

2020 RTIP

REGIONAL TRANSPORTATION IMPROVEMENT PLAN



San Bernardino County Transportation Authority
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San Bernardino, CA 92410

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December 15, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Ms. Bransen,

Attached is San Bernardino County Transportation Authority's (SBCTA) proposal for the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2020 State Transportation Improvement Program (STIP). At its December 4, 2019, meeting, the SBCTA Board of Directors recommended project programming in the 2020 STIP period totaling \$155.144 million in STIP funds for San Bernardino County.

If you have any questions regarding the SBCTA proposed program, please contact Philip Chu, Management Analyst III, at (909) 884-8276.

Sincerely,

Andrea Zureick
Director of Fund Administration

Enclosure

cc: Michael Beauchamp, District Director, Caltrans District 8
Anthony Liao, Program Management, Caltrans District 8
Bruce de Terra, Transportation Programming, Caltrans Headquarters
John Asuncion, Southern California Association of Governments

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A. Overview and Schedule

Section 1. Executive Summary

San Bernardino County Transportation Authority (SBCTA) is pleased to submit the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2020 State Transportation Improvement Program (STIP). The 2020 RTIP proposes programming \$155.144 million in STIP funds, for six projects covering Fiscal Years 2020/21 through 2024/25 and was approved for submittal by the SBCTA Board of Directors on December 4, 2019.

Consistent with the 2020 STIP Guidelines and the Fund Estimate (FE) adopted by the California Transportation Commission (CTC) on August 14, 2019, SBCTA is proposing six projects for the 2020 STIP consisting of three new projects and three projects currently programmed with STIP funds. A map depicting the location of each of the projects is included in Section 14. A summary of SBCTA's proposed RTIP programming is included in Section 7, which lists the projects and proposed STIP funding by fiscal year and other funding programmed to support each project. Detailed project information is provided in the individual project programming request forms in Section 15.

SBCTA is requesting the following adjustments to existing projects:

- Planning, Programming, and Monitoring – SBCTA proposes programming 5% of the current programming capacity for this purpose.
- I-10 Corridor Express Lanes from I-15 to Ford Street Contract 2 (D/B) – SBCTA proposes to delete this project as the project has been segmented for implementation.
- I-10 Eastbound Truck Climbing Lane – This project was programmed under the 2018 STIP Advance Project Development Element. SBCTA proposes to reprogram the project to a later Fiscal Year as environmental approval has been delayed.

SBCTA is requesting to add three new projects:

- I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)
- I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard, Contract 1
- West Valley Connector Bus Rapid Transit Phase 1

In accordance with the 2020 STIP guidelines, SBCTA has analyzed performance measures for each of the relevant projects (Section 13), which demonstrates that each of the projects meets or exceeds the minimum performance criteria.

Section 2. General Information

- Regional Agency Name

San Bernardino County Transportation Authority (SBCTA)

Note: Since January 1, 2017, pursuant to SB1305, all transportation-related rights, obligations and functions of San Bernardino Associated Governments (SANBAG) were transferred by operations of law to SBCTA.

Regional Agency Website Link <http://www.gosbcta.com>

RTIP document link <http://www.gosbcta.com/plans-projects/funding-state.html>

RTP link <http://scagrtpscscs.net/Pages/default.aspx>

- **Executive Director Contact Information**

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- **CTC Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program

A. What is the Regional Transportation Improvement Program?

The RTIP is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the CTC in the STIP. The RTIP is developed biennially by the regions and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a federally and state mandated master transportation plan that guides a region's transportation investments over a 20 to 25 year period. The RTP/SCS is based on all reasonably anticipated funding, including federal, state and local sources. Updated every four years, the RTP/SCS is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. SBCTA's Historical and Current Approach to Developing the RTIP

SBCTA is fortunate to administer Measure I, a half-cent retail transactions and use tax dedicated for transportation purposes. Measure I was first approved by the voters of San Bernardino County in November 1989 for the 20-year period between 1990 and 2010 and was renewed in 2004 for the 30-year period between 2010 and 2040. The Measure I Expenditure Plan outlines specific programs, and in some programs specific projects, for delivery through 2040. In April 2009 the SBCTA Board of Directors approved the Measure I 2010-2040 Strategic Plan, noting that the magnitude of Measure I 2010-2040 rivals the transportation budgets of some states and that the policy, fiscal, and institutional issues associated with administration of Measure I are complex, interrelated, and differ between the different areas of the county. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program. It also establishes the policies, procedures and institutional processes needed to manage the implementation and on-going administration of Measure I 2010-2040.

One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan, which is generally updated biennially depending on bonding needs. The purpose of the 10-Year Delivery Plan is to provide a transparent list of projects that will be developed over a ten-year period and to define the scope, schedule, and budget for these projects, given current information and assumptions. The 10-Year Delivery Plan establishes a common understanding among members of the SBCTA Board, staff, member agencies, and citizens of San Bernardino County; it sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured; it enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; and it provides the basis for the preparation of SBCTA's annual budgets for capital projects. Projects from both the long-range Strategic Plan and the near-term 10-Year Delivery Plan have been incorporated into the RTP/SCS. Because the STIP has historically been regarded as a funding program for capacity-enhancing projects, SBCTA has typically programmed STIP funds for freeway mainline capacity and interchange improvements.

The CTC adopted the 2020 STIP FE on August 14, 2019. The FE identified \$2.6 billion of programming capacity available statewide over the next five years. From the \$2.6 billion in total estimated program capacity over the 2020 STIP FE period, new STIP capacity currently available

for programming is about \$569 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Year 2023/2024 and Fiscal Year 2024/2025).

Funding levels for the STIP have varied from year to year depending on the overall economic situation at the state and federal levels. Although Senate Bill 1 (SB1), the state funding bill passed by the Legislature in April 2017, does not provide new funding for the STIP, it does stabilize the historically volatile funding source.

- SB1 increased the incremental excise tax to 17.3 cents per gallon in Fiscal Year 2019/2020 with annual adjustments for inflation beginning in Fiscal Year 2020/2021. The requirement by SB1 to set the tax rate and adjust the rate annually for inflation is expected to stabilize revenues for the STIP. However, STIP capacity in the long-term may be adversely impacted during times of economic downturn and capacity could trend down if the proliferation of fuel efficient vehicles continues.
- While the forecast of revenue in the State Highway and Federal Trust Fund Accounts has increased from \$36 billion in the 2018 five-year FE period to \$38 billion in the 2020 five-year FE period, STIP programming capacity has decreased from \$3.3 billion to \$2.6 billion, respectively. The decrease in programming capacity is primarily attributable to a high level of existing STIP project commitments for allocated projects that was largely caused by the infusion of SB1 competitive program funds that enabled more projects to be advanced.

Additionally SBCTA's STIP programming decisions are being influenced by the need to develop an approach to project delivery that will achieve the goals of Assembly Bill 32 and subsequent Executive Orders, which target greenhouse gas emissions reductions, without damaging the economy or our region's competitiveness. While SBCTA is still committed to delivering the projects laid out in Measure I and contained in the RTP/SCS, the types of projects proposed for funding from the STIP have changed slightly to highlight the measures being taken in San Bernardino County to develop a transportation network that promotes environmental sustainability while recognizing that capacity enhancements to the system will still be needed.

Section 4. Completion of Prior RTIP Projects

No projects have been completed since the adoption of the 2018 STIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	December 4, 2019
Regions submit RTIP to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, North	January 30, 2020
CTC STIP Hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

On April 1, 2009, the SBCTA Board approved the Measure I 2010-2040 Strategic Plan to define the policy framework for delivery of the projects and programs referenced in the Measure. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of Measure I funds, State and Federal transportation revenues, and private fair-share contributions from new development to regional transportation facilities.

SBCTA's RTIP projects are selected from the adopted Southern California Association of Governments (SCAG) RTP/SCS as well as voter-approved projects that are included in the Measure I 2010-2040 Expenditure Plan and the 10-Year Delivery Plan.

A broad, inclusive public involvement process was done during the development of the 2020 RTP/SCS. In addition to the public participation outreach for the RTP/SCS, SBCTA held various committee and Board meetings prior to the adoption of the RTIP project selection.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 8

The SBCTA 2020 RTIP was developed in consultation with Caltrans District 8 as required per Section 17 of the STIP Guidelines.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share per 2020 STIP Fund Estimate

The CTC adopted the 2020 STIP FE on August 14, 2019. The FE identified \$2.6 billion of programming capacity available statewide over the next five years. From the \$2.6 billion in total estimated program capacity over the 2020 STIP FE period, new STIP capacity currently available for programming is about \$569 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Year 2023/2024 and Fiscal Year 2024/2025).

The total current STIP share for San Bernardino County is \$163.563 million and the current STIP Programming for San Bernardino County is \$171.125 million, of which \$39.64 million has been allocated by the CTC. This yields an advanced share balance of \$7.562 million due to the supplemental allocation of \$4.672 million for the RTIP share of the increased cost on the Caltrans I-15 Widening Phase 2 Project in Victorville and the programming of Advance Project Development Element (APDE) share in the 2018 STIP cycle for the I-10 Eastbound Truck Climbing Lane project. The 2020 STIP RTIP share for San Bernardino County is \$31.221 million of new programming capacity less the \$7.562 million of advanced share balance; therefore the additional RTIP programming capacity for 2020 STIP cycle is \$23.659 million for a total of \$155.144 million available during the 2020 STIP programming period.

B. Summary of Requested Programming

Proposed Projects (in thousands)	2020/21	2021/22	2022/23	2023/24	2024/25
Planning, Programming, and Monitoring	\$1,068	\$1,068	\$1,068	\$1,068	\$1,072
I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)					\$22,065
I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard, Contract 1			\$72,274		
West Valley Connector Bus Rapid Transit Phase 1		\$39,745			
Redlands Passenger Rail Project (AB3090)	\$6,000	\$6,826			
I-10 Eastbound Truck Climbing Lane	\$2,890				
Total RTIP Proposed Programming	\$9,958	\$47,639	\$73,342	\$1,068	\$23,137
Total RTIP Capacity/ Proposed Programming	\$155,144 / \$155,144				

Section 7. Outside Funding Sources Included in the RTIP (in thousands)

Proposed 2020 RTIP	Total RTIP	Prior RTIP	RSTP/ CMAQ	STA/LTF	SB1- LPP-F	FTA 5307	Grants (pending)	LCTOP	Local/ Private	Total Project Cost
Planning, Programming, and Monitoring	\$5,344									\$5,344
I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)	\$22,065		\$30,000						\$618,736	\$670,801
I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard, Contract 1	\$72,274						\$87,000		\$116,154	\$275,428
West Valley Connector Bus Rapid Transit Phase 1	\$39,745		\$15,000	\$16,136	\$5,568	\$8,719	\$80,000	\$5,000	\$116,798	\$286,966
Redlands Passenger Rail (AB 3090 Reimbursement)		\$12,826								\$12,826
I-10 Eastbound Truck Climbing Lane	\$2,890						\$24,695		\$9,298	\$36,883
Totals	\$142,318	\$12,826	\$45,000	\$16,136	\$5,568	\$8,719	\$191,695	\$5,000	\$860,986	\$1,288,248

Section 8: Interregional Improvement Program Funding

No Interregional Improvement Program funding was requested for SBCTA-sponsored projects.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)

Section 13 & 14 explains how the I-10 Corridor Contract 2A is part of the SCAG regional express lane system. Subsequent projects will include I-10 dual express lanes from Sierra Avenue to I-215 and I-215 to Ford Street (tapering to single express lane). A portion of the West Valley Connector Bus Rapid Transit project, planned for revenue service by 2023, runs east-west along Holt Boulevard just south of I-10. This will provide service between Pomona and Ontario International Airport, then turning north with a stop at the Rancho Cucamonga Metrolink station. In addition, SBCTA provides other transit and Transportation Demand Management/Transportation System Management (TDM/TSM) programs in the corridor, including: Omnitrans express bus service on I-10 from San Bernardino to the Montclair Metrolink station. Freeway Service Patrols (FSP) on I-10, proactive employer-based vanpooling programs that benefit I-10, a comprehensive ridesharing program in partnership with RCTC, the IE 511 program, and Active Transportation Programs (such as the recently constructed bicycle/pedestrian improvements approaching stations on the Metrolink San Bernardino Line and bike/ped improvements at future station areas along the West Valley Connector. Interchange improvements completed in the I-10 Corridor Contract 2A within the last six years include Cherry Avenue and Citrus Avenue.

I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard, Contract 1

Section 13 & 14 explains how the I-15 Corridor Contract 1 is part of the SCAG regional express lane system. Subsequent projects will include I-15 dual express lanes from Foothill Boulevard to north of the Devore (I-215) interchange, dual express lanes through the Cajon Pass to US-395, and single express lanes from US-395 to north of the Mojave River. A portion of the West Valley Connector Bus Rapid Transit project, planned for revenue service by 2023, runs north-south along Milliken Ave. just west of I-15. This will provide service between Victoria Gardens and Ontario International Airport, with a stop at the Rancho Cucamonga Metrolink station. In addition, SBCTA provides other Transportation Demand Management/Transportation System Management (TDM/TSM) programs in the corridor, including: Freeway Service Patrols (FSP) on I-15, proactive employer-based vanpooling programs that benefit I-15 (including a program by Victor Valley Transit Agency/VVTA for vans from the Victor Valley), a comprehensive ridesharing program in partnership with RCTC, the IE 511 program, and Active Transportation Programs (such as the initiative to construct the San Sevaine Trail paralleling I-15 in Fontana).

West Valley Connector Bus Rapid Transit Phase 1

The WVC Phase 1 is part of a growing, interconnected network in San Bernardino County that links to the regional transit network. It will directly connect with two Metrolink lines (Rancho Cucamonga on the San Bernardino line and Pomona on the Riverside Line). In addition, it will connect with north-south bus routes on Ramona Avenue, Central Avenue, Mountain Avenue, Euclid Avenue, Vineyard Avenue, Haven Avenue, and Milliken Avenue. To the extent possible, these interconnecting bus routes will be coordinated with the WVC to facilitate transfers. Plans for Transit Oriented Development (TOD) are already being implemented for the Holt Boulevard corridor in Ontario and at the Rancho Cucamonga Metrolink station

I-10 Eastbound Truck Climbing Lane

The I-10 Eastbound Truck Climbing Lane project is part of a broader improvement program known locally as the "Interstate 10 Logistics Corridor" in San Bernardino County. The I-10 Logistics

Corridor consists of almost \$3 billion of investment in managed lane (i.e. toll express lane), freeway/arterial interchange, rail/highway grade separation, and truck climbing lane projects. SBCTA, in partnership with Caltrans and local jurisdictions, has delivered approximately \$350 million of this investment within the last 10 years, and the \$625 million express lane project is under construction between the LA County Line and I-15. The full I-10 Express Lanes project extends an additional 23 miles to the east, terminating at Ford Street in Redlands. The complete I-10 Corridor Project is estimated at \$1.8 billion. I-10 was previously widened in both directions from Ford Street to Live Oak Avenue in Yucaipa, including a truck climbing lane from E. Redlands Boulevard to Yucaipa Boulevard. The I-10 eastbound segment in Yucaipa has become a growing bottleneck for eastbound freight flows out of the LA Basin.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2020 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2020 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2020 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several categories, including:

- Savings resulting from reduced travel delay;
- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2020 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2020 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2016 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2020 STIP provides a regional network-level benefit/cost ratio of 5.42. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)		\$1,243.4	
Life-Cycle Benefits (mil. \$)		\$6,740.4	
Net Present Value (mil. \$)		\$5,496.9	
Benefit / Cost Ratio:		5.42	
Rate of Return on Investment:		12.4%	
Payback Period:		5 years	
ITEMIZED BENEFITS (mil. \$)			
		Total Over 50 Years	Average Annual
Travel Time Savings		\$5,476.5	\$109.5
Veh. Op. Cost Savings		\$920.9	\$18.4
Accident Cost Savings		\$0.0	\$0.0
Emission Cost Savings		\$343.0	\$6.9
TOTAL BENEFITS		\$6,740.4	\$134.8
Person-Hours of Time Saved		1,400,859,466	28,017,189

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG's regional travel demand model.

VMT per Capita

Impacts are projected to increase VMT per capita by 0.005 miles or 0.02 percent per day (compared to the 2040 no build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 1.9 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain the percentage of drive alone trips to work and increase in drive alone trips to colleges or universities by 0.01 percent.

Asset Conditions (State Highway and Local Streets)

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2018 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will increase household within 0.5 miles by 1.02 percent and jobs access within 0.5 miles by 0.7 percent.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.08 minutes for automobiles and decreased mean work commute time by 0.33 minutes for transit. Impacts are also projected to decrease mean school commute travel times by 0.02 minutes for automobiles and by 0.17 minutes for transit.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita is projected to be reduced by 0.01 pounds per capita daily.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures					
Goal	Indicator/Measure	Future Level of Performance (Baseline)		Projected Performance Improvement (2040)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.78		Decrease in VMT per capita = 0.005 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	10.54%		Reduction of 3.0%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work	Travel to School
	Vehicle Trips Drive Alone	71.86%	8.46%	0.00%	Reduction of 0.01%
	Vehicle Trips 2 Person Carpool	3.69%	8.24%	Reduction of 0.01%	0.00%
	Vehicle Trips 3+ Person Carpool	2.33%	10.26%	Reduction of 0.01%	0.00%
	Auto Passenger Trips	9.54%	40.45%	Reduction of 0.03%	0.00%
	Transit Trips	7.59%	4.81%	Increase of 0.05%	Increase of 0.04%
	Non-Motorized Person Trips	4.98%	27.78%	Reduction of 0.01%	Reduction of 0.02%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival)	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 57.66% Jobs % = 66.71%		Household % = Increase of 01.02% Jobs % = Increase of 0.70%	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 22.20 mins Auto School = 11.89 mins Transit Home Based Work = 76.40 mins Transit School = 58.46 mins		Auto Home Based Work Reduction = 0.05 mins Auto School Increase = 0.01 mins Transit Home Based Work Increase = 0.03 mins Transit School Increase = 0.05 mins	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO ₂ emissions reduction per capita (daily)	9.73 lbs		Daily Reduction per capita = 0.01 lbs	

SCAG certifies that the proposed 2020 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies. To the best of SCAG's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Table B3
Evaluation – Project Changes or Increased Capacity Benefits

Project Type Or Mode	Changes to Build Environment	Indicator/ Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles	I-15 Corridor Contract 1 (Express Lanes) - 25 lane miles I-10 Corridor Contract 2A (Express Lanes) – 25.2 lane miles	The project will provide: <ul style="list-style-type: none"> • Reduce volume-to-capacity (v/c) ratios along the corridor; • Improve travel times within the corridor; • To relieve congestion, improving traffic flow on the regional transportation system; • To address increased travel associated with existing and planned development; • Facilitate the movement of people and goods through the I-10 and I-15 corridor by managing traffic demand, improving travel times and increasing the use of carpooling.
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles	West Valley Connector Phase 1 (BRT)- Approximately 3.5 miles of the 19-mile project will be constructed as dedicated bus-only lanes	The project will provide: <ul style="list-style-type: none"> • Improve transit service with higher frequency and reduce headways. • Improve transit service reliability and security. • Attract new transit user by providing a viable and competitive transit alternative to the automobile.
	Additional transit vehicles	West Valley Connector Phase 1 (BRT)- 18 Zero Emission Buses	
	New rail track miles		
	Rail crossing improvements		
	Station improvements	West Valley Connector Phase 1 (BRT)- 21 Stations includes 5 center running platform stations	<ul style="list-style-type: none"> •Level boarding at center-running stations •branded shelter/canopy, benches, security cameras, lighting, and variable message signs.
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

Section 13 & 14. Project Specific Evaluation (Required per Section 19) and Overview of Project Programmed with Regional Funding

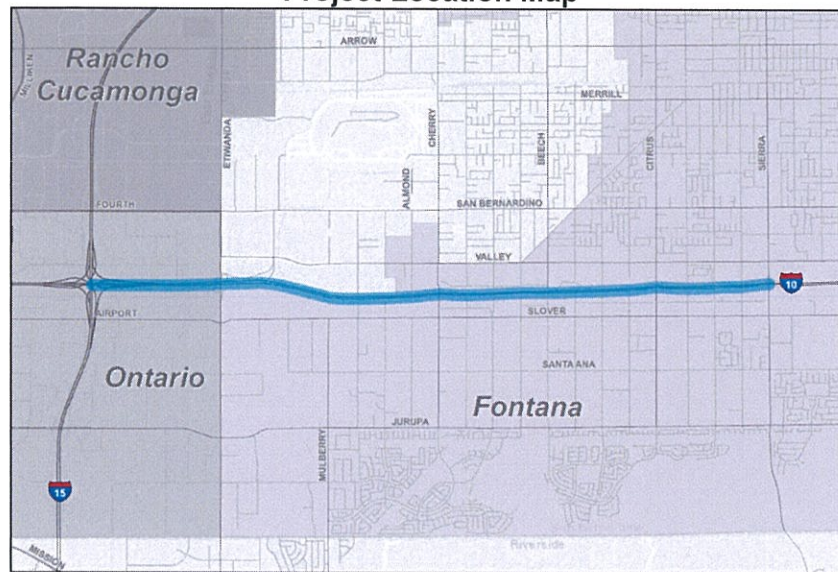
Planning Programming and Monitoring

The proposed \$5.344 million represents a 5% set-aside for planning, programming, and monitoring (PPM) activities out of the statutorily authorized 5% of the total RTIP funds available in Fiscal Years 2020/2021 to 2024/2025. These funds are authorized for activities such as regional transportation planning, project planning, program development, and monitoring the implementation of STIP projects. SBCTA relies on PPM funds for fundamental transportation commission activities such as transportation improvement program development, project development such as preparation of Project Study Reports, planning, administration of state and federal transportation funds, and project delivery support.

I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)

The project will provide two express lanes in each direction from just east of I-15 to Sierra Avenue in Fontana, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. The Record of Decision was approved in July 2017 for the entire I-10 Corridor Project from the Los Angeles County line to Ford Street in Redlands.

Project Location Map



Cal B/C Results Summary

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$726.2
Life-Cycle Benefits (mil. \$)	\$1,067.6
Net Present Value (mil. \$)	\$341.4
Benefit / Cost Ratio:	1.5
Rate of Return on Investment:	7.4%
Payback Period:	14 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$747.9	\$207.8	\$955.7	\$47.8
Veh. Op. Cost Savings	-\$76.7	\$87.2	\$10.5	\$0.5
Accident Cost Savings	\$15.0	\$10.8	\$25.8	\$1.3
Emission Cost Savings	\$4.8	\$70.8	\$75.6	\$3.8
TOTAL BENEFITS	\$691.0	\$376.6	\$1,067.6	\$53.4

Person-Hours of Time Saved	126,034,566	6,301,728
-----------------------------------	--------------------	------------------

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input checked="" type="checkbox"/> Y <small>Default = Y</small>
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/> Y <small>Default = Y</small>
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/> Y <small>Default = Y</small>
4) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	<input checked="" type="checkbox"/> Y <small>Default = Y</small>

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	1,147	57	\$0.1	\$0.0
CO ₂ Emissions Saved	593,317	29,666	\$16.2	\$0.8
NO _x Emissions Saved	1,496	75	\$55.8	\$2.8
PM ₁₀ Emissions Saved	7	0	\$2.1	\$0.1
PM _{2.5} Emissions Saved	7	0		
SO _x Emissions Saved	9	0	\$1.1	\$0.1
VOC Emissions Saved	130	6	\$0.3	\$0.0

The purpose of this project is to improve operations and traffic flow for people and goods on I-10 in San Bernardino County by adding capacity through managed lanes. The project will reduce congestion, increase throughput, enhance trip reliability, and manage the long-term congestion that comes with the growth of a vibrant economy. I-10 is a critical link in the State transportation network and is used by interstate travelers, local commuters, and regional and inter-regional trucks. The efficient movement of people through San Bernardino County is limited by the existing capacity of the transportation networks. Severe congestion exists on I-10 in this segment, particularly westbound in the AM peak and eastbound in the PM peak. I-10 carries substantial truck traffic at all times of day, and adding express lanes will substantially improve both truck and passenger car flows on the general purpose lanes as well. The population and commerce are steadily increasing in this corridor, and improved traffic management through the addition of express lanes will facilitate transit and HOV flows (HOV 3+ will be free or discounted). This portion of I-10 serves one of the largest concentrations of warehouse/distribution activity in the nation. The Corridor is part of the SCAG regional express lane system documented in the Regional Transportation Plan/Sustainable Communities Strategy.

A copy of the Project Report is available at:

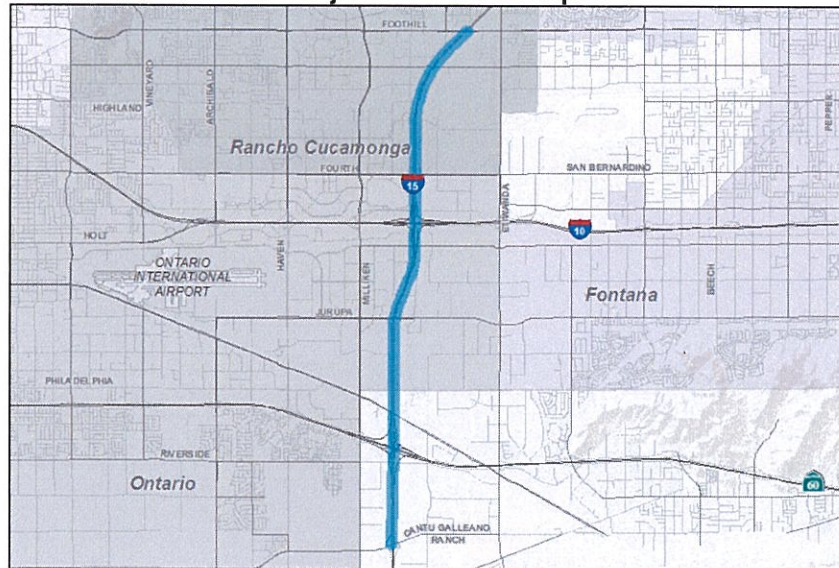
<http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html>

I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard, Contract 1

SBCTA is implementing toll express lanes on I-15 that will ultimately extend from the terminus of the express lanes in Riverside County through the Cajon Pass to the Victor Valley. I-15 Corridor Contract 1 is the first phase, extending from Cantu Galleano Ranch Road in Riverside County to Foothill Boulevard in Rancho Cucamonga. The final environmental document was approved in December 2018. The preliminary design includes the addition of two express lanes in each

direction through most of the length of the project with transitions to general purpose lanes between Fourth Street and to just north of Foothill Boulevard. The project is scheduled to begin construction in Spring of 2023. SBCTA intends to apply for discretionary SB1 funds for the construction of this project.

Project Location Map



Cal B/C Results Summary

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$329.1
Life-Cycle Benefits (mil. \$)	\$931.9
Net Present Value (mil. \$)	\$602.9
Benefit / Cost Ratio:	2.8
Rate of Return on Investment:	17.4%
Payback Period:	7 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$952.2	\$203.5	\$1,155.7	\$57.8
Veh. Op. Cost Savings	-\$223.7	\$9.4	-\$214.3	-\$10.7
Accident Cost Savings	-\$46.3	\$4.0	-\$42.3	-\$2.1
Emission Cost Savings	-\$3.1	\$35.9	\$32.8	\$1.6
TOTAL BENEFITS	\$679.1	\$252.8	\$931.9	\$46.6
Person-Hours of Time Saved	136,049,608 6,802,480			

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n)	Y	Default = Y

includes value for CO₂e

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	630	32	\$0.1	\$0.0
CO ₂ Emissions Saved	156,835	7,842	\$3.6	\$0.2
NO _x Emissions Saved	853	43	\$29.0	\$1.5
PM ₁₀ Emissions Saved	1	0	-\$0.2	-\$0.0
PM _{2.5} Emissions Saved	1	0		
SO _x Emissions Saved	2	0	\$0.2	\$0.0
VOC Emissions Saved	83	4	\$0.2	\$0.0

I-15 is an economic lifeline connecting San Bernardino County and the nation. Daily vehicle traffic averages about 223,000, and this number is expected to increase significantly during the

coming decades as the population and economic growth of the San Bernardino Valley and High Desert continue. The construction of the express lanes will reduce congestion, improve travel time and reliability, and provide mobility options within the corridor. The express lanes will provide motorists with a choice when traveling along I-15, to pay for a more reliable trip when the situation dictates, or use the general purpose lanes. HOVs will be given priority through free or discounted tolls. The I-15 corridor is experiencing considerable performance problems due to several interrelated factors. These factors include substantial truck volumes (10 to 15 percent of the total traffic), heavy traffic demand on weekdays as well as weekends, and a lack of other reliable travel options. Due to the unique geographic characteristics of the area, the I-15 corridor remains the sole mainline route connecting the Inland Empire and Southern California metropolitan regions with the High Desert, Las Vegas, and beyond. This portion of I-15 serves one of the largest concentrations of warehouse/distribution activity in the nation. The I-15 Corridor is part of the SCAG regional express lane system documented in the Regional Transportation Plan/Sustainable Communities Strategy.

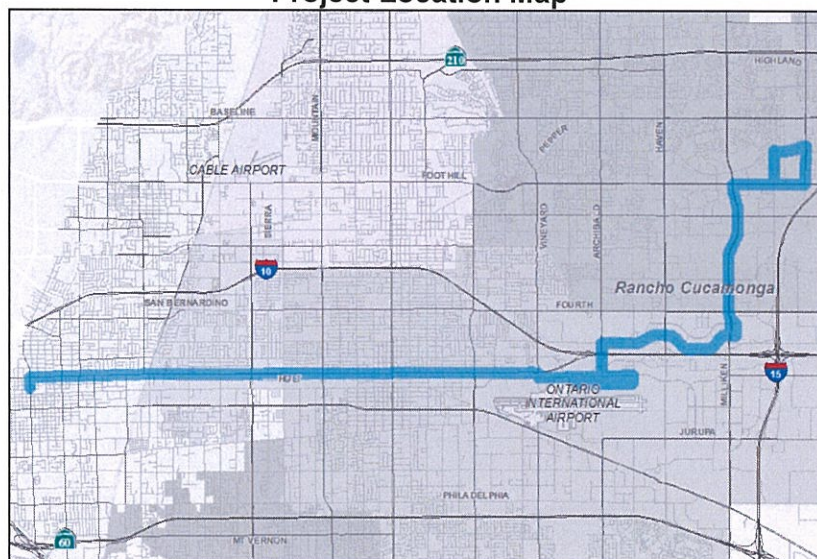
A copy of the Project Report is available at:

<http://www.gosbcta.com/plans-projects/projects-freeway-I-15Corridor.html>

West Valley Connector Bus Rapid Transit Phase 1

The West Valley Connector (WVC) Phase 1 Project is a 19-mile-long Bus Rapid Transit (BRT) project that will provide limited stops (21 stations), 10-minute peak and 15-minute off-peak headways, and provides speed and quality improvements to the public transit system along this east-west corridor. Phase 1 of the WVC will serve the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga. An extension to Fontana is planned as a second, future phase. A new operation and maintenance (O&M) facility for light maintenance activities is also proposed as part of the WVC Phase 1 Project. The 18 vehicles proposed for the WVC will be zero-emission as a first stage of a zero-emission fleet for the entire Omnitrans system in the San Bernardino Valley. Approximately 3.5 miles of the 19-mile project will be constructed as dedicated bus-only lanes. SBCTA intends to apply for discretionary SB1 funds for the construction of this project.

Project Location Map



Cal B/C Results Summary

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$356.4
Life-Cycle Benefits (mil. \$)	\$142.6
Net Present Value (mil. \$)	-\$213.8
Benefit / Cost Ratio:	0.40
Rate of Return on Investment:	-3.9%
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$97.8	\$7.6	\$105.3	\$5.3
Veh. Op. Cost Savings	\$23.7	\$3.5	\$27.2	\$1.4
Accident Cost Savings	\$5.2	\$0.5	\$5.7	\$0.3
Emission Cost Savings	\$2.3	\$2.0	\$4.4	\$0.2
TOTAL BENEFITS	\$128.9	\$13.6	\$142.6	\$7.1

Person-Hours of Time Saved	13,942,093	697,105
----------------------------	------------	---------

Should benefit-cost results include:

1) Induced Travel? (y/n)
Default = Y

2) Vehicle Operating Costs? (y/n)
Default = Y

3) Accident Costs? (y/n)
Default = Y

4) Vehicle Emissions? (y/n)
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	175	9	\$0.0	\$0.0
CO ₂ Emissions Saved	78,064	3,903	\$2.1	\$0.1
NO _x Emissions Saved	72	4	\$2.0	\$0.1
PM ₁₀ Emissions Saved	1	0	\$0.2	\$0.0
PM _{2.5} Emissions Saved	1	0		
SO _x Emissions Saved	1	0	\$0.1	\$0.0
VOC Emissions Saved	13	1	\$0.0	\$0.0

The purpose of the WVC is to improve corridor mobility, increase transit efficiency, and reduce auto congestion in the San Bernardino Valley from the City of Pomona to the City of Rancho Cucamonga. The need for the WVC stems from current congestion levels on I-10 (just to the north) and Holt Boulevard, significant future growth in population and employment, and the desire for more efficient and timely transit services. The WVC will interconnect with two Metrolink stations, multiple activity centers, and Ontario International Airport, improving transit accessibility throughout the corridor, and encouraging Transit Oriented Development (TOD). Added to this is the need to use the cleanest technology available, consistent with the state's goals and the CARB Innovative Clean Transit regulation.

A copy of the draft Project Report is available at:
<https://www.gosbcta.com/project/west-valley-connector-brt/>

I-10 Eastbound Truck Climbing Lane (2018 STIP APDE reprogramming)

The project will extend the current truck climbing lane by approximately three miles on the eastbound direction of I-10 from 16th Street Overcrossing in Yucaipa to east of the County Line Road Overcrossing in Calimesa. The environmental phase is expected to be completed by July 2020. SBCTA intends to apply for discretionary freight funding for the construction of this project.

Project Location Map



The project PA/ED schedule is anticipated to be delayed to 7/2/2020 due to additional and unanticipated higher level of work needed to address potential noise impacts and resulting sound walls and attenuation measures. In April 2019, the initial run of the noise model was completed and submitted for oversight review. Subsequently, updates to Caltrans District noise requirements and slight adjustments to the noise study limits required a re-run of the noise model, thereby delaying the completion of the noise analysis to late 2019. Additional work as part of the re-run included supplemental traffic counts along local streets and related traffic analysis. Additionally, engineering studies were required to determine alternative sound wall locations as options. To date, all environmental and design technical studies have been completed with the exception of the Noise Study Report (NSR). Once the NSR is approved, the draft environmental document can be circulated for public review; public circulation is anticipated to begin in March 2020.

A copy of the Project Study Report is available at:
<https://www.gosbcta.com/project/i-10-truck-climbing-lane/>

Section 15. Project Programming Request

Planning, Programming, and Monitoring

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date: 12/11/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
08		0819000066	9811	SBD59303		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD				San Bernardino Associated Governments (SANBAG)		
				MPO	Element	
				SCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Andrea Zureick		(909)884-8276				
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	San Bernardino County Transportation Authority (SBCTA)					
Legislative Districts						
Assembly:	34,36,59,60,61,62,63,65	Senate:	17,18,29,31,32	Congressional:	25,26,41,42,43	
Project Benefits						
Purpose and Need						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions	N
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/11/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/11/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD, ,	, ,		0819000066	9811	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Bernardino County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,550	1,250	1,250	1,250				18,300	San Bernardino County
TOTAL	14,550	1,250	1,250	1,250				18,300	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,550	1,068	1,068	1,068	1,068	1,072		19,894	
TOTAL	14,550	1,068	1,068	1,068	1,068	1,072		19,894	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Govern
PS&E									\$570 CON voted 07/20/06
R/W SUP (CT)									\$570 CON voted 07/26/07
CON SUP (CT)									\$1200 CON voted 07/24/08
R/W									\$1200 CON voted 10/15/09
CON	14,550	1,250	1,250	1,250				18,300	\$1200 CON voted 07/01/10
TOTAL	14,550	1,250	1,250	1,250				18,300	\$1200 CON voted 08/11/11
									\$1200 CON voted 09/27/12
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,550	1,068	1,068	1,068	1,068	1,072		19,894	
TOTAL	14,550	1,068	1,068	1,068	1,068	1,072		19,894	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 12/11/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD			0819000066	9811	

SECTION 1 - All Projects**Project Background**

--

Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

I-10 Corridor Express Lanes from I-15 to Sierra Avenue, Contract 2A (D/B)

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/16/19
District	EA	Project ID		PPNO	MPO ID	
08	0C253			3016P	20199801	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SBD	10	10	17	San Bernardino County Transportation Authority		
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Chad Costello		(909) 884-8276		ccostello@gosbcta.com		
Project Title						
Rt 10 Express Lanes, Rt 15-Sierra Ave, Contract 2A (D/B)						
Location (Project Limits), Description (Scope of Work)						
The project will provide two express lanes in each direction from just east of I-15 to Sierra Avenue in Fontana, connecting to the east end of the I-10 Corridor Contract 1 Express Lanes currently under construction. This project will be delivered using Design-Build method.						
Component	Implementing Agency					
PA&ED	SBCTA					
PS&E	SBCTA					
Right of Way	SBCTA					
Construction	SBCTA					
Legislative Districts						
Assembly:	47, 52	Senate:	20	Congressional:	35	
Project Benefits						
The project would provide an increase in corridor capacity and manage the additional capacity in an efficient manner through congestion pricing. The express lanes will also provide a significant benefit to both commuters and freight trucks in the general purpose lanes. The combination of additional lane-miles and traffic management greatly increases the overall corridor capacity.						
Purpose and Need						
The purpose of the project is to improve operations and traffic flow for people and goods on I-10 in San Bernardino County by adding capacity through managed lanes. The project will reduce congestion, increase throughput, enhance trip reliability, and manage the long-term congestion that comes with the growth of a vibrant economy.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		HOV/HOT mainline constructed			Miles	25.2
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						09/01/12
Circulate Draft Environmental Document					Document Type	EIR/EIS
Draft Project Report						04/01/16
End Environmental Phase (PA&ED Milestone)						03/15/16
Begin Design (PS&E) Phase						07/15/17
End Design Phase (Ready to List for Advertisement Milestone)						01/15/26
Begin Right of Way Phase						07/15/27
End Right of Way Phase (Right of Way Certification Milestone)						01/15/25
Begin Construction Phase (Contract Award Milestone)						06/30/28
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/26
Begin Closeout Phase						12/31/29
End Closeout Phase (Closeout Report)						01/01/30
						01/01/31

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD	10	0C253		3016P	
Project Title: Rt 10 Express Lanes, Rt 15-Sierra Ave, Contract 2A (D/B)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									SBCTA
PS&E									SBCTA
R/W SUP (CT)									SBCTA
CON SUP (CT)									SBCTA
R/W									SBCTA
CON									SBCTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E				35,901				35,901	
R/W SUP (CT)									
CON SUP (CT)									
R/W						71,386		71,386	
CON							563,514	563,514	
TOTAL				35,901		71,386	563,514	670,801	

Fund No. 1:	STIP/RIP								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W						22,065		22,065	
CON									
TOTAL						22,065		22,065	

Fund No. 2:	Local Funds - SBD Co Measure I (XSBD)								Program Code
	Existing Funding (\$1,000s)								Local Funds
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E				5,901				5,901	
R/W SUP (CT)									
CON SUP (CT)									
R/W						49,321		49,321	
CON							425,834	425,834	
TOTAL				5,901		49,321	425,834	481,056	PS&E Costs are for Project/Construction Manager

Fund No. 3:	RSTP - STP Local (STPL)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E Costs are for Project/Construction Manager
PS&E				30,000				30,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				30,000				30,000	

Fund No. 4:	Toll Revenue - Local								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							137,680	137,680	
TOTAL							137,680	137,680	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD	10	0C253		3016P	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

I-15 Corridor Express Lanes from Cantu Galleano Ranch Road to Foothill Boulevard,
Contract 1

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/16/19
District	EA	Project ID		PPNO	MPO ID	
08	0R800	0812000184		0167M	20159901	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SBD	15	0	6.3	San Bernardino County Transportation Authority		
RIV	15	49.8	52.3	MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Dennis Saylor		(909) 884-8276		dsaylor@gosbcta.com		
Project Title						
Rt 15 Express Lanes, Cantu Galleano Ranch Rd-Foothill, Contract 1						
Location (Project Limits), Description (Scope of Work)						
Add two express lanes in each direction in the median for most of the Interstate 15 Corridor from Cantu Galleano Ranch Road in Riverside County, connecting to the Express Lanes currently under construction in Riverside County, to north of Foothill Blvd. in the City of Rancho Cucamonga, with transitions to general purpose lanes north of Foothill Blvd. The project will also include installation of tolling facilities, minor ramp improvements, auxiliary lanes, and other operational improvements.						
Component						
PA&ED		SBCTA				
PS&E		SBCTA				
Right of Way		SBCTA				
Construction		SBCTA				
Legislative Districts						
Assembly:	40, 47, 52, 60		Senate:	20, 23, 31		Congressional:
						31, 35, 41, 42
Project Benefits						
The I-15 corridor project will increase in corridor capacity and manage the additional capacity in an efficient manner through congestion pricing. The express lanes and auxiliary lanes will also provide a significant benefit to both commuters and freight trucks in the general purpose lanes. The combination of additional lane-miles and traffic management greatly increases the overall corridor capacity.						
Purpose and Need						
The I-15 corridor project is to improve operations and traffic flow for people and goods on I-15 in San Bernardino County by adding capacity through managed lanes. The project will reduce congestion, increase throughput, enhance trip reliability, and manage the long-term congestion that comes with the growth of a vibrant economy.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		HOV/HOT mainline constructed			Miles	25
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved					10/15/14	
Begin Environmental (PA&ED) Phase						10/15/14
Circulate Draft Environmental Document				Document Type	ND/FONSI	03/01/18
Draft Project Report						03/01/18
End Environmental Phase (PA&ED Milestone)						12/20/18
Begin Design (PS&E) Phase						03/01/20
End Design Phase (Ready to List for Advertisement Milestone)						07/15/22
Begin Right of Way Phase						10/01/20
End Right of Way Phase (Right of Way Certification Milestone)						07/01/22
Begin Construction Phase (Contract Award Milestone)						02/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						07/14/26
Begin Closeout Phase						07/15/26
End Closeout Phase (Closeout Report)						01/01/27

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD, RIV	15, 15	0R800	0812000184	0167M	
Project Title: Rt 15 Express Lanes, Cantu Galleano Ranch Rd-Foothill, Contract 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									SBCTA
PS&E									SBCTA
R/W SUP (CT)									SBCTA
CON SUP (CT)									SBCTA
R/W									SBCTA
CON									SBCTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	11,061							11,061	Construction includes \$7.6M for Toll System Provider Contract, \$22.1M for CM, and \$216.5M for Construction Contract.
PS&E	14,333							14,333	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON				246,238				246,238	
TOTAL	25,394	3,796		246,238				275,428	

Fund No. 1:	STIP/RIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,274				72,274	
TOTAL				72,274				72,274	

Fund No. 2:	Local Funds - SBD Co Measure I (XSBD)								Program Code
Existing Funding (\$1,000s)									Local Funds
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	11,061							11,061	
PS&E	14,333							14,333	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON				86,964				86,964	
TOTAL	25,394	3,796		86,964				116,154	

Fund No. 3:	SB1 TCEP/SCCP Pending								Program Code
Existing Funding (\$1,000s)									SB1 Funding
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SCCP= \$29m (est) TCEP= \$58m (est)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				87,000				87,000	
TOTAL				87,000				87,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD RIV	15 15	0R800	0812000184	0167M	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

West Valley Connector Bus Rapid Transit Phase 1

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/16/19
District	EA	Project ID		PPNO	MPO ID	
08				1232	20190015	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SBD				San Bernardino County Transportation Authority		
				MPO	Element	
				SCAG	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Victor Lopez		909-884-8276		vlopez@gosbcta.com		
Project Title						
West Valley Bus Rapid Transit - Phase 1						
Location (Project Limits), Description (Scope of Work)						
The West Valley Connector BRT Phase I would construct the "Milliken Alignment," from the Metrolink Station in Pomona to Victoria Gardens in Rancho Cucamonga. The Project includes 19 miles of BRT with a 3.5-miles dedicated bus-only lanes and operate a high-frequency service connecting two Metrolink stations, Ontario International Airport, and Victoria Gardens and enhanced service on Route 81/Haven and existing Route 66/Foothill.						
Component						
PA&ED		SBCTA				
PS&E		SBCTA				
Right of Way		SBCTA				
Construction		SBCTA				
Legislative Districts						
Assembly:	52,40	Senate:	20,23	Congressional:	31,35	
Project Benefits						
The project would improve transit service for current riders, including low-income and transit-dependent populations, with higher-frequency, faster, and more reliable service, along with improved security, cleanliness, and comfort. The project would attract new riders by offering improved transit service and facilities, and transit travel times competitive with auto travel to attract auto riders.						
Purpose and Need						
The purpose of the project is to improve corridor mobility and transit efficiency in the San Bernardino Valley from the City of Pomona to the City of Fontana with an enhanced, state-of-the-art BRT system. Phase I will implement the service between Pomona Metrolink Station and Victoria Gardens in Rancho Cucamonga, which includes off-board fare vending, all-door boarding, transit signal priority (TSP), optimized operating plans, and stations with a branded shelter/canopy, security cameras, benches,						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Miles of new track			Miles	19
Rail / Multi-Modal		Rail cars/ transit vehicles			Ea	18
Rail / Multi-Modal		New stations			Ea	5
Rail / Multi-Modal		Dedicated Lanes			Miles	3.5
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						11/02/15
Circulate Draft Environmental Document					Document Type	EIR/FONSI
Draft Project Report						NA
End Environmental Phase (PA&ED Milestone)						03/05/20
Begin Design (PS&E) Phase						03/06/20
End Design Phase (Ready to List for Advertisement Milestone)						06/04/21
Begin Right of Way Phase						09/01/20
End Right of Way Phase (Right of Way Certification Milestone)						12/30/21
Begin Construction Phase (Contract Award Milestone)						03/04/22
End Construction Phase (Construction Contract Acceptance Milestone)						03/05/24
Begin Closeout Phase						03/06/24
End Closeout Phase (Closeout Report)						03/06/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

Additional Information

lighting, and variable message signs. The project would address the growing traffic congestion and travel demands of the growing San Bernardino County population by 2030.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/11/19

Additional Information**Table 1. Sources and Uses of Funds for the West Valley Connector Project (\$ Million)**

Fund Source	PE ¹	ROW	CON 1 Mainline ²	CON 2 Maint. Facility Design Build ²	CON 3 Vehicles ²	TOTAL
SBCTA Measure I	27.144	51.076		2.679		80.899
Federal Land Sale dollars		20.079				20.079
Local Land Sale dollars (20% match)		5.020				5.020
STA		16.136				16.136
STIP			39.745			39.745
LCTOP					5.000	5.000
CMAQ			3.284	4.556	7.160	15.000
LPP (Formula)				5.568		5.568
FTA 5307				8.719		8.719
LACMTA Grant (City of Pomona)			1.500			1.500
IN-KIND Roadwork (City of Ontario Lead)			9.300			9.300
Competitive Grant Awards Pending			65.000		15.000	80.000
TOTAL	27.144	92.311	118.829	21.522	27.160	286.966

¹ PE includes \$11.1M Project Management costs for the entire project and PA&ED.

² This project requires the release of several construction contracts: Mainline BRT Construction by the design-bid-build method (CON 1), a design-build delivery for the Maintenance Facility (CON 2), and Vehicle Procurement (CON 3). CON 1 for the Mainline BRT includes in-kind work via a roadway widening project to be constructed by the City of Ontario that widens various locations along the BRT route prior to mainline construction. The construction contract amounts include construction management, although the construction management will be a separate contract.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD	0			1232	0
Project Title: West Valley Bus Rapid Transit - Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	SBCTA
PS&E	0	0	0	0	0	0	0	0	SBCTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	SBCTA
CON SUP (CT)	0	0	0	0	0	0	0	0	SBCTA
R/W	0	0	0	0	0	0	0	0	SBCTA
CON	0	0	0	0	0	0	0	0	SBCTA
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	6,704	0	0	0	0	0	0	6,704	Multiple component construction contracts: \$119M-Mainline, \$22M-Maintenance Facility DB and \$27M-Vehicles.CM included in the Mainline and Maintenance Facility.Mainline includes \$9M-In-kind roadway widening (City of Ontario lead). \$11M for Project Mgmt included in PS&E.
PS&E	20,440	0	0	0	0	0	0	20,440	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	92,311	0	0	0	0	0	92,311	
CON	0	0	167,511	0	0	0	0	167,511	
TOTAL	27,144	92,311	167,511	0	0	0	0	286,966	

Fund No. 1:	Measure I - Local Sales Tax (Express Bus/Bus Rapid Transit)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	6,704							6,704	\$11M for Project Mgmt included in PS&E.
PS&E	20,440							20,440	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		51,076						51,076	
CON			2,679					2,679	
TOTAL	27,144	51,076	2,679	0	0	0	0	80,899	

Fund No. 2:	Federal Funds with Omnitrans from Mid-Valley Land Sale (80% Federal)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		20,079						20,079	
CON								0	
TOTAL	0	20,079	0	0	0	0	0	20,079	

Fund No. 3:	Local Funds with Omnitrans from Mid-Valley Land Sale (20% Local Match)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		5,020						5,020	
CON								0	
TOTAL	0	5,020	0	0	0	0	0	5,020	

Fund No. 4:	State Transit Assistance Funds (STAF)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		16,136						16,136	
CON								0	
TOTAL	0	16,136	0	0	0	0	0	16,136	

Fund No. 5:	STIP/RIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	STIP for CON includes the Mainline BRT construction & Construction Management for that component; STIP will not be used for vehicles.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			39,745					39,745	
TOTAL	0	0	39,745	0	0	0	0	39,745	

Fund No. 6:	Low Carbon Transit Operations Program (LCTOP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	LCTOP for CON in this PPR is for Vehicles. NOTE: LCTOP is also planned to be used for operating costs during the first 5 years.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			5,000					5,000	
TOTAL	0	0	5,000	0	0	0	0	5,000	

Fund No. 7:	Congestion Mitigation and Air Quality (CMAQ)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			15,000					15,000	
TOTAL	0	0	15,000	0	0	0	0	15,000	

Fund No. 8:	SB 1- Local Partnership Program (Formula)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	LPP for CON is for vehicle procurement.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			5,568					5,568	
TOTAL	0	0	5,568	0	0	0	0	5,568	

Fund No. 9:		FTA Section 5307							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	0	0	0	0	0	0	0	0		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON			8,719					8,719		
TOTAL	0	0	8,719	0	0	0	0	8,719		

Fund No. 10:	Local Funds - LACMTA Call for Projects (City of Pomona Lead) PENDING								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	Pending
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			1,500					1,500	
TOTAL	0	0	1,500	0	0	0	0	1,500	

Fund No. 11:	In-Kind Roadway Work (Measure I _ Local Sales Tax, Valley Arterial)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	Roadway widening prior to mainline work under contract with City of Ontario as Lead Agency.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			9,300					9,300	
TOTAL	0	0	9,300	0	0	0	0	9,300	

Fund No. 12:	Competitive Grant Award(s) PENDING - TIRCP, SB1, FTA Small Starts								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	If awarded, TIRCP for CON would be for Vehicles, SB1/Other would be for Mainline BRT construction & Construction Management of that component.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			80,000					80,000	
TOTAL	0	0	80,000	0	0	0	0	80,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	
08	SBD				1232	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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Other Significant Information

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SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

I-10 Eastbound Truck Climbing Lane

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	12/05/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
08	1F760	0815000050	3009Q	4122003		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	10	R36.4	R39.2	San Bernardino County Transportation Authority (SBCTA)		
RIV	10	R0	R0.2	MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Paul Melocoton		(909)884-8276		pmelocoton@gosbcta.com		
Project Title						
I-10 Eastbound Truck Climbing Lane						
Location (Project Limits), Description (Scope of Work)						
In San Bernardino County, from the 16th Street Overcrossing in Yucaipa (PM SBd R36.4) to 0.2 miles east of the County Line Road Overcrossing in Calimesa (PM Riv R0.2). Add an approximately 3-mile truck climbing lane on the eastbound direction of I-10 by widening the median to add a new number 1 lane and converting the existing number 3 lane to a truck climbing lane and construct concrete median barrier and drainage improvements.						
Component						
PA&ED		San Bernardino County Transportation Authority (SBCTA)				
PS&E		San Bernardino County Transportation Authority (SBCTA)				
Right of Way		San Bernardino County Transportation Authority (SBCTA)				
Construction		San Bernardino County Transportation Authority (SBCTA)				
Legislative Districts						
Assembly:	42	Senate:	23	Congressional:	8,36	
Project Benefits						
Project will separate slow moving trucks and large vehicles from general traffic. Based on the traffic analysis, the proposed climbing lanes will improve the forecasted Volume to Capacity (V/C) ratio from 1.21 in the no-build condition for the opening year to 0.85 in the build condition.						
Purpose and Need						
Improve traffic operations along I-10. The project need is as follows:						
1. Sustained grades are greater than 2%; general gradient is 3.24% resulting in a 10 mph reduction in truck speed.						
2. A high percentage of trucks (16%) uses the project segment.						
3. The traffic analysis forecasts a Level of Service (LOS) F along the project segment in the year 2023.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Truck climbing lane mile(s) constructed			Miles	3
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed
Project Study Report Approved					06/13/17	
Begin Environmental (PA&ED) Phase					08/11/2017	
Circulate Draft Environmental Document					11/29/2018	03/12/20
Draft Project Report					11/28/2018	03/12/20
End Environmental Phase (PA&ED Milestone)					02/28/2019	07/02/20
Begin Design (PS&E) Phase					05/01/2019	09/02/20
End Design Phase (Ready to List for Advertisement Milestone)					07/31/2020	11/30/21
Begin Right of Way Phase					03/20/2019	12/08/20
End Right of Way Phase (Right of Way Certification Milestone)					07/31/2020	11/30/21
Begin Construction Phase (Contract Award Milestone)					02/02/2021	04/06/22
End Construction Phase (Construction Contract Acceptance Milestone)					03/09/2022	09/01/23
Begin Closeout Phase					03/10/2022	09/08/23
End Closeout Phase (Closeout Report)					03/01/2023	03/11/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/05/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD, RIV,	10, 10,	1F760	0815000050	3009Q	
Project Title: I-10 Eastbound Truck Climbing Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,706							1,706	San Bernardino County
PS&E	2,890							2,890	San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON	30,000							30,000	San Bernardino County
TOTAL	34,596							34,596	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,993							1,993	
PS&E		2,890						2,890	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			32,000					32,000	
TOTAL	1,993	2,890	32,000					36,883	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transporta APDE \$2890 PSE EXT. TO 6/2020
PS&E	2,890							2,890	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,890							2,890	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Reprogram to FY20/21
PS&E		2,890						2,890	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,890						2,890	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding (\$1,000s)									20.10.400.140
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,706							1,706	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,706							1,706	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,993							1,993	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,305					7,305	
TOTAL	1,993		7,305					9,298	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	30,000							30,000	
TOTAL	30,000							30,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	SB1- Trade Corridor Enhancement Program (TCEP)- Pending								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			24,695					24,695	
TOTAL			24,695					24,695	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 12/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD RIV	10 10	1F760	0815000050	3009Q	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

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If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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Other Significant Information

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SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 16. Board Documentation of approval of 2020 RTIP

SBCTA 2020 STIP BOARD APPROVAL

Minute Action

AGENDA ITEM: 17

Date: December 4, 2019

Subject:

2020 State Transportation Improvement Program

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve the following programming proposals to be submitted to the California Transportation Commission for inclusion in the 2020 State Transportation Improvement Program:

A. Propose programming of \$1.068 million of Regional Improvement Program (RIP) funds per year in Fiscal Years 2020/2021 to 2023/2024 and \$1.072 million in Fiscal Year 2024/2025 for Planning, Programming, and Monitoring activities.

B. Propose an amendment to the Interstate 10 (I-10) Corridor Contract 2 Project to segment the project as Contract 2A and to deprogram \$72.274 million of RIP funds in Fiscal Year 2021/2022 for construction and reduce the amount of RIP programming for right-of-way from \$39.745 million to \$22.065 million in Fiscal Year 2024/2025.

C. Nominate the Interstate 15 (I-15) Corridor Contract 1 Project and program \$72.274 million of RIP funds for construction in Fiscal Year 2022/2023.

D. Nominate the West Valley Connector Phase 1 Project and program \$39.745 million of RIP funds for construction in Fiscal Year 2021/2022.

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System funded with revenues from the State Highway Account (SHA) and the Public Transportation Account (PTA). The STIP is divided into two subprograms: the Interregional Improvement Program (IIP) funded with 25% of new STIP funding and the Regional Improvement Program (RIP) funded with 75% of new STIP funding. The RIP is further divided between Northern and Southern California and then subdivided by formula into county shares. RIP county shares are available solely for projects nominated by regional agencies such as San Bernardino County Transportation Authority (SBCTA), and Caltrans nominates IIP projects.

Funding levels for the STIP have varied from year to year depending on the overall economic situation at the state and federal levels. Although Senate Bill 1 (SB1), the state funding bill passed by the Legislature in April 2017, does not provide new funding for the STIP, it does stabilize the historically volatile funding source. SB1 also includes indexing fuel taxes to inflation in future years to stop the degradation of STIP funding revenue.

The California Transportation Commission (CTC) is responsible for developing STIP guidelines, approving the programming of projects submitted by regions and Caltrans for inclusion in the STIP, allocating the STIP funds, and monitoring the delivery of STIP projects. When considering the statewide nominations, CTC staff works with the regional agencies to ensure that the nominations are constrained by the annual programming capacity. This usually

Entity: San Bernardino County Transportation Authority

involves an iterative process before the STIP nominations are finalized for CTC approval. To obtain public input on the final proposed programming, the CTC conducts two STIP hearings, one in the north and one in the south.

The STIP is a biennial program adopted by the CTC no later than April 1 of each even-numbered year. Each new STIP covers a five-year period including two new years of programming capacity. The new STIP includes projects carried forward from the previous STIP plus new projects proposed by regional agencies and Caltrans. Development of the STIP starts with the adoption by the CTC of the Fund Estimate (FE), usually in August of the previous year, followed by project submittals by the regions and Caltrans based on the target shares published in the FE. The FE is based on estimates of all resources available for the state's transportation infrastructure over the next five-year period for the STIP and State Highway Operation and Protection Program (SHOPP).

2020 STIP Programming Capacity

The 2020 STIP programming cycle began with the CTC adopting the 2020 STIP FE on August 14, 2019. The FE identified \$2.6 billion of programming capacity available statewide over the next five years (Fiscal Years 2020/2021 to 2024/2025). From the \$2.6 billion in total estimated program capacity over the 2020 STIP FE period, new STIP capacity currently available for programming is about \$569 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Year 2023/2024 and Fiscal Year 2024/2025).

- SB1 increased the incremental excise tax to 17.3 cents per gallon in Fiscal Year 2019/2020 with annual adjustments for inflation beginning in Fiscal Year 2020/2021. The requirement by SB1 to set the tax rate and adjust the rate annually for inflation is expected to stabilize revenues for the STIP. However, STIP capacity in the long-term may be adversely impacted during times of economic downturn and capacity could trend down if the proliferation of fuel efficient vehicles continues.
- While the forecast of revenue in the State Highway and Federal Trust Fund Accounts has increased from \$36 billion in the 2018 five-year FE period to \$38 billion in the 2020 five-year FE period, STIP programming capacity has decreased from \$3.3 billion to \$2.6 billion, respectively. The decrease in programming capacity is primarily attributable to a high level of existing STIP project commitments for allocated projects that was largely caused by the infusion of SB1 competitive program funds that enabled more projects to be advanced.

The total current STIP share for San Bernardino County is \$163.563 million. Table 1 shows the current STIP Programming for San Bernardino County totaling \$171.125 million, of which \$39.64 million has been allocated by the CTC. This yields an advanced share balance of \$7.562 million due to the supplemental allocation of \$4.672 million for RIP share of increased cost on the Caltrans I-15 Widening Phase 2 Project in Victorville and the programming of Advance Project Development Element (APDE) share in the 2018 STIP cycle for the I-10 Eastbound Truck Climbing Lane project. The 2020 STIP RIP share for San Bernardino County is \$31.221 million of new programming capacity less the \$7.562 million of advanced share balance; therefore the total RIP programming capacity for 2020 STIP cycle is \$23.659 million.

Table 1
Current STIP Programming for San Bernardino County (1,000s)

Current Programmed/Allocated Projects	Allocated	2019/20	2020/21	2021/22	2022/23
Planning, Programming, and Monitoring	\$635		\$1,250	\$1,250	\$1,250
I-10 Corridor Contract 2			\$39,745	\$72,274	
Redlands Passenger Rail Project- Assembly Bill (AB) 3090 Cash			\$6,000	\$6,826	
I-10 Eastbound Truck Climbing Lane (APDE)		\$2,890			
US 395 Widening SR 18 to Chamberlaine Way	\$9,333				
I-15 Widening Phase 2 in Victorville (Supplemental)	\$4,672				
State Route 210 (SR 210) Widening/Highland Avenue to San Bernardino Avenue	\$25,000				
Total RIP Programmed	\$39,640	\$2,890	\$46,995	\$80,350	\$1,250
Total RIP County Share (as of 6/30/2019)			\$163,563		
Total Programmed or Allocated Since July 1, 2018			\$171,125		
Unprogrammed Share Balance			\$0		
RIP Share Balance Advanced/Overdrawn			\$7,562		

2020 STIP Programming - Recommended Priorities

The 2020 STIP cycle will include the current programming in Fiscal Year 2020/2021 and beyond. That programming, along with the new programming capacity, results in a total programming capacity of \$152.254 million.

Descriptions of the proposed programming and rationale are as follows:

The State allows up to 5% of the regional county share funds to be programmed for planning, programming, and monitoring (PPM) activities. These funds can be used for activities such as:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports or major investment studies conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of STIP submittals and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

SBCTA relies on PPM funds for staff time associated with fundamental SBCTA activities such as transportation improvement program development, administration of state and federal transportation funds, planning, and project delivery support. The STIP FE identifies a maximum programming capacity of \$5.344 million for PPM in San Bernardino County with the Fiscal Year 2024/2025 programming limited to \$1.072 million. Staff recommends continuing to

San Bernardino County Transportation Authority

program the maximum allowed for this purpose. Due to the overall funding capacity for the 2020 STIP cycle, adjustments are recommended to current programming to stay within the 5% limit and to provide a more uniform amount for budgeting purposes.

After programming PPM funds, the balance available for programming is \$22.065 million, which should be programmed in the last two years of the STIP based on the annual programming capacity identified by the CTC. Additionally, because of the significant construction cost increase over the last several years, the I-10 Corridor Contract 2 project is now split into segments, and with I-15 Corridor Contract 1 (I-15 Project) identified as the next valley freeway project, the schedule for the next phase of I-10 Corridor express lanes has been delayed by several years. I-10 Corridor Contract 2A (I-10 Project) is identified for construction in Fiscal Year 2025/2026 and will provide two express lanes in each direction from just east of I-15 to Sierra Avenue in Fontana, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. Because of this schedule delay, the \$112 million currently programmed for the I-10 Corridor Contract 2 project could be available for other projects that have a similar schedule as the current programming.

The 10-Year Delivery Plan identified several projects with unfunded needs totaling \$383 million to complete construction over the next 10 years:

- I-10 Truck Climbing Lane (\$17.544 million in Fiscal Year 2021/2022)
- I-15 Project (Contract 1) (\$72.274 million in Fiscal Year 2022/2023)
- I-10 Project (Contract 2A) (\$47.726 million in Fiscal Year 2024/2025)
- San Bernardino Line Double Track (\$72.821 million but eligible for funding from the Metrolink SCORE Program)
- Gold Line to Montclair (\$15.2 million with schedule dependent on funding availability in Los Angeles County)
- West Valley Connector Phase 1 (\$157.313 million with construction beginning in Fiscal Year 2021/2022)

With the exception of the recent programming on the Redlands Passenger Rail Project, the STIP has historically been viewed as a significant source of funding for highway capacity projects. With the State's current focus on multimodal projects, funding for highway capacity projects through competitive programs may be limited. However, staff also considered the limited amount of flexible funding available for transit projects and the large funding needs for the West Valley Connector Phase 1 Project. Therefore, staff recommends programming RIP funds on the West Valley Connector Phase 1 Project, I-15 Project and the I-10 Project to begin to close the funding shortfalls. The I-10 Truck Climbing Lane Project continues to be viewed as a likely candidate for trade corridor/freight grant programs.

The schedule contained in the 2019 10-Year Delivery Plan update identified the I-15 Project, which connects with the I-15 express lanes currently under construction in Riverside County to north of the I-10, as ready for construction in Fiscal Year 2022/2023. The 10-Year Delivery Plan update also identified the West Valley Connector Phase 1 which provides Bus Rapid Transit (BRT) service from Downtown Pomona Metrolink Station to Victoria Gardens in Rancho Cucamonga as ready for construction in Fiscal Year 2021/2022. Staff recommends reprogramming \$72.274 million RIP funds from I-10 Corridor Contract 2 to the I-15 Project and San Bernardino County Transportation Authority

\$39.745 million RIP funds to the West Valley Connector Phase 1 Project. Staff also recommends programming the remaining new RIP capacity of \$22.065 million on the I-10 Project in Fiscal Year 2024/2025. This programming change is consistent with the annual programming capacity identified by the CTC.

While the recommended programming of RIP funds begins to eliminate the shortfall in the I-15 and West Valley Connector Phase 1 Projects, it will increase the shortfall in the I-10 Project by \$90 million. SBCTA will continue to seek state and/or federal grant funding for the I-15 Project so that Measure I Valley Freeway Program funds can be preserved for the I-10 Project and will continue to seek other funds for the I-10 Project so that the funding shortfall can be filled by Fiscal Year 2025/2026 when construction is expected to begin. Additionally staff will continue to seek grant funding to close the additional \$117 million funding gap on the West Valley Connector Phase 1 Project.

Finally, in approval of the 2018 STIP, the CTC programmed the requested RIP funding for the Redlands Passenger Rail Project in Fiscal Year 2020/2021. As the project was ready for allocation in Fiscal Year 2018/2019, the CTC approved an AB 3090 cash reimbursement in Fiscal Years 2020/2021 and 2021/2022 for a total of \$12.826 million. AB 3090 cash reimbursements receive priority for allocation in the case of a STIP funding shortfall. No change is proposed for this project.

Table 2 below details proposed programming for the 2020 STIP by fiscal year. The proposed programming represents the project funding needs that are necessary to advance projects identified in the 10-Year Delivery Plan toward full funding and on schedule.

Table 2
Proposed 2020 STIP Programming for San Bernardino County (1,000s)
(Amendments and Additions shown in bold)

Proposed Projects	2020/21	2021/22	2022/23	2023/24	2024/25
Planning, Programming, and Monitoring	\$1,250	\$1,250	\$1,250		
Planning, Programming, and Monitoring	(\$182)	(\$182)	(\$182)	\$1,068	\$1,072
I-10 Corridor Contract 2	\$39,745	\$72,274			
I-10 Corridor Contract 2	(\$39,745)	(\$72,274)			
I-10 Corridor Contract 2A Right of Way					\$22,065
I-15 Corridor Contract 1 Construction			\$72,274		
West Valley Connector Phase 1 Construction		\$39,745			
Redlands Passenger Rail Project (reimbursement)	\$6,000	\$6,826			
Total RIP Proposed Programming	\$7,068	\$47,639	\$73,342	\$1,068	\$23,137
Total RIP Capacity/Proposed Programming	\$152,254/\$152,254				

With Board approval, staff will submit the proposed 2020 STIP programming to Southern California Association of Governments for the required analysis of regional performance measures and to the CTC by the December 15, 2019, deadline. The CTC is scheduled to publish staff recommendations on February 28, 2020, and to adopt the 2020 STIP at their meeting on March 25-26, 2020.

Financial Impact:

This item has no impact on the adopted Fiscal Year 2019/2020 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 14, 2019.


Responsible Staff:

Andrea Zureick, Director of Fund Administration

RESULT:	APPROVED [23 TO 1]
MOVER:	John Valdivia, City of San Bernardino
SECONDER:	John Dutrey, City of Montclair
AYES:	Bishop, McIntyre, Jahn, Ulloa, Navarro, Warren, McNaboe, Swanson, McCallon, Dutrey, Paget, Wapner, Momberger, Valdivia, Klink, Stone, Avila, Denison, Rutherford, Hagman, Jones (Alt), Moran (Alt), Kennedy (Alt.)
NAYS:	Lovingood
ABSENT:	Reyes, Rigsby, Robertson, Rowe, Gonzales

Approved
Board of Directors
Date: December 4, 2019

Witnessed By:


Marleann Roman, Deputy Clerk of the Board 12/04/2019

Section 17. Detailed Project Programming Summary Table

Section 17. Detailed Project Programming Summary Table
(\$ in thousands)

San Bernardino														
Agency	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RWI	Constl	E & P	PS&E/RW Sup
STIP Projects at Fund Estimate (August 2019)														
SBCTA		9811	Planning, programming, and monitoring	635	635	0	0	0	0	0	0	635	0	0
SBCTA		9811	Planning, programming, and monitoring	3,750	0	1,250	1,250	1,250	0	0	0	3,750	0	0
SBCTA	loc	0260J	Route 395 Interim Widening	9,333	9,333	0	0	0	0	0	0	9,333	0	0
Caltrans	15	174L	Route 15 Widening Phase 2 (Supplemental RIP)	4,672	4,672	0	0	0	0	0	0	4,672	0	0
SBCTA	loc	0195N	Route 210 Lane addition Highland Ave to I-10	25,000	25,000	0	0	0	0	0	0	25,000	0	0
SBCTA	loc	3010N	Rt 10 Express Lanes, Rt 15-Ford St, Contract 2 (D/B)	112,019	0	39,745	72,274	0	0	0	39,745	72,274	0	0
SBCTA	cash	1230A	AB3090 Redlands Passenger Rail (SCCP)(LPP)(18S-05)	12,890	0	6,000	6,826	0	0	0	0	12,826	0	0
SBCTA	loc	3009Q	APDE Rt 10 Eastbound Truck Climbing Lane	2,890	2,890	0	0	0	0	0	0	0	2,890	0
			Total Existing STIP Projects	171,125	42,530	46,995	80,350	1,250	0	0	39,745	128,490	0	2,890
PROPOSED 2020 PROGRAMMING														
Highway Project Proposals:														
SBCTA		9811	Planning, programming, and monitoring	3,750	0	1,250	1,250	1,250	0	0	0	3,750	0	0
SBCTA		9811	Planning, programming, and monitoring	1,594	0	-182	-182	-182	1,068	1,072	0	1,594	0	0
SBCTA	loc	3010N	Rt 10 Express Lanes, Rt 15-Ford St, Contract 2 (D/B)	112,019	0	39,745	72,274	0	0	0	39,745	72,274	0	0
SBCTA	loc	3010N	Rt 10 Express Lanes, Rt 15-Ford St, Contract 2 (D/B)	close	-112,019	0	-39,745	-72,274	0	0	0	-39,745	-72,274	0
SBCTA	loc	3016P	Rt 10 Express Lanes, Rt 15-Sierra Ave, Contract 2A (D/B)	NEW	22,065	0	0	0	0	22,065	22,065	0	0	0
SBCTA	loc	0167M	Rt 15 Express Lanes, Camu Galeano-Foothill, Contract 1	NEW	72,274	0	0	72,274	0	0	0	72,274	0	0
SBCTA	loc	3009Q	Rt 10 Eastbound Truck Climbing Lane	Reprogram	2,890	0	2,890	0	0	0	0	0	2,890	0
			Subtotal, Highway Projects	102,573	0	3,958	1,068	73,342	1,068	23,137	22,065	77,618	0	2,890
Rail and Transit Project Proposals:														
SBCTA	cash	1230A	AB3090 Redlands Passenger Rail (SCCP)(LPP)(18S-05)	12,826	0	6,000	6,826	0	0	0	0	12,826	0	0
SBCTA	loc	1232	West Valley Connector Bus Rapid Transit Phase I	39,745	0	0	39,745	0	0	0	0	39,745	0	0
			Subtotal, Rail and Transit Projects	52,571	0	6,000	46,571	0	0	0	0	52,571	0	0
Advance Project Development Element (APDE) Project Proposals:														
SBCTA	loc	3009Q	APDE Rt 10 Eastbound Truck Climbing Lane	2,890	2,890	0	0	0	0	0	0	0	2,890	0
SBCTA	loc	3009Q	APDE Rt 10 Eastbound Truck Climbing Lane	Reprogram	-2,890	-2,890	0	0	0	0	0	0	-2,890	0
			Subtotal, APDE Projects	0	0	0	0	0	0	0	0	0	0	0
			Total Proposed 2020 STIP Programming	155,144	0	9,958	47,639	73,342	1,068	23,137	22,065	130,189	0	2,890
			Proposed 2020 STIP Programming Changes (Formula Share)	23,659	-2,890	-37,037	-32,711	72,092	1,068	23,137	-17,680	41,339	0	0

Notes:

- HTIP adopted on December 5, 2019
- PPNO 3010N closed - segmented project
- PPNO 0167M will seek SB1 funds
- PPNO 3009Q will seek SB1 funds
- PPNO 1232 will seek TIRCP and SB1 funds

Balance of STIP County Share, San Bernardino

Total County Share June 30, 2019	163,563
Total now programmed or voted since July 1, 2018	171,125
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	7,562
Proposed New Programming	23,659
Minimum	2,223
Target	23,659
Maximum	65,435
Under (Over) Target	0