scope Summary:

Addition of auxiliary lanes to improve freight corridor movement and addition of two express lanes in each direction on the I-15 from south of SR-60 to about Foothill Boulevard.

Project Benefit:

Improve freight corridor movement and provide reliable travel times, manage traffic, and increase capacity.

Project Status and Continuing Activities:

- Coordination with Brightline West High Speed Rail is ongoing from Rochester Overhead to Etiwanda Undercrossing to ensure project compatibility with Contract 1.
- The construction contract was awarded in November 2024.
- The Notice to Proceed (NTP) was issued in February 2025, and construction is now underway.

Project Notes of Interest:

- SBCTA received \$119 million in Trade Corridor Enhancement Program (TCEP) grant funds in December 2020.
- Full funding plan based on 10 Year Delivery Plan approved by the Board in December 2021.
- SBCTA received \$52 million in supplemental TCEP funds in October 2024.

Lead Agency:

SBCTA

Project Manager:

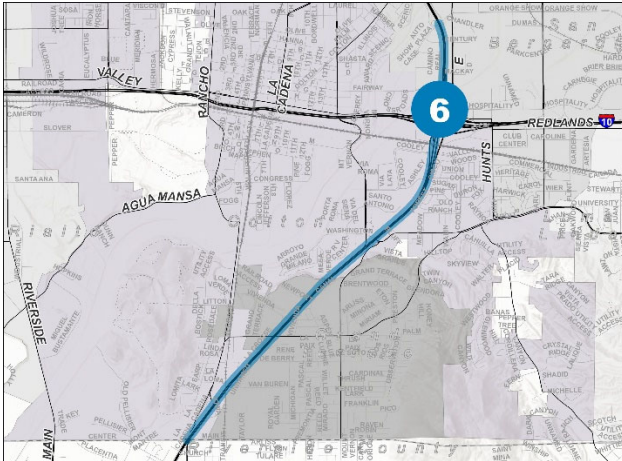
David Tan
(909) 884-8276
dtan@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

I-215 BI-COUNTY / SEGMENT 5 LANDSCAPING

Map of Project:



Project Scope Summary:

This project provides landscaping on Interstate 215 from Orange Show Road to the San Bernardino County/Riverside County line (Bi-County), and from Massachusetts Avenue to the SR-210/I-215 Interchange (Segment-5).

Project Status and Continuing Activities:

- Environmental Clearance was approved in June 2020.
- The 100% Plans, Specifications and Estimate were approved in July 2025.
- The project acquired an easement from a private property for irrigation purposes.
- Federal Authorization (E-76) was issued in August 2025.
- An Invitation for Bid (IFB) for construction services was released on September 3, 2025.
- Contract Award was approved at the December 2025 Board meeting.
- Construction began February 2026.

Project Notes of Interest:

- The HOV lanes are complete and were opened to traffic in late 2015. This project is a follow-up landscaping project for the corridor.
- Proposed landscaping includes the use of drought tolerant, California-friendly and low maintenance trees and shrubs, as well as inert materials such as decomposed granite, gravel mulch, rock blanket, and boulders.
- The landscape construction will be followed by a 1-year Plant Establishment period and a 4-year Establish Existing Planting phase.
- Landscape construction phase estimate escalated at 4% per year to midpoint of construction based on latest escalation analysis.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2019
Project Initiation Document (PID) Approved	-incl. in PA/ED-
Environmental Clearance (PA/ED)	Jun 2020
Final Design Approved (RTL)	Jul 2025
Construction Notice to Proceed	Jan 2026
Complete for Beneficial Use	[Dec 2026]
End of Project	[Mar 2032]

Budgetary Estimate At Completion (\$ 000's)	
Cost Item	Amount
Project Report and Env Document	\$716
Final Design	\$1,938
ROW	\$16
Construction	\$13,810
Total	\$16,480

Funding Estimate At Completion (\$ 000's)	
Funding Source	Amount
Measure I	\$8,449
STP	\$7,548
PNRS	\$623
TBD	\$(140)
Total	\$16,480

Board Approved Funding: \$16,620,000

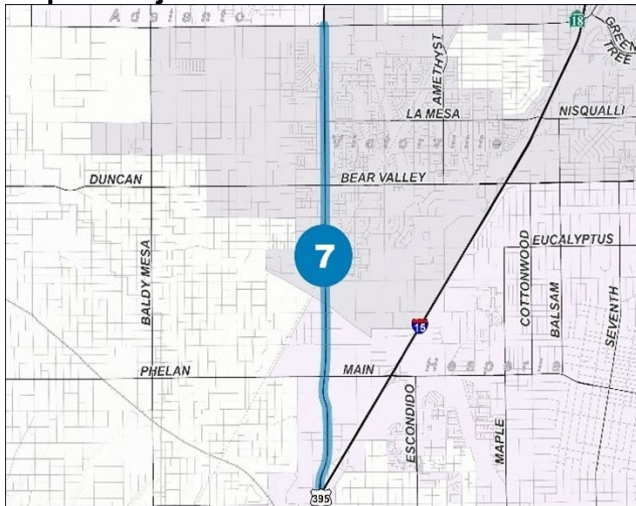
Lead Agency: SBCTA

Project Manager: Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

US-395 WIDENING PROJECT – PHASE 2

Map of Project:



Project Scope Summary:

Widen US-395 between 0.4 miles north of Interstate 15 (I-15) and State Route 18 (SR-18 / Palmdale Road), a distance of approximately 7 miles, from two lanes to four lanes. Install continuous raised median, turn lanes and signal modification at various intersections within the project limits.

Project Benefit:

The project will relieve congestion and enhance the operational efficiency of US-395.

Project Status and Continuing Activities:

- The construction contract was awarded in November 2025.
- The Notice to Proceed (NTP) was issued and construction is now underway.

Project Notes of Interest:

- This “gap closure” Project is the second phase of a three-phase project between I-15 and Desert Flower Road. Construction is complete for Phase 1, between SR-18 and Chamberlaine Way. Phase 3 between Chamberlaine Way and Desert Flower Road will be completed as funding becomes available.
- SBCTA will receive \$7.65 million in SHOPP funds for construction capital, from Caltrans.
- SBCTA received \$30 million in Trade Corridor Enhancement Program (TCEP) grant funds in June 2023.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jul 2002
Project Initiation Document (PID)	Aug 2005
Environmental Clearance (PA/ED)	Dec 2009
Final Design Approved (RTL)	June 2025
Construction Notice to Proceed	Feb 2026
Complete for Beneficial Use	[Aug 2028]
End of Project	[Feb 2029]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Final Design	\$10,513
ROW	\$18,106
Construction	\$71,903
Total	\$100,522

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal - STP	\$33,997
CPF	\$2,000
State - SHOPP	\$7,099
Measure I	\$17,981
CRRSAA	\$9,961
TCEP	\$30,000
TBD	\$(516)
Total	\$100,522

Board Approved Funding: \$101,038,000

Lead Agency:

SBCTA – Right of Way
SBCTA – Construction
SBCTA – Design

Project Manager:

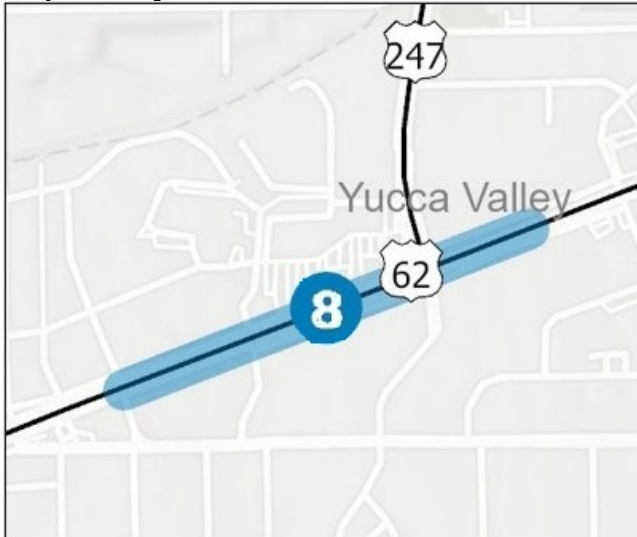
David Tan (909) 884-8276
dtan@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-62 / SAGE TO AIRWAY AVENUE

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Aug 2025
Project Initiation Document (PID) Approved	[Mar 2027]
Environmental Clearance (PA/ED)	[June 2028]
Final Design Approved (RTL)	TBD
Construction Notice to Proceed	TBD
Complete for Beneficial Use	TBD
End of Project	TBD

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report and Env Document	\$2,623
Final Design	\$TBD
ROW/Utilities Capital	\$TBD
Construction	\$TBD
Total	\$2,623

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$2,423
Town of Yucca Valley DIF	\$200
Total	\$2,623

Board Approved Funding: \$2,623

Project Scope Summary:

The project will address traffic congestion along an approximately one mile stretch of State Route 62 (SR-62) along the commercial sector of the Town of Yucca Valley

Project Benefit:

The project will improve vehicular throughput and traffic operations by improving up to five roadway intersections and evaluating needed traffic improvements from Sage Avenue to Airway Avenue. The project will also provide standard roadway shoulders and improve pedestrian and bicycle features.

Project Status and Continuing Activities:

- An engineering consultant was awarded a professional design service contract in October 2025.
- The project delivery process will begin with the Project Initiation Document (PID) Phase which will evaluate various conceptual solutions to address traffic operational needs.
- PID activities have begun with and early engineering activities and Project Development Team kick off.

Project Notes of Interest:

- Incorporation of Smart Corridor elements are being evaluated for this project.
- Project improvements will consider SBCTA's Cajon Pass Emergency Bypass strategies

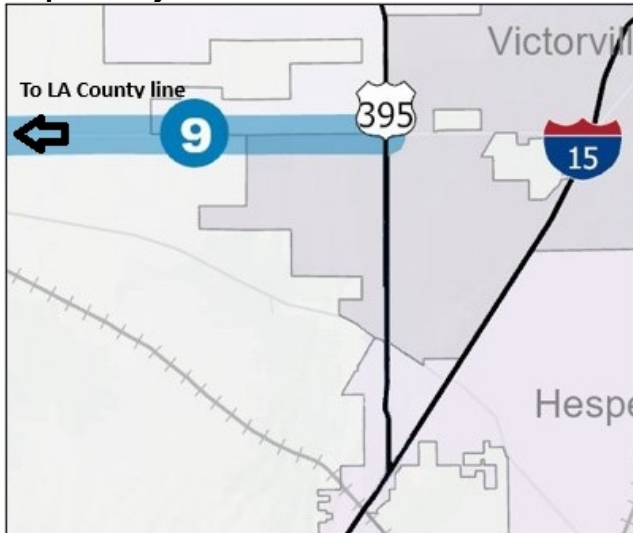
Lead Agency: SBCTA

Project Manager: Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-18 MEDIAN WIDENING AND REPROFILING PROJECT

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Apr 2021
Project Initiation Document (PID)	June 2025
Environmental Clearance (PA/ED)	[Jan 2027]
Final Design Approved (RTL)	[Nov 2029]
Construction NTP	[June 2030]
Complete for Beneficial Use	[Sept 2032]
End of Project	[Aug 2033]

Budgetary Estimate At Completion (\$000's)

Cost Item	Amount
Project Report and Env Document	\$8,217
Final Design	
ROW	
Construction	
Total	\$8,217

Funding Estimate At Completion (\$000's)

Funding Source	Amount
Measure I	\$8,217
Total	\$8,217

2025 10-Year Delivery Plan: \$12,000,000

Project Scope Summary:

Addition of a center median separating eastbound and westbound lanes to improve safety and operations and reduce delays from the County line to US 395. Reprofile SR-18 mainline to enhance ride quality.

Project Benefit:

Enhance safety, reduce congestion, support economic and environmental benefits, strengthen regional resiliency during emergencies, and improve multimodal access through complete street features.

Project Status and Continuing Activities:

- The Project Study Report was approved in June 2025.
- The PA/ED contract was awarded in September 2025.
- Preliminary design and environmental studies are underway.

Project Notes of Interest:

- Funding for the project is presently programmed only through the PA/ED phase.
- Construction phase estimate escalated at 4% per year to midpoint of construction based on latest escalation analysis.

Lead Agency:

SBCTA

Project Manager:

David Tan
(909) 884-8276
dtan@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

I-15 / CAJON PASS NORTHBOUND TRUCK CLIMBING LANE EXTENSION

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Oct 2024
Project Initiation Document (PID) Approved	[Aug 2026]
Environmental Clearance (PA/ED)	[Jun 2027]
Final Design Approved (RTL)	[Sep 2028]
Construction Notice to Proceed	[Jun 2029]
Complete for Beneficial Use	[May 2031]
End of Project	[Nov 2031]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report/PA/ED	\$5,208
Final Design	\$5,200
ROW	\$0
Construction	\$100,550
Total	\$110,958

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$60,000
TCEP (Cycle-5)	\$51,000
TBD	\$(42)
Total	\$110,958

Board Approved Funding: \$111,000,000

Project Scope Summary:

The project will extend the existing truck lane in the northbound direction from 2.7 miles north of Kenwood Avenue, for approximately 3.9 miles to State Route 138.

Project Benefit:

This project will improve operations by eliminating the drop lane and allowing for continuous traffic flow by separating slower moving vehicles from the general-purpose lanes.

Project Status and Continuing Activities:

- SBCTA awarded a combined PID & PA/ED design contract in July 2025.
- SBCTA conducted biological survey's summer 2025.
- The anticipated Environmental Document is an Initial Study/Categorical Exemption (IS/CE).

Project Notes of Interest:

- The Projects outside widening will also accommodate any future express lanes along the corridor.
- Close coordination is being conducted with the Brightline West Project which will have median improvements along the corridor.
- SBCTA is working to obtain TCEP Funds for the Project.

Lead Agency:

SBCTA

Project Manager:

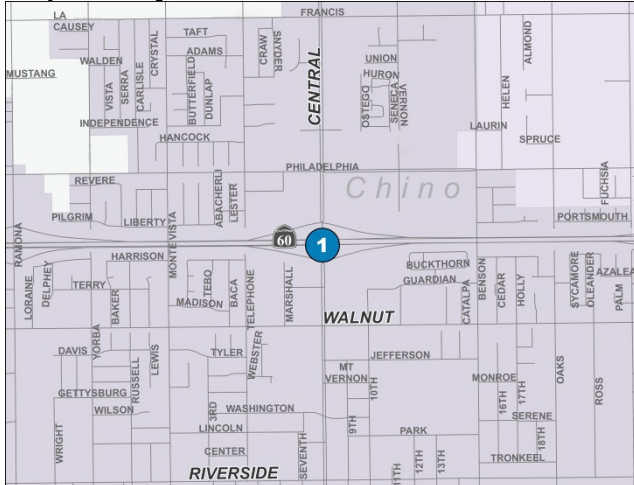
Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-60 / CENTRAL AVENUE

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 2014
Project Initiation Document (PID) Approved	Aug 2016
Environmental Clearance (PA/ED)	Jan 2018
Final Design Approved (RTL)	Jun 2020
Construction Notice to Proceed	Jan 2021
Complete for Beneficial Use	Mar 2024
End of Project	[Dec 2029]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report and Env Document	\$1,294
Final Design	\$2,162
ROW/Utilities Capital	\$864
Construction	\$33,418
Total	\$37,738

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$11,715
City of Chino DIF	\$17,385
State - TCIF	\$8,638
Total	\$37,738

Board Approved Funding: \$37,738,000

Project Scope Summary:

The project will widen the Central Avenue bridge over SR 60 in the City of Chino, widen the freeway ramps, and improve ramp intersections.

Project Benefit:

The project will provide additional left turn storage for vehicles entering the freeway from Central Avenue and improve traffic flow across the SR-60/Central Avenue Bridge. The project will also provide standard roadway shoulders and improve pedestrian and bicycle features.

Project Status and Continuing Activities:

- Caltrans issued the partial Relief from Maintenance to SBCTA in August 2025.
- Closeout activities are complete and contract was accepted in April 2026.
- A contract was awarded to a landscape contractor to perform the four-year Establish Existing Planting (EEP) phase.
- EEP phase began in June 2025.

Project Notes of Interest:

- Replacement landscaping will be added including a one year plant establishment period and a four-year establish existing planting landscape maintenance period.
- The California Transportation Commission (CTC) allocated over \$8.6 million in available State Proposition 1B TCIF funding for the project in June 2020.

Lead Agency: SBCTA

Project Manager: Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

I-10 / CEDAR AVENUE

Map of Project:



Project Scope Summary:

Reconstruction of the interchange includes widening the I-10 overcrossing, replacement of the railroad bridge, roadway improvements along Cedar Avenue from Bloomington Avenue to Slover Avenue, and adding capacity to the ramps.

Project Benefit:

The improvements will decrease congestion and improve traffic operations.

Project Status and Continuing Activities:

- The construction contract was awarded in October 2022.
- The construction work started in January 2023.
- The construction of retaining walls, interchange ramp improvements, Cedar overcrossing bridge widening, and Cedar railroad overhead bridge are in progress.

Project Notes of Interest:

- This project is the number 1 priority project in the Measure I 2010-2040 Freeway Interchange Program.
- The Cooperative Agreement for PS&E between the County and SBCTA was executed in February 2018 with County leading the PS&E phase, SBCTA being the Project Manager, and Caltrans executing the design.
- The Cooperative Agreement for the ROW and Construction phases was executed in January 2019 designating SBCTA as lead agency for these phases.
- The project has a landscaping component that will be followed by 1-year Plant Establishment and 2-year Establish Existing Planting.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2001
Project Initiation Document (PID) Approved (by others)	Nov 2001
Environmental Clearance (PA/ED)	Jul 2013
Ready to List (RTL)	Jun 2022
Construction Notice to Proceed	Jan 2023
Complete for Beneficial Use	[June 2030]
End of Project	[Dec 2033]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report	County
Project Report	\$559
Final Design	\$8,749
ROW	\$8,320
Construction	\$115,184
Total	\$132,812

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal - STP	\$4,680
Federal - HIP	\$3,552
Measure I	\$85,371
CPUC	\$5,000
County of San Bernardino DIF	\$34,569
TBD	\$(360)
Total	\$132,812

Board Approved Funding: \$133,172,000

Lead Agency:

County of San Bernardino (PS&E)
SBCTA (ROW and Construction)

Project Manager:

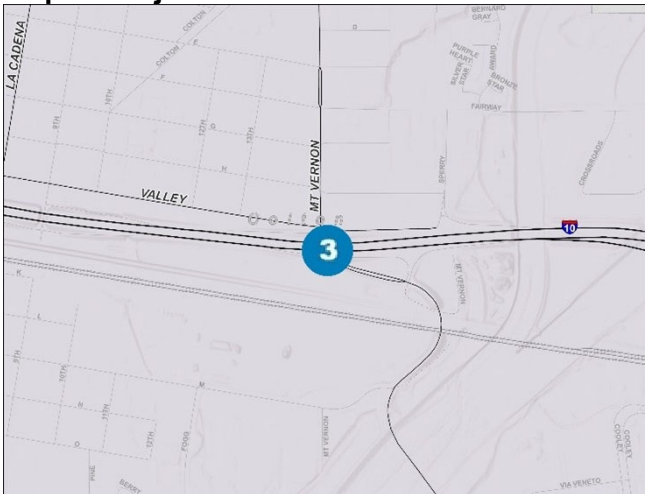
Heng Chow (909) 884-8276
hchow@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

I-10 / MOUNT VERNON AVENUE

Map of Project:



Project Scope Summary:

The project will replace the existing Mount Vernon Avenue bridge over I-10 and provide local circulation improvements in the City of Colton.

Project Benefit:

This project will make operational and safety improvements which will reduce local traffic congestion along Mount Vernon Avenue at the I-10 interchange. In addition, the bridge will be lengthened to accommodate future I-10 Express Lanes.

Project Status and Continuing Activities:

- The PA/ED phase began in January 2019.
- Caltrans determined that an Initial Study/Mitigated Negative Declaration (IS/MND) was the appropriate Environmental Document for project approval.
- The Final Environmental Document (FED) was approved by Caltrans in March, 2022 and the Final Project Report was approved by Caltrans in April, 2022.
- Final Design approval was achieved in August, 2025.
- An Invitation for Bids was released in October 2025.
- Construction contract was awarded January 2026.

Project Notes of Interest:

- The intersection of Mount Vernon Avenue and East Valley View Boulevard is a five-legged signalized intersection that requires careful consideration to ensure safe and efficient traffic operations.
- Construction phase estimate based on the 100% PS&E submittal and escalated at 4% per year to midpoint of construction based on latest escalation analysis.

Lead Agency: SBCTA

Project Manager: Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jan 2016
Project Initiation Document (PID) Approved	Dec 2018
Environmental Clearance (PA/ED)	Apr 2022
Final Design Approved (RTL)	Aug 2025
Construction Notice to Proceed	Jan 2026
Complete for Beneficial Use	[Nov 2028]
End of Project	[Jul 2032]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report/PA/ED	\$2,739
Final Design	\$3,315
ROW	\$6,105
Construction	\$77,763
Total	\$89,922

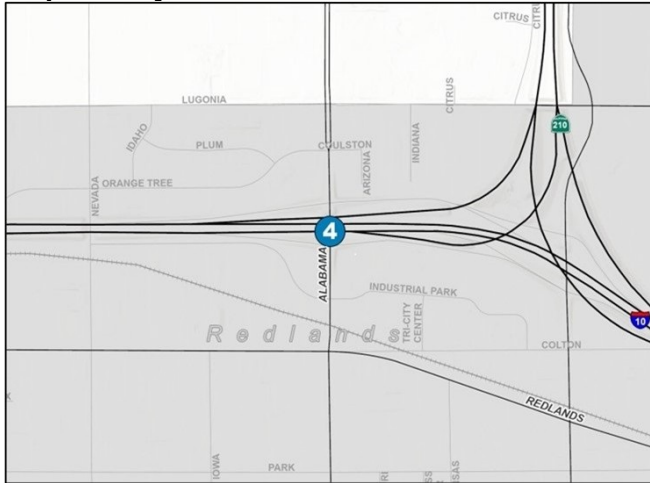
Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$97,979
City of Colton DIF	\$5,304
TBD	\$(13,361)
Total	\$89,922

Board Approved Funding: \$103,283,000

I-10 / ALABAMA STREET

Map of Project:



Project Scope Summary:

This project will widen Alabama Street from Orange Tree Lane to Industrial Park Avenue in the City of Redlands. The operational improvements include widening the eastbound and westbound off-ramps at the I-10/Alabama Street Interchange.

Project Benefit:

The project will improve traffic operations and reduce traffic congestion on Alabama Street and at the I-10 interchange.

Project Status and Continuing Activities:

- The construction was completed for beneficial use in December 2022.
- The project received partial Relief of Maintenance from Caltrans in June 2023.
- The one-year Plant Establishment period began in April 2023 and ended in April 2024.
- The Establish Existing Planting (EEP) contract was awarded in April 2024. The 4-year EEP is in progress.

Project Notes of Interest:

- SBCTA is leading the planning, design, ROW, and construction phases per a cooperative agreement with the City of Redlands.
- This project is the sixth highest priority project in the Measure I 2010-2040 Freeway Interchange Program.
- The project has a landscaping component that will be followed by 1-year Plant Establishment and 4-year Establish Existing Planting after complete for beneficial use.
- In an effort to secure additional funding for the project, SBCTA reached out to Caltrans requesting financial contribution from their Minor Program Funds. In November 2019, Caltrans agreed to contribute SHOPP funds of \$1,250,000 towards the eastbound off-ramp widening portion of the project. Caltrans contribution agreement and City cooperative agreement amendment were executed in August 2020.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Feb 2017
Project Initiation Document (PID) Approved	Dec 2017
Environmental Clearance (PA/ED)	Jun 2019
Final Design Approved (RTL)	Jun 2021
Construction Notice to Proceed	Jan 2022
Complete for Beneficial Use	Dec 2022
End of Project	[Aug 2028]

Budgetary Estimate At Completion (\$ 000's)	
Cost Item	Amount
PA/ED	\$959
Final Design	\$1,097
ROW	\$33
Construction	\$11,478
Total	\$13,567

Funding Estimate At Completion (\$ 000's)	
Funding Source	Amount
Measure I	\$6,745
City of Redlands DIF	\$7,188
Caltrans SHOPP	\$1,250
TBD	\$(1,616)
Total	\$13,567

Board Approved Funding: \$15,183,000

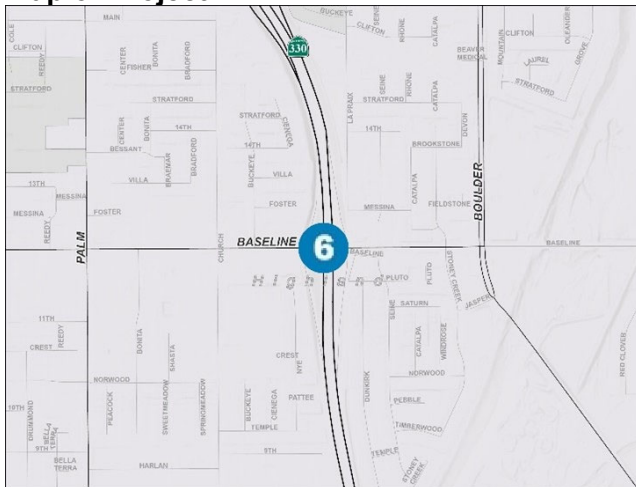
Lead Agency: SBCTA

Project Manager: Heng Chow (909) 884-8276
hchow@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-210 / BASE LINE

Map of Project:



Project Scope Summary:

The project will widen Base Line at the SR-210 Interchange as well as widen the existing westbound on and off-ramps, and eastbound on-ramp to SR-210 in the City of Highland.

Project Benefit:

This project will make operational and safety improvements and reduce local traffic congestion at the SR-210 / Base Line Interchange.

Project Status and Continuing Activities:

- Construction contract awarded by SBCTA Board in November 2019 and the groundbreaking ceremony was held on February 26, 2020.
- Construction began in February 2020 and achieved Complete for Beneficial use in June 2023.
- Bridge widening including sidewalk and concrete barrier work completed. All of the interchange work is complete.
- Project has entered a 4-year landscape maintenance period to be completed fall 2027.

Project Notes of Interest:

- As the SR-210 Base Line Interchange and SR-210 Lane Addition projects align geographically and share similar delivery schedules, they have been combined for the design, right-of-way, and construction phases to minimize cost and schedule.
- Estimate at completion is less than the Board approved funding due to lower bid results.

Lead Agency: SBCTA

SBCTA

Project Manager:

Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Feb 2013
Project Initiation Document (PID) Approved	N/A
Environmental Clearance (PA/ED)	Dec 2016
Final Design Approved (RTL)	Apr 2019
Construction Notice to Proceed	Feb 2020
Complete for Beneficial Use	June 2023
End of Project	[May 2028]

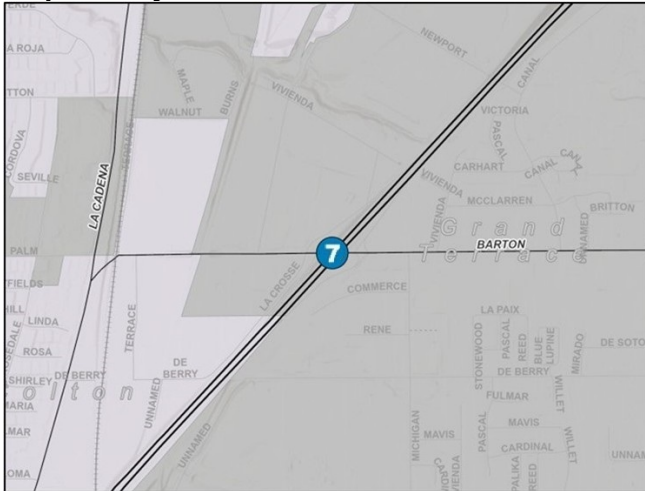
Budgetary Estimate At Completion (\$ 000's)	
Cost Item	Amount
Study Report	\$214
Project Report	\$1,042
Final Design	\$1,480
ROW	\$797
Construction	\$26,699
Total	\$30,232

Funding Estimate At Completion (\$ 000's)	
Funding Source	Amount
Measure I	\$20,143
City of Highland DIF	\$14,870
TBD	\$(4,781)
Total	\$30,232

Board Approved Funding: \$35,013,000

I-215 / BARTON ROAD

Map of Project:



Project Scope Summary:

This project reconstructed the I-215/Barton Road interchange in the City of Grand Terrace. The existing overcrossing was replaced with a new structure with four through lanes and a longer structure to accommodate the ultimate mainline widening. This project also includes the implementation of a roundabout and local circulation improvements.

Project Benefit:

The project improves traffic flow and safety resulting in reduced congestion.

Project Status and Continuing Activities:

- Construction was completed on July 24, 2020 and Relief of Maintenance was granted on August 26, 2020.
- Right-of-way has been conveyed to Caltrans and the City of Grand Terrace.
- Disposal of surplus properties are ongoing.

Project Notes of Interest:

- The project is one of the few statewide pilot projects implementing the Construction Management/General Contractor (CM/GC) delivery method.

Lead Agency:

Caltrans – Design and Construction
SBCTA - Right-Of-Way

Project Manager:

Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Dec 2007
Environmental Clearance (PA/ED)	Mar 2014
Final Design Approved (RTL)	Apr 2017
Construction Notice to Proceed	Jan 2018
Complete for Beneficial Use	Jul 2020
End of Project	[Dec 2026]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$2,990
Final Design	\$6,480
ROW	\$34,629
Construction	\$58,260
Totals	\$102,359

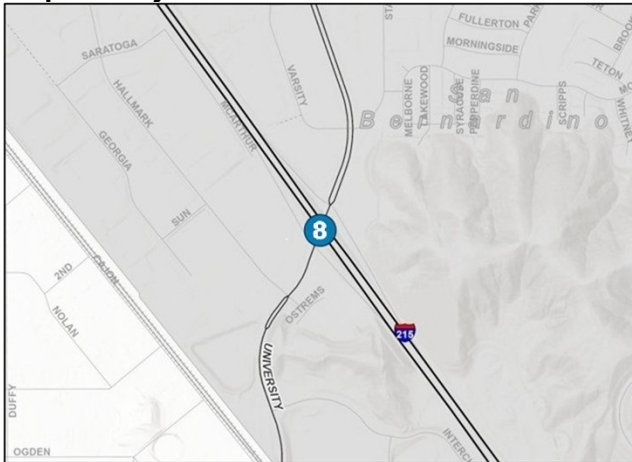
Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
State – STIP/RIP	\$17,400
Federal - STP	\$16,218
Federal - Section 112 and 115	\$2,482
Federal - DEMO	\$6,481
Federal - EARREPU	\$1,710
Private – Level 3 Communication	\$71
Measure I (2010-2040)	\$61,000
RCTC	\$156
Measure I (1990-2010)	\$2,134
TBD	\$(5,293)
Total	\$102,359

Board Approved Funding: \$107,652,000

I-215 / UNIVERSITY PARKWAY

Map of Project:



Project Scope Summary:

This project will reconfigure the existing interchange at I-215 and University Parkway to address present congestion and heavy traffic movement through the interchange in the City of San Bernardino.

Project Benefit:

The project will reduce delays and improve freeway access.

Project Status and Continuing Activities:

- The construction contract was awarded in September 2024 and work began in December 2024.
- Work is complete with final roadway striping and final traffic signal electrical items remaining.
- Plant Establishment period began in March 2026 for trees that were planted as part of the project.

Project Notes of Interest:

- A new interchange configuration called the Diverging Diamond Interchange (DDI) configuration was determined to be a feasible interchange configuration for the project with anticipated reduced right-of-way impacts and lower construction costs than other alternatives.
- This project includes a one-year Plant Establishment period for maintenance of newly planted trees.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Nov 2015
Project Initiation Document (PID) Approved	Oct 2016
Environmental Clearance (PA/ED)	Jul 2020
Final Design Approved (RTL)	Mar 2024
Construction Notice to Proceed	Dec 2024
Complete for Beneficial Use	Apr 2026
End of Project	[Dec 2027]

Budgetary Estimate At Completion (\$ 000's)	
Cost Item	Amount
Project Report	\$1,552
Final Design	\$1,297
ROW	\$2,578
Construction	\$21,776
Totals	\$27,203

Funding Estimate At Completion (\$ 000's)	
Funding Source	Amount
Federal – STP/HIP	\$5,000
Federal - DEMO	\$735
Measure I	\$16,994
City of San Bernardino DIF	\$3,750
TBD	\$724
Total	\$27,203

Board Approved Funding: \$26,479,000

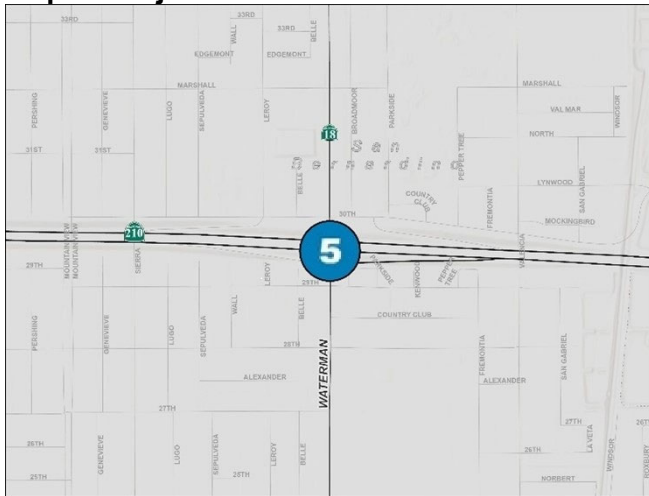
Lead Agency: SBCTA

Project Manager: Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

SR-210 / WATERMAN AVENUE (SR-18)

Map of Project:



Project Scope Summary:

The project will improve the SR-210 Waterman Avenue Interchange in the City of San Bernardino by widening the eastbound on-ramp to two lanes and restriping the Waterman Avenue Overcrossing to provide dual left-turn lanes in each direction.

Project Benefit:

This project will improve traffic operations and reduce local traffic congestion on Waterman Avenue and the eastbound entrance ramp to the SR-210 Freeway.

Project Status and Continuing Activities:

- Work began on January 6, 2025.
- Work was completed in December 2025.
- Plant establishment period is complete.
- Replacement of one traffic pole is the only work remaining.
- Improvement on the eastbound off ramp has begun and is being led by Caltrans.

Project Notes of Interest:

- This project is in the SBCTA interchange phasing program and is the first phase in other improvements to the SR-210 Waterman Avenue Interchange.
- This project includes a one-year Plant Establishment period for maintenance of newly planted trees.

Lead Agency: SBCTA

Project Manager: Paul Melocoton (909) 884-8276
pmelocoton@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Dec 2021
Environmental Clearance (PA/ED)	Jul 2023
Final Design Approved (RTL)	May 2024
Construction Notice to Proceed	Nov 2024
Complete for Beneficial Use	Nov 2025
End of Project	[Jul 2027]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Study Report/PA/ED	\$305
Final Design	\$560
Construction	\$9,280
Total	\$10,145

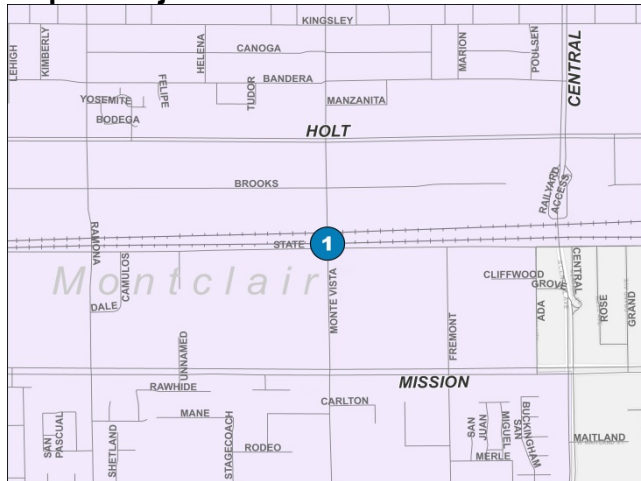
Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Measure I	\$8,155
City of San Bernardino DIF	\$2,014
TBD	\$(24)
Total	\$10,145

Board Approved Funding: \$10,169,000

MONTE VISTA AVENUE AND UNION PACIFIC RAILROAD

Map of Project:



Project Scope Summary:

This project will bridge Monte Vista Avenue in the City of Montclair over the existing Union Pacific Railroad (UPRR) and State Street.

Project Benefit:

This project will improve traffic operations, local circulation, air quality, and safety by eliminating the at-grade crossing between Monte Vista Avenue and UPRR.

Project Status and Continuing Activities:

- Final design and right-of-way phase activities were completed and led by the City of Montclair.
- A contract for construction services was approved by the SBCTA Board of Directors in July 2017.
- Relief of maintenance was issued February 2020.
- Construction claim resolved Fall 2025.
- Project close-out efforts are underway including final billings and cost reconciliation.

Project Notes of Interest:

- A groundbreaking ceremony was held in October 2017.
- Ribbon cutting ceremony was held on September 23, 2019 and the new bridge was open to traffic.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Apr 2001
Project Initiation Document (PID) Approved (by others)	N/A
Environmental Clearance (PA/ED)	July 2013
Final Design Approved (RTL)	July 2016
Construction Notice to Proceed	Aug 2017
Complete for Beneficial Use	Sep 2019
End of Project	[Aug 2026]

Budgetary Estimate At Completion (\$ 000's)	
Cost Item	Amount
Project Report	City
Final Design	City
ROW	City
Construction	\$27,403
Total	\$27,293

Funding Estimate At Completion (\$ 000's)	
Funding Source	Amount
Federal – PNRs	\$10,661
State – TCIF	\$1,019
Measure I	\$7,234
City of Montclair DIF	\$2,435
UPRR	\$1,078
PUC Section 190	\$5,002
TBD	\$(26)
Total	\$27,293

Board Approved Funding: \$27,293,000

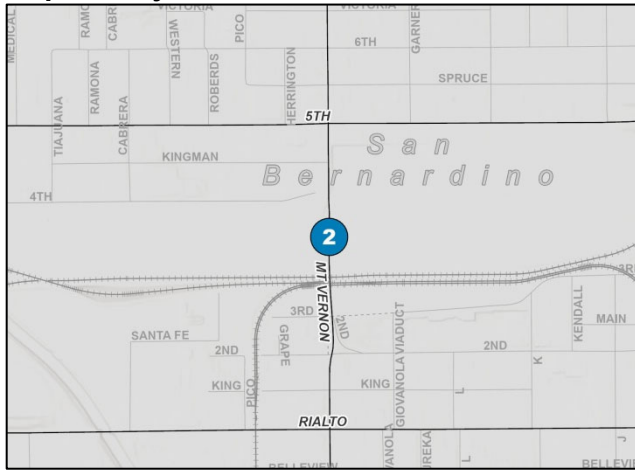
Lead Agency: City of Montclair – Design/ROW
SBCTA – Construction

Project Manager: Juan Lizarde (909) 884-8276
hstultz@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

MOUNT VERNON AVENUE VIADUCT

Map of Project:



Project Scope Summary:

This project will reconstruct the Mount Vernon Avenue Viaduct over the BNSF Railway intermodal yard in the City of San Bernardino.

Project Benefit:

This project will improve safety by replacing the existing bridge with a new wider and longer bridge.

Project Status and Continuing Activities:

- The new bridge was completed and opened to traffic in August 2025.
- Construction was completed in February 2026.
- Closeout activities are currently in progress.

Project Notes of Interest:

- SBCTA is leading the design, right-of-way, and construction phases.
- Cost estimate based on design build contract and estimated final right-of-way and utility relocation costs.

Lead Agency: SBCTA

Project Manager: David Tan
(909) 884-8276
dtan@gosbcta.com

Public/Media Contact: Tim Watkins
(909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Aug 2009
Project Initiation Document (PID) Approved	N/A
Environmental Clearance (PA/ED)	Jun 2011
Design NTP	Jun 2020
Construction Notice to Proceed	Dec 2020
Complete for Beneficial Use	Aug 2025
End of Project	[Dec 2026]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report/PA&ED	\$23,108
ROW	\$72,384
Construction	\$133,608
Total	\$229,100

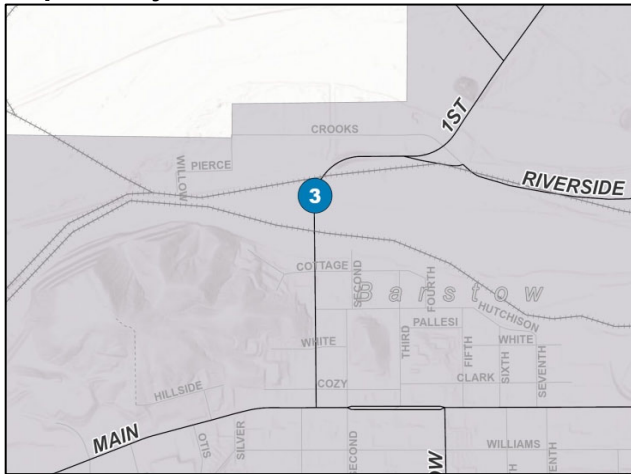
Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal - HBP	\$149,118
Federal - HIP	\$23,495
Measure I – City Arterial	\$24,840
City of San Bernardino DIF	\$14,405
BNSF	\$29,500
Prop 1B	\$3,453
TBD	\$(15,711)
Total	\$229,100

Board approved funding: \$244,811,000

NORTH FIRST AVENUE BRIDGE OVER BNSF RAILROAD PROJECT

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2012
Project Initiation Document (PID)	Mar 2013
Environmental Clearance (PA/ED)	Sep 2016
Final Design Approved (RTL)	Mar 2022
Construction Notice to Proceed	Jan 2023
Complete for Beneficial Use	Aug 2024
End of Project	[Oct 2026]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report and Env Doc	\$3,000
Final Design	\$4,635
ROW	\$15,025
Construction	\$47,280
Total	\$69,940

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal - HBP	\$70,388
Measure I - MLHP	\$5,659
Local Funds	\$1,166
LSSRP Bond	\$305
Federal - Earmark	\$2,591
CPUC Section 190	\$5,000
TBD	(\$15,169)
Total	\$69,940

Board Approved Funding: \$85,109,000

Project Scope Summary:

Replace the existing North First Avenue bridge over a BNSF railyard in the City of Barstow. The bridge was built around 1930 and has been deemed structurally deficient and functionally obsolete. The project includes the construction of new approach roadways, a new 2-lane structure, and the demolition of the old structure once the new facility has been opened to traffic.

Project Benefit:

The replacement of a structurally deficient bridge with a new structure will provide safety benefits and accommodate all legal truck and permit vehicles, provide standard 8-foot shoulder widths, and one 8-foot sidewalk.

Project Status and Continuing Activities:

- The new bridge was completed and opened to traffic in July 2024.
- The construction was completed in December 2024
- Closeout activities are currently in progress.

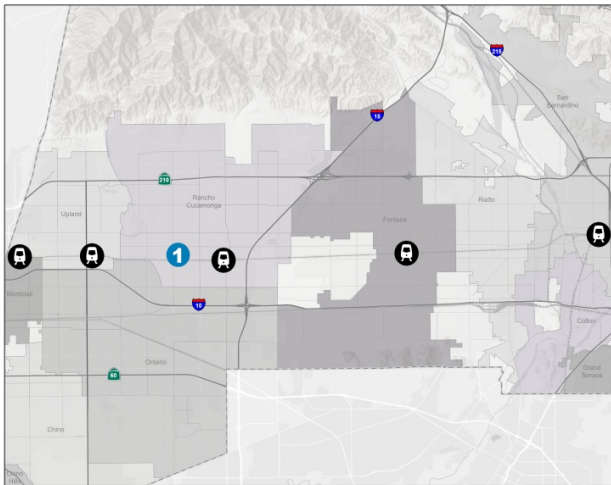
Project Notes of Interest:

- This project is funded by Federal Highway Bridge Program (HBP) funds, other federal and state funds, and Measure I Major Local Highway Programs funds and City of Barstow funds.
- City of Barstow and SBCTA are working with Caltrans Local Assistance and the HBP program to confirm available HBP project funding.
- City of Barstow was successful in its obtaining \$5 million in CPUC Section 190 funds for the project. An agreement between the City and the CPUC has been executed for this project.
- During the Bridge Inspection Report prepared by Caltrans in April 2012, the bridge Sufficiency Rating (SR) was 3 out of 100. The existing bridge is considered Structurally Deficient (SD) in its superstructure, substructure, and the overall structural evaluation. The existing bridge is also considered Functionally Obsolete (FO) due to its overall geometry and substandard vertical clearance.

- Lead Agency:** City of Barstow –
Environmental, Design and
Right of Way
SBCTA – Construction
- Project Manager:** David Tan (909) 884-8276
dtan@gosbcta.com
- Public/Media Contact:** Tim Watkins (909) 884-8276
twatkins@gosbcta.com

METROLINK ATP (Phase II)

Map of Project:



Project Scope Summary:

This project will provide safe pedestrian and bicycle access to key corridors at Metrolink stations in the Cities of Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino.

Project Benefit:

This project improves pedestrian and bicycle access and safety with the incorporation of way finding signage, sidewalks, curb ramps, class II bike lanes, high-visibility crosswalks, bicycle parking and signalized crossings.

Project Status and Continuing Activities:

- Phase I work was completed in early March 2019 and project close out is complete.
- Phase II design RFP was released July 2020, and the design contract was awarded in December 2020.
- Request for Design Modification was submitted to Caltrans and approved in November 2022.
- Environmental revalidation was also completed in December 2022 to cover minor scope changes from the original environmental clearance.
- Final 100% Plans, Specifications, and Estimate (PS&E) package completed January 2023. Release of Invitation for Bid occurred in August 2023 and Construction Contract Awarded in February 2024.
- Construction began July 2024 and was completed in April 2025.
- The City of Montclair is delivering separate improvements on Fremont Avenue and Arrow Highway, targeting completion by December 2026.

Project Notes of Interest:

- SBCTA is leading both the design and construction phases.
- Each of the five cities are providing funding for support costs to the project.

Lead Agency

SBCTA

Project Manager

Juan Lizarde (909) 884-8276
jlizarde@gosbcta.com

Public/Media Contact

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Aug 2019
Project Initiation Document (PID) Approved	N/A
Environmental Clearance (PA/ED)	Nov 2021
Final Design Approved (RTL)	July 2023
Construction Notice to Proceed	Feb 2024
Complete for Beneficial Use	[Nov 2026]
End of Project	[Dec 2026]

Budgetary Estimate At Completion (\$ 000's)

Cost Item	Amount
Project Report	N/A
Final Design	\$822
Construction	\$9,376
Total	\$10,198

Funding Estimate At Completion (\$ 000's)

Funding Source	Amount
Federal ATP	\$6,132
TDA Article 3	\$385
City Contributions	\$1,525
TIRCP	\$3,171
TBD	\$(1,015)
Total	\$10,198

Board Approved Funding: \$11,213,000

HIGHLAND/REDLANDS REGIONAL GAP CONNECTOR PROJECT

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Nov 2017
Project Initiation Document (PID)	Dec 2020
Environmental Clearance (PA/ED)	Dec 2022
Final Design Approved (RTL)	[Oct 2026]
Construction NTP	[Mar 2027]
Complete for Beneficial Use	[Feb 2028]
End of Project	[Oct 2028]

Budgetary Estimate At Completion (\$000's)

Cost Item	Amount
Environmental Mitigation	\$1,780
Final Design	\$0
ROW	\$0
Construction	\$11,000
Total	\$12,780

Funding Estimate At Completion (\$000's)

Funding Source	Amount
Measure I	\$6,380
CRP	\$1,400
MSRC	\$3,000
CPF	\$2,000
Total	\$12,780

Board Approved Funding: \$12,780,000

Project Scope Summary:

Construct new active transportation improvements (ATP) including bicycle and pedestrian paths connecting the existing ATP facilities in City of Highland to City of Redlands.

Project Benefit:

Directly impact students using non-motorized transportation to access Citrus Valley High School.

Project Status and Continuing Activities:

- COOP with City of Highland executed on April 8, 2026, and COOP with City of Redlands executed on June 3, 2026.
- City of Highlands is leading the design efforts and approved the design firm in March 2026. Design to be completed in July 2026.
- Construction cost increased due to pedestrian bridges being fully designed compared to the bridges previously being a "design build" item.
- Construction Management services contract held kick off meeting in July 2026.
- The construction contract is expected to be awarded in January of 2027.

Project Notes of Interest:

- SBCTA received \$3 million in Mobile Source Air Pollution Reduction Review Committee (MSRC) funds.
- SBCTA received \$2 million in Community Project Funding (CPF) funds in 2026 Federal Appropriations.

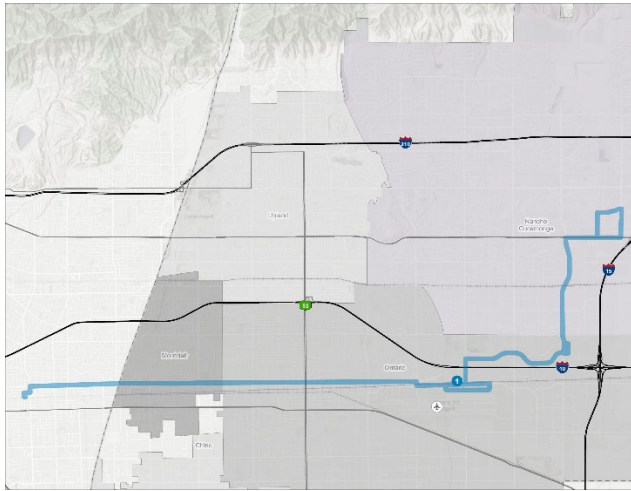
Lead Agency: SBCTA

Project Manager: Jeffery Hill
(909) 884-8276
jhill@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

West Valley Connector – Phase I

Map of Project:



Project Scope Summary:

The West Valley Connector (WVC) Project is a 19-mile Bus Rapid Transit (BRT) project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The WVC BRT includes the purchase of 18 battery electric buses and improvements to Omnitrans' West Valley maintenance facility needed to operate and maintain the battery electric buses.

Project Benefit:

The WVC will serve the cities of Pomona, Montclair, Ontario and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens.

Project Status and Continuing Activities:

- Civil work to accommodate the dedicated bus lanes is ongoing along Holt Boulevard, with work continuing through early 2027.
- Center-running stations on Holt Blvd in Ontario and side-running stations are under construction as part of the 21 planned stations.
- All 18 buses have been received, and the buses are currently being exercised to maintain the life of batteries.
- Traffic open on the north and south sides of Holt Blvd. as work continues in the roadway median.
- Third-party relocation is ongoing. Relocations directly related to the project are near completion.
- A business support program offers marketing help and promotes shopping locally during construction.
- Ongoing compliance efforts aim to minimize environmental impact and adhere to approved mitigations.

Project Notes of Interest:

- Total project cost includes a \$6.134M construction management services contract increase to be presented in the July 2026 SBCTA Board of Directors meeting. This increase will be funded with Measure I – Express Bus/Bus Rapid Transit funds for a new total project cost of \$360.68M.

Lead Agency:

SBCTA

Project Manager:

Joy Buenaflor
(909) 884-8276
jbuenaflor@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Nov 2015
Environmental Clearance (PA/ED)	Feb 2018
Final Design Approved (RTL)	Mar 2023
Construction NTP	Oct 2023
Complete for Beneficial Use	[May 2027]
End of Project	[July 2028]

Budgetary Estimate At Completion (\$000s)

Cost Item	Amount
Project Management	\$14,235
Project Report and Env Document	\$6,228
Final Design	\$12,554
ROW	\$107,588
Construction	\$184,057
Vehicle Procurement	\$24,195
Contingency	\$11,823
Total	\$360,680

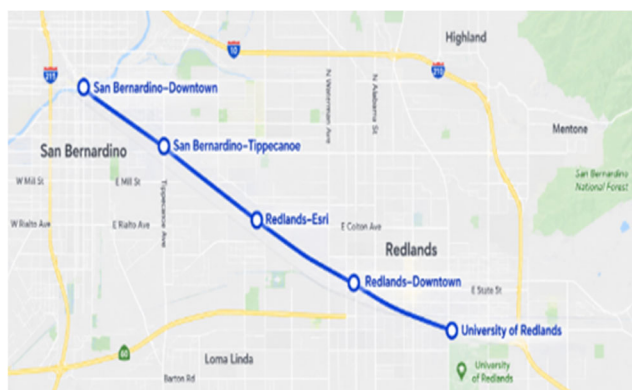
Funding Estimate At Completion (\$000s)

Funding Source	Amount
Local Project Funds	\$30,684
LTF	\$1,078
STA	\$285
MSI Valley/BRT	\$85,151
TIRCP	\$33,778
SCCP	\$65,000
FTA Section 5309	\$112,839
AHSC	\$8,166
FTA CMAQ	\$11,275
City of Ontario In-Kind	\$12,615
Total	\$360,680

Board Approved Funding: \$360,680,086

Zero Emission Multiple Unit (ZEMU) Vehicle Procurement

Map of Project:



Project Scope Summary:

This project will procure three ZEMU vehicles for the Arrow service. The goal of this project is to operate the entire Arrow corridor as a zero or low emission revenue operation. The first ZEMU vehicle entered revenue service on September 13, 2025, after completing a thorough testing and commissioning phase. The project cost is based on the purchase of three new ZEMU vehicles.

Project Benefit:

Operating a zero-emission fleet with the implementation of ZEMU vehicles along the Arrow service will make the station areas more attractive to existing and planned housing developments due to the potential greenhouse gas and noise reduction. The existing station areas feature a diverse array of land uses including historic districts with mixed retail/ commercial, schools, medical centers, financial institutions, office space, sports venues, entertainment and restaurants, single family and multi-family residential areas, parks, and government offices.

Project Status and Continuing Activities:

- SBCTA is continuing efforts for a federalized procurement to be able to utilize federal funds for the three zero emission multiple unit vehicles.
- SBCTA is processing an application to procure \$1.98M Federal Transit Administration (FTA) Section 5307 - Congestion Mitigation and Air Quality (CMAQ) funds to fill a portion of the current existing funding gap on the project.

Project Notes of Interest:

- On May 6, 2026, SBCTA's Board of Directors approved the authorization for SBCTA staff to negotiate a federalized sole source procurement with Stadler US, Inc. of three ZEMU vehicles with a total estimated project cost of \$66,831,592. Staff will present the negotiated contract to the Board for consideration.
- SBCTA staff is actively seeking grant opportunities for the unfunded capital cost of the project.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	[Dec 2026]
Construction NTP	[Jan 2027]
Complete for Beneficial Use	[Apr 2031]
End of Project	[Oct 2031]

Budgetary Estimate At Completion (\$000's)	
Cost Item	Amount
Project Management	\$2,817
Vehicle Procurement	\$56,333
Contingency	7,682
Total	\$66,832

Funding Estimate At Completion (\$000's)	
Funding Source	Amount
STA	\$2,817
STIP	\$26,000
SB 125	\$9,201
FTA 5307 - CMAQ	\$1.98
FUTURE FUNDS	\$26,834
Total	\$66,832

Board Approved Funding: \$66,832,000

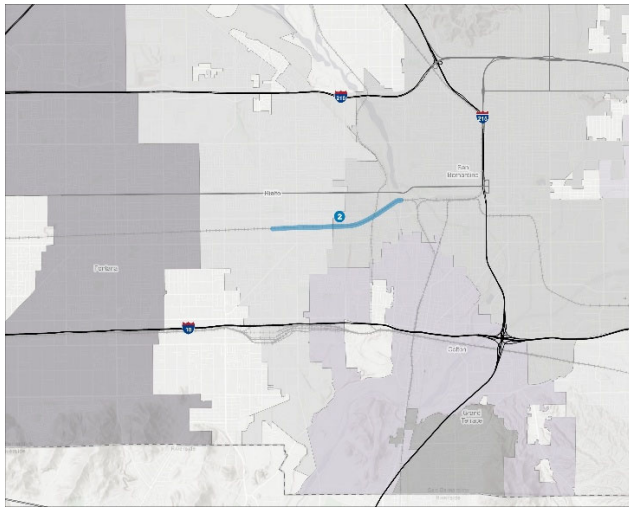
Lead Agency: SBCTA

Project Manager: Joy Buenaflor
(909) 884-8276
jbuenaflor@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Lilac – Rancho Double Track

Map of Project:



Project Scope Summary:

The Project will complete the construction of a 0.7-mile segment of double track on Metrolink's San Bernardino Line from Control Point Lilac to just west of Sycamore Avenue in Rialto that will improve capacity, reliability, and operational flexibility. Work includes track construction, a pedestrian underpass and a second platform at the Rialto station, grading, signal and communication upgrades, crossing modifications, utility relocations, and drainage improvements. The Southern California Regional Railroad Authority (SCRRA) is the lead agency for project development, and SBCTA is the funding agency.

Project Benefit:

The project enhances rail capacity, reliability, and flexibility through continuous double-track operations. It reduces delays and bottlenecks, improves on-time performance, and supports increased service frequency. Safety is improved through upgraded infrastructure and signaling, strengthening corridor efficiency and accommodating future passenger and freight demand.

Project Status and Continuing Activities:

• Construction Progress:

The project is currently in the final design phase, with preliminary engineering and environmental clearance completed for the larger project segment.

• Design Development:

The design phase is currently underway, with SCRRA initiating the next phase to further refine project scope, limits, and constructability.

• Funding Coordination:

Funding has been identified from multiple sources, and the project is included in SBCTA's 10-year delivery plan, with construction targeted for future fiscal years.

• Stakeholder Coordination:

The design phase agreement with SCRRA has been executed.

• Permitting and Environmental Compliance:

Environmental clearance has been completed for the larger project segment and SCRRA. The design consultant will also review the environmental clearance documents and prepare any additional supplemental information needed for the environmental clearance of the smaller project segment.

• Procurement and Implementation Planning:

SCRRA has completed the procurement of a design consultant.

Project Notes of Interest:

- Part of the Metrolink SCORE Program, the project adds double track to improve capacity, reliability, and service frequency along the corridor.

Lead Agency: SBCTA

Project Manager: Victor Lopez
(909) 884-8276
vlopez@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Oct 2018
Environmental Clearance (PA/ED)	July 2022
Final Design Approved (RTL)	[Jun 2028]
Construction NTP	[Jul 2028]
Complete for Beneficial Use	[Jun 2030]
End of Project	[Jun 2031]

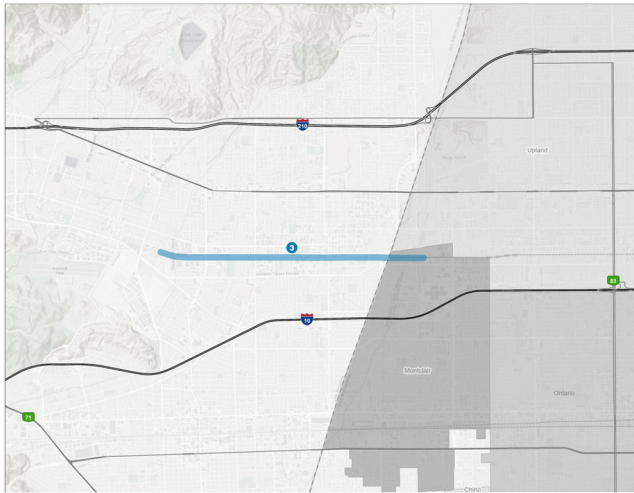
Budgetary Estimate At Completion (\$000's)	
Cost Item	Amount
Project Management	
Project Report and Env Document	\$2,779
Final Design	\$11,847
ROW	\$460
Construction	\$74,663
Total	\$89,749

Funding Estimate At Completion (\$000's)	
Funding Source	Amount
Measure I Rail	4,455
STA	\$10,853
PTMISEA	\$1,583
STIP	\$56,348
SB125	\$16,510
Total	\$89,749

Board Approved Funding: \$89,749,690

Enhanced Metrolink Rail Service Frequency Project

Photo of Project:



Project Scope Summary:

The Enhanced Metrolink Rail Service Project will improve Metrolink service along the San Bernardino Line between Pomona-North and Rancho Cucamonga. The project includes targeted infrastructure improvements and vehicle procurement necessary to implement a train shuttle service operating between the Pomona-North and Rancho Cucamonga Metrolink stations. The train shuttle service is planned to operate at 30-minute frequencies and, when combined with the planned 30-minute bidirectional Metrolink service to be implemented through the SCORE program, will provide 15-minute train frequencies along this segment. Implementation of the train shuttle service will require the procurement of additional trainsets, which may include Multiple Unit vehicles similar to those used for Arrow service, such as the ZEMU vehicles.

Project Benefit:

- The shuttle service is planned to deliver more frequent, reliable rail service along a key segment of the Metrolink San Bernardino Line (SBL) between Pomona - North Station and Rancho Cucamonga Station, spanning the Los Angeles/San Bernardino County line.

Project Status and Continuing Activities:

- On January 7th, 2026, SBCTA's Board of Directors received an update on the Enhanced Frequency Ad Hoc Committee recommendation and approved staff to advance the development of the Pomona-North to Rancho Cucamonga Metrolink Shuttle Service and to prepare a Project Study Report.
- On February 4th, 2026, SBCTA's Board of Directors approved the reallocation of funds to the Enhanced Metrolink Service Project.

Project Notes of Interest:

- Total project funding allocated by the SBCTA Board is \$37,052,861.48
- The unfunded project amount is currently estimated to be \$113,272 million. The strategy to secure the funding gap includes state grant funding under the SCCP and TIRCP programs.
- Infrastructure improvements include 4.6 miles of additional track between the Montclair and Rancho Cucamonga stations, improvements at 12 grade crossings, and a bridge over Cucamonga Creek.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	02/04/2026
Environmental Clearance (PA/ED)	[1/31/2027]
Final Design Approved (RTL)	[09/30/2028]
Construction NTP	[07/01/2028]
Complete for Beneficial Use	[12/31/2031]
End of Project	[06/30/2032]

Budgetary Estimate At Completion (\$000's)	
Cost Item	Amount
Project Report and Env Document	\$7,103
Final Design	\$6,031
Construction	\$75,316
Vehicle Procurement	\$33,678
Project Contingency	\$28,197
Total	\$150,325

Funding Estimate At Completion (\$000's)	
Funding Source	Amount
MSI Rail	\$13,557
LTF Rail	\$18,496
LCTOP	\$5,000
TBD	\$113,272
Total	\$150,325

Board Approved Funding: \$37,052,861.48

Lead Agency:

SBCTA

Project Manager:

Victor Lopez
(909) 884-8276
vlopez@gosbcta.com

Public/Media Contact:

Tim Watkins (909) 884-8276
twatkins@gosbcta.com

Diesel Multiple Unit (DMU) to Zero Emission Multiple Unit (ZEMU) Vehicle Conversion

Photo of Project:



Project Scope Summary:

This project to develop the technology for a zero-emission rail vehicle, to be deployed on the Arrow Corridor. The hydrogen-battery hybrid is the chosen technology and the ZEMU will be the first compliant hydrogen powered rail vehicle in North America. The project includes retrofitting the existing Arrow Maintenance Facility to safely maintain the ZEMU, and a portable liquid hydrogen fueling station.

Project Benefit:

Improve air quality, reduce emissions, and offer quieter, sustainable rail transport, supporting California's climate goals while enhancing connectivity along the Arrow Corridor.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	April 2018
Environmental Clearance (PA/ED)	Sept 2021
Final Design Approved (RTL)	Jun 2023
Construction NTP	Sept 2019
Complete for Beneficial Use	Sept 2025
End of Project	[Jan 2027]

Budgetary Estimate At Completion (\$000s)

Cost Item	Amount
Project Report and Env Document	\$827
Final Design	\$15,430
ROW	\$0
Construction	\$21,123
Vehicle Procurement	27,800
Total	\$65,180

Funding Estimate At Completion (\$000s)

Funding Source	Amount
TIRCP	\$45,772
SB 125 TIRCP	\$4,453
STA	\$10,787
MSRC/HIPP	\$1,662
SGR	\$2,506
Total	\$65,180

Board Approved Funding: \$65,180,000

Project Status and Continuing Activities:

- The ZEMU vehicle started revenue service on September 13, 2025.
- The development of the liquid hydrogen fueler is on-going with civil construction anticipated to start in September 2026. The temporary mobile fueler is available to support operations while the permanent fueling is being developed.
- Maintenance facility retrofit construction and testing/commissioning are complete, with remaining closeout activities in progress.

Project Notes of Interest:

- Full funding plan based on March 4th, 2026, SBCTA Board of Directors Approved DMU to ZEMU project budget of \$65,180M.
- The project was awarded a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant and received \$15.772 million more in a subsequent funding cycle.
- The hydrogen-battery hybrid was chosen as the preferred propulsion technology and approved by the SBCTA Board in July 2019.
- Plans are underway to test the ZEMU for the 79 miles per hour test on the San Gabriel subdivision.

Lead Agency: SBCTA

Project Manager: Joy Buenaflor
(909) 884-8276
jbuenaflor@gosbcta.com

Public/Media Contact: Tim Watkins (909) 884-8276
twatkins@gosbcta.com



1170 West Third Street, Second Floor
San Bernardino, California 92410-1715
Telephone: (909) 884-8276
www.gosbcta.com