

2022 RTIP

Regional Transportation Improvement Plan



Interstate 215/Barton Rd. Interchange



San Bernardino County Transportation Authority
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December 15, 2021

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Mr. Weiss,

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 2022 State Transportation Improvement Program (STIP). At its November 2, 2021 meeting, the SBCTA Board of Directors recommended project programming in the 2022 STIP period totaling \$157.962 million in STIP funds and \$11.949 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, to be administered through the STIP, for San Bernardino County.

If you have any questions regarding the SBCTA proposed RTIP, please contact Vanessa Schoenewald, Management Analyst III, at (909) 884-8276.

Sincerely,



Andrea Zureick
Director of Fund Administration

Enclosure

cc: Michael Beauchamp, District Director, Caltrans District 8
Sudha Kodali, Program Management, Caltrans District 8
Rambabu Bavirisetty, Transportation Programming, Caltrans Headquarters
John Asuncion, Southern California Association of Governments

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

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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 2022 State Transportation Improvement Program (STIP). The 2022 RTIP proposes programming \$157.962 million in RTIP funds and \$11.949 million in Coronavirus Response and Relief Supplemental Appropriations Act funds for five projects covering Fiscal Years 2022/2023 through 2026/2027. The proposed 2022 RTIP was approved for submittal by the SBCTA Board of Directors on November 3, 2021.

The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Relief Funds) apportioned \$911.8 million to California to be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the United States Code. In March 2021, the California Transportation Commission (CTC) approved splitting California's apportionment of \$911.8 million, with 60% (\$547.1 million) being distributed to state programs and 40% (\$364.7 million) being distributed to regional programs. The CTC further divided the regional share of \$364.7 million with 50% to be administered through the STIP and 50% to be administered through Caltrans Local Assistance. The apportionment of Federal Relief Funds being administered through the STIP and available to the San Bernardino County region totals \$11.949 million and the proposed 2022 RTIP includes this share of funding.

Consistent with the 2022 STIP Guidelines and the Fund Estimate (FE) adopted by the California CTC on August 18, 2021, SBCTA is proposing five projects for the 2022 STIP consisting of two projects currently programmed with RTIP funds and three new projects. A map depicting the location of each of the projects is included in Section 15. A summary of SBCTA's proposed RTIP programming is included in Section 6 and Section 7 includes proposed RTIP funding and other funding programmed to support each project. Detailed project information is provided in the individual project programming request forms in Section 16.

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 Sierra Avenue, Contract 2A (D/B) – SBCTA proposes to delete this project as the project has been re-scoped for implementation to include only one express lane in each direction, rather than two, and to extend the limits by five miles easterly to Pepper Avenue. The re-scoped project is included below.
- I-10 Eastbound Truck Climbing Lane – SBCTA proposes to deprogram the project as the funds currently programmed in Fiscal Year 2023/2024 were a stop-gap measure in case the funds programmed in an earlier fiscal year lapsed due to environmental approval delays. The RTIP funds programmed in the earlier year did not lapse and were allocated by the CTC in January 2021.

SBCTA is requesting to add three new projects:

- US 395 Phase 2 Freight Mobility and Safety Project

- I-10 Corridor Freight and Express Lane Project - Contract 2 – There is currently \$22.065 million of RTIP funding programmed for right-of-way on the I-10 Corridor Contract 2A Project, but because of a change in the scope of the project to only provide one express lane that greatly reduces the right-of-way cost, SBCTA proposes reprogramming these funds to the construction phase in Fiscal Year 2025/2026 and increasing the construction RTIP funds by \$32.177 million from new programming capacity. Additionally, SBCTA proposes programming \$11.949 million of Federal Relief Funds administered through the STIP for the design phase of this project in Fiscal Year 2022/2023.
- Zero Emission Multiple Unit (ZEMU) Conversion

It should be noted that while the RTIP funding for the West Valley Connector Phase 1 Project is programmed in Fiscal Year 2021/2022, SBCTA will not be requesting an allocation because of the recent infusion of State and Federal grant awards for this project. The SBCTA Board of Directors has approved a revised funding plan for the project that removes the programmed RTIP funding of \$39.745 million. Although these funds will not be available for programming until the 2024 STIP, SBCTA proposes to use a portion of this capacity to maximize programming in the 2022 STIP.

In accordance with the 2022 STIP Guidelines, SBCTA has analyzed performance measures for each of the relevant projects (Section 14), 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)
- **Agency Website Links for Regional RTIP and Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)**

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

RTIP document link: <https://www.gosbcta.com/funding/state/>

RTP link: <https://scag.ca.gov/read-plan-adopted-final-plan>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program

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 Commission 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 (RTP)/Sustainable Communities Strategy (SCS), a federally mandated master transportation plan which 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 4 to 5 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.

Regional Agency'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 of Directors, staff, member agencies, and citizens of San Bernardino County and sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured. It also enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds and 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. The STIP has historically been regarded as a funding program for capacity-enhancing projects and SBCTA typically programs STIP funds for freeway mainline capacity and interchange improvements. However, SBCTA's STIP programming decisions are also 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 (Required per Section 68)

No projects have been completed since the adoption of the 2020 STIP.

Project Name and Location	Description	Summary of Improvements/Benefits
US 395 Widening Project, located in the Victor Valley, passing through the cities of Adelanto and Victorville, in San Bernardino County	This project widened US-395 between SR-18 (Palmdale Road – MP 11.2) and Chamberlaine Way (MP 16.6) from two lanes to four lanes. Turn lanes and signals were installed at various intersections within the project limits. This was a partnership project between Caltrans and SBCTA.	The US 395 Widening Project improved traffic flow and safety on this segment of US 395 which benefits the interregional freight movement in addition to the local area. The improvements are supportive of logistics-based development at the Southern California Logistics Airport and the surrounding area; the US 395 is particularly important for the movement of agricultural products and other commercial products and materials from the San Joaquin Valley and Eastern Sierras to markets in Southern California and other areas of the Southwest United States; and the US 395 is an

		important route for interregional recreational traffic, particularly to and from the Eastern Sierras. The widening of the roadway to four lanes with turn lanes for commercial driveways substantially improves traffic safety. Primarily due to the congestion-reduction effects as traffic volume grows, the US 395 Widening Project also provides an overall decrease in GHG emissions, relative to the no-build condition. Also, the provision of a four-lane facility clears bottlenecks and reduces congestion overall.
I-215/Barton Road Interchange Project, in the City of Grand Terrace in San Bernardino County	The project reconstructed the I-215/Barton Road Interchange to meet future traffic demand. The interchange reconstruction involved the replacement of the bridge, realignment and widening of ramps, and reconfiguration of some local streets. The project included a roundabout at La Crosse Avenue/Barton Road and southbound ramps to preserve ingress and egress.	<p>This project improved traffic congestion and lengthened the existing bridge to enhance local circulation and access to and from I-215.</p> <p>For the Right-of-Way Phase, SBCTA was the lead agency. Caltrans was the lead agency for Construction and has access to additional information related to benefits.</p>

Section 5. RTIP Outreach and Participation

RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	November 3, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 16-17, 2022

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.

Consultation with Caltrans District (Required per Section 17)

Caltrans District: 8

The SBCTA 2022 RTIP was developed in consultation with Caltrans District 8 as required per Section 17 of the 2022 STIP Guidelines.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

2022 Regional Fund Share per 2022 STIP Fund Estimate

The CTC adopted the 2022 STIP FE on August 18, 2021. The FE identified \$2.1 billion of programming capacity available statewide over the next five years. From the \$2.1 billion in total estimated program capacity over the 2022 STIP FE period, the new STIP capacity currently available for programming is about \$808 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Year 2025/2026 and Fiscal Year 2026/2027).

The total current STIP share for San Bernardino County is \$154.076 million and current STIP programming for San Bernardino County totals \$156.966 million, which exceeds the programming capacity by \$2.89 million and of which \$16.784 million has been allocated by the CTC. Not including the share of Federal Relief Funds being administered through the STIP and available to San Bernardino County, the target 2022 STIP RIP share for San Bernardino County is \$41.832 million and the maximum share is \$60.415 million of new programming capacity. When the current over-programming of \$2.89 million is accounted for, the target share becomes \$38.942 million and the maximum share becomes \$57.525 million. With the inclusion of \$11.949 million in Federal Relief Funds, SBCTA may propose to program up to \$69.474 million in new programming in the 2022 STIP cycle. The 2022 STIP cycle will include the current programming in Fiscal Year 2022/2023 and beyond. That programming, along with the new programming capacity and the apportionment of Federal Relief Funds, results in a total programming capacity of up to \$169.911 million with \$157.962 million coming from RIP shares and \$11.949 million coming from Federal Relief funds.

Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount (in thousands)
Planning, Programming, Monitoring	Activities related to regional transportation planning, project planning, program development, and monitoring of project implementation.	\$5,299
I-15 Corridor Freight Improvement Project - Contract 1	Provide two express lanes in each direction in the median for most of the Interstate 15 Corridor from Cantu Galleano Ranch Road in Riverside County to north of Foothill Blvd in the City of Rancho Cucamonga.	\$72,274
I-10 Corridor Freight and Express Lane Project - Contract 2	Provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton.	\$54,242
US 395 Phase 2 Freight Mobility and Safety Project	On US 395 between I-15 and Palmdale Rd in the cities of Hesperia and Victorville, this project will widen this segment of US 395 from two to four lanes.	\$18,647
Zero Emission Multiple Unit (ZEMU) Conversion	Conversion of three diesel multiple unit railcars from a diesel engine generator to cleaner alternative hydrogen propulsion technology.	\$7,500

Project Name and Location	Project Description	Requested CRRSAA Amount (in thousands)
I-10 Corridor Freight and Express Lane Project - Contract 2	Provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton.	\$11,949

Section 7. Overview of Other Funding Included With Delivery of RTIP Projects

In addition to Measure I, state and federal funding continues to be an important component in the delivery of projects in San Bernardino County. The proposed 2022 RTIP includes a variety of fund sources including Senate Bill 1 (SB1) funding, Surface Transportation Block Grant (STBG) Program funds, Federal Relief Funds, and Measure I funds. The passage of SB1 in 2017 created opportunities to compete for state grant funds in specific transportation categories. The bill provides a comprehensive and multi-modal funding package with revenue set-asides for highways, local streets and roads, goods movement projects, active transportation projects, and transit projects through a variety of formula and competitive programs managed by numerous state departments and agencies. The proposed 2022 RTIP includes an award from the SB1 Trade Corridor Enhancement Program (TCEP), a competitive program designed for projects that more efficiently enhance the movement of goods along corridors that have a high freight volume. It also includes a formulaic program under SB1, the Local Partnership Program (LPP), which is intended for regional transportation agencies and local jurisdictions that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. In addition, STBG funds are programmed on one of the proposed 2022 RTIP projects; STBG is a flexible fund source that may be used for projects on any federal aid highway, bridge projects on any public road, transit capital projects, public bus terminals and facilities, and more. The proposed 2022 RTIP includes both shares of Federal Relief Funds available to San Bernardino County; one share will be administered through the Local Assistance Division of Caltrans while the other share will be administered through the STIP. As addressed in Section 3 of this document, SBCTA administers 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. Lastly, SBCTA will continue to be aggressive in pursuing grants through the SB1 competitive programs as demonstrated in the “Grants Pending” column below. Non-proportional spending of STIP funds is not anticipated to be required at this time.

Proposed 2022 RTIP	Total RTIP	Other Funding (in thousands)							Total Project Cost
		SB1 TCEP	SB1 LPP- Formula ¹	STBG	Federal Relief Funds-STIP	Federal Relief Funds-Local Assistance	Measure I	Grants Pending	
Planning, Programming, Monitoring	\$5,299								\$5,299
I-15 Corridor Freight Improvement Project - Contract 1	\$72,274	\$118,739	\$11,554				\$111,769		\$314,336

I-10 Corridor Freight and Express Lane Project - Contract 2	\$54,242			\$20,000	\$11,949		\$511,809	\$180,000	\$778,000
US 395 Phase 2 Freight Safety and Mobility Project	\$18,647			\$15,350		\$9,960		\$30,000	\$73,957
ZEMU Conversion	\$7,500								\$7,500
Totals	\$157,962	\$118,739	\$11,554	\$35,350	\$11,949	\$9,960	\$623,578	\$210,000	\$1,179,092

Notes:

¹ 2020 Program Formula funds to be programmed

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

While ITIP funding is not being requested as part of the 2022 RTIP, one of the most significant interregional highway needs within the region includes improvements to the US 395. The US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP) – the same designation as I-15 and SR-58. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to/from the Central Valley. With 30,000 vehicles per day, including approximately 17% trucks, this segment is almost twice the volume as the segment of US 395 immediately south of Kramer Junction (at SR-58) and is four times the volume of the four-lane segments north of SR-14.

The US 395 Phase 2 Freight Safety and Mobility Project, being proposed in the 2022 RTIP, would widen the facility from two lanes to four lanes, with median, between I-15 and SR-18, a distance of approximately seven miles. It would be a collaborative effort by SBCTA and Caltrans to close a critical gap in US 395 in the Victor Valley. It is the highest priority project for jurisdictions in the Victor Valley, representing 330,000 in population, and improvement is supported by Kern, Inyo, and Mono Counties as well. This “gap closure” project is the second of a three-segment project between I-15 and Desert Flower Road that was environmentally cleared in December 2009. The first segment between SR-18 and Chamberlaine Way was completed in 2020.

This project will eliminate the two-lane bottleneck between the four lanes north of SR-18 and eight lanes on I-15, better enabling the corridor to accommodate the estimated 5,000 trucks utilizing this segment connecting the eastern Sierras and Central Valley (via SR-58) with the Inland Empire. There were 314 fatal and injury collisions on this segment between 2015 and 2019 due in part to limited passing opportunities and differential speeds between passenger cars and trucks. The median will provide a buffer between opposing traffic, pockets for left-turn maneuvers, and a paved shoulder for cyclists and pedestrians.

It is noteworthy that Brightline West High Speed Rail is currently planning its system to connect Las Vegas with Rancho Cucamonga, including a station on I-15 at Joshua Street in Hesperia, allowing commuters to take transit through the Cajon Pass. An improvement to US 395 will allow commuters unimpeded access to the Hesperia station and the nearby park-and-ride lot to take advantage of transit and ridesharing opportunities to employment centers in the valley below.

Increasing the usefulness of State Routes 247 and 62 as a bypass to Interstate 15 through the Cajon Pass during times of emergency (such as earthquakes, wild fires or other disasters) has also been identified as an interregional need. SR 247 is uniquely situated with minimal topographical challenges to serve as an escape route, provide access for emergency vehicles, and serve as a conduit for economic recovery should there be a closure of the Cajon Pass for an extended period of time. SBCTA is working with Caltrans to identify sections of State Routes 247 and 62 to include in a potential planning study focused on emergency preparedness.

Section 9. Projects Planned Within Multi-Modal Corridors

I-15 Corridor Freight Improvement Project - Contract 1

The I-15 Corridor Freight Improvement Project – Contract 1 will provide two express lanes in each direction from the terminus of the express lanes in Riverside County at Cantu Galleano Ranch Road to

Foothill Boulevard and 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 and through the Cajon Pass to US 395 (depending on the final alignment of the proposed Brightline High Speed Rail Project), 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 2025, runs north-south along Milliken Avenue just west of I-15. This will provide service between the Victoria Gardens Shopping Mall and Ontario International Airport, with a stop at the Rancho Cucamonga Metrolink Station, which is also the proposed terminus of the Brightline High Speed Rail Project providing service to Las Vegas and a proposed connection point for a sub-surface, bi-directional tunnel system providing rubber-tire zero emission vehicle service to Ontario International Airport. 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.

I-10 Corridor Freight and Express Lane Project - Contract 2

As mentioned in Section 14, the I-10 Corridor Freight and Express Lane Project - Contract 2 is part of the SCAG regional express lane system. A portion of the West Valley Connector Bus Rapid Transit project, planned for revenue service by 2025, 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 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 at future station areas along the West Valley Connector. Interchange improvements completed on the I-10 Corridor Contract 2 segment within the last six years include Cherry Avenue and Citrus Avenue.

US 395 Phase 2 Freight Safety and Mobility Project

The US 395 Phase 2 Freight Safety and Mobility Project will widen sections of US 395 from two lanes to four lanes, with median, between I-15 and Palmdale Road (SR-18) in the Cities of Hesperia and Victorville. It will be a collaborative effort by SBCTA and Caltrans to close a critical gap in US 395 in the Victor Valley. US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 ITSP – the same designation as I-15 and SR-58. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to and from the Central Valley. This project is the highest priority project for jurisdictions in the Victor Valley, representing 330,000 in population, and improvement is supported by Kern, Inyo, and Mono Counties as well.

This “gap closure” project is the second of a three-segment project between I-15 and Desert Flower Road that was environmentally cleared in December 2009. The first segment between SR-18 and Chamberlaine Way was completed in 2020. This project will eliminate the two lane bottleneck between the four lanes north of SR-18 and the eight lanes on I-15, better enabling the corridor to accommodate the estimated

5,000 trucks utilizing this segment connecting the eastern Sierras and Central Valley (via SR-58) with the Inland Empire. Brightline West High Speed Rail is currently planning its system to connect Las Vegas with Rancho Cucamonga, including a station on I-15 at Joshua Street in Hesperia, allowing commuters to take transit through the Cajon Pass. An improvement to US 395 will allow commuters unimpeded access to this station and the nearby park-and-ride lot to take advantage of transit and ridesharing opportunities to employment centers in the valley below.

ZEMU Conversion

This project will convert three diesel multiple unit rail cars that have been purchased for the Arrow passenger rail service (Redlands Passenger Rail Project revenue service) from a diesel engine generator providing power to electric motors at the wheels to cleaner alternative hydrogen propulsion technology. The conversion of these units was requested by the State in conjunction with the award of Transit and Intercity Rail Capital Program funds to develop near-zero emission railcar technology. Designed and manufactured by Stadler Inc., the ZEMU rail vehicle will use a hybrid hydrogen fuel cell and battery technology to propel the vehicle, providing a cleaner transit option for the community. The ZEMU will offer passengers the most environmentally rail friendly vehicle in the United States and deliver a balanced and sustainable transportation system for San Bernardino County's future.

The vehicles will operate on the San Bernardino Line, between City of San Bernardino and City of Redlands, which ties into the first bus rapid transit line in the Inland Empire, the E Street Corridor Bus Rapid Transit (sbX), and into the San Bernardino Transit Center which is a primary bus hub in the valley.

Section 10. Highways to Boulevards Conversion Pilot Program

In this STIP cycle, regions have the opportunity to explore state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program. There are no candidate projects in San Bernardino County.

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

Section 11. Regional Level Performance Evaluation (Required per Section 19A)

Pursuant to the 2022 STIP Guidelines recently adopted by the CTC, SCAG is pleased to submit the requested regional performance evaluation for the SCAG region's 2022 RTIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. The SCAG region's RTIP includes several, often partial, projects in SCAG's 2020 RTP/SCS. The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill (SB) 375 specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these RTIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2022 RTIP:

- The 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 RTIP Submittals.
- This RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The 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 TDM strategies. As such, TDM strategies are included in the analysis.
- The 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 2022 STIP Guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The 2022 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.

Regional Level Performance Indicators and Measures (per Appendix B of the 2022 STIP Guidelines)

VMT per capita

Impacts are projected to reduce VMT per capita by 0.004 miles or 0.02 percent per day (compared to the 2045 No Build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.02 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

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 70 based on the 2020 Statewide Local Streets and Roads Needs Assessment. The RTIP 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, auxiliary lanes, and interchange improvements 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 maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable

GHG impacts

CO2 emissions/capita are projected to be reduced by 0.001 pounds per capita daily.

Section 12. Regional and Statewide Benefits of RTIP

The 2022 RTIP 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 general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;
- 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 2022 RTIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2022 RTIP were summarized to facilitate analysis. Consistent with the overall RTIP performance evaluation, benefits associated with SCAG's 2020 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 2022 RTIP provides a regional network-level benefit/cost ratio of 5.54. Benefits and costs are estimated over the planning period of fifty years.

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$1,065.1
Life-Cycle Benefits (mil. \$)	\$5,900.5
Net Present Value (mil. \$)	\$4,835.5
Benefit / Cost Ratio:	5.54
Rate of Return on Investment:	n/a
Payback Period:	n/a

ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Travel Time Savings	\$5,022.7	\$251.1
Veh. Op. Cost Savings	\$519.1	\$26.0
Accident Cost Savings	\$148.9	\$7.4
Emission Cost Savings	\$199.0	\$10.0
Other Cost Savings (e.g., residual value, journey quality)	\$54.2	\$2.7
TOTAL BENEFITS	\$5,943.9	\$297.2
Person-Hours of Time Saved	661,218,693	33,060,935
Fatalities Avoided	n/a	n/a
Injuries Avoided	n/a	n/a
PDO Avoided	n/a	n/a

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
includes value for CO ₂ e	
Default = Y	

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	5,333	267	\$0.5	\$0.0
CO ₂ Emissions Saved	2,812,521	140,626	\$76.8	\$3.8
NO _x Emissions Saved	3,444	172	\$101.0	\$5.1
PM ₁₀ Emissions Saved	31	2	\$9.0	\$0.5
PM _{2.5} Emissions Saved	29	1		
SO _x Emissions Saved	25	1	\$2.4	\$0.1
VOC Emissions Saved	644	32	\$1.4	\$0.1

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.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Table B2 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 RTIP against future conditions with the RTIP. This allows for isolating the impacts of the RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies. SCAG certifies that the proposed 2022 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Future Level of Performance (No Build Planning Scenario)	Projected Performance Improvement (2045)
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.679	Decrease in VMT per capita = 0.004 miles per day
	Reduce Percent of congested VMT (at or below 35 mph)	7.79%	Reduction of 0.02%

	Change in commute mode share (travel to work or school)			Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.91%	9.96%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.52%	0.66%		
	Auto Passenger Trips	7.34%	52.71%		
	Transit Trips	6.03%	10.79%		
	Non-Motorized Person Trips	4.16%	24.29%		
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 % = 59.81% Jobs % = 69.26%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.74 mins Auto School = 10.28 mins Transit Home Based Work = 69.52 mins Transit School = 20.68 mins		Maintains No Build scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO ₂ emissions reduction per capita (daily)	9.383 lbs		Daily Reduction per capita = 0.001 lbs	

Available data for the proposed 2022 RTIP projects is included in Table B3.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	US 395	
	New HOV/HOT lane-miles	I-15 Corridor Freight Improvement Project - Contract 1 (Express Lanes) – 25 lane miles I-10 Corridor Freight and Express Lane Project - Contract 2 (Express Lanes) – 22.2 lane miles	The projects will: <ul style="list-style-type: none"> • Reduce volume-to-capacity (v/c) ratios along the corridor; • Improve travel times within the corridor; • Relieve congestion, improving traffic flow on the regional transportation system; • Address increased travel associated with existing and planned development; • Facilitate the movement of people and goods through the I-10 and I-15 corridors 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		
	Additional transit vehicles	ZEMU Conversion – three converted vehicles	This project will: <ul style="list-style-type: none"> • Reduce greenhouse gas emissions with the conversion of diesel-operated DMUs to zero-emission, hybrid hydrogen/battery-operated vehicles.
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
	New lane-miles		

Local Streets and Roads	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

Section 14. Project Specific Evaluation (Required per Section 19D)

In order to maintain consistency with environmental documentation and any subsequent refinements in project scopes or phases being proposed for funding, benefit/cost estimates are calculated by SBCTA.

I-15 Corridor Freight Improvement Project – Contract 1

The I-15 Corridor Freight Improvement Project – Contract 1 will implement 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. The I-15 Corridor Freight Improvement Project – 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 was successful in receiving SB1 grant awards for the construction of this project in 2020.

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>

INVESTMENT ANALYSIS SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)	\$340.4		
Life-Cycle Benefits (mil. \$)	\$926.7		
Net Present Value (mil. \$)	\$586.3		
Benefit / Cost Ratio:	2.7		
Rate of Return on Investment:	17.2%		
Payback Period:	5 years		

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$1,012.9	\$155.9	\$1,168.8	\$58.4
Veh. Op. Cost Savings	-\$217.2	-\$51.1	-\$268.3	-\$13.4
Accident Cost Savings	\$36.3	\$3.1	\$39.4	\$2.0
Emission Cost Savings	-\$4.3	-\$9.0	-\$13.3	-\$0.7
TOTAL BENEFITS	\$827.8	\$98.9	\$926.7	\$46.3

Person-Hours of Time Saved	
	129,674,325 6,483,716

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) includes value for CO ₂ e	Y Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	-90	-5	-\$0.0	-\$0.0
CO ₂ Emissions Saved	-142,287	-7,114	-\$4.3	-\$0.2
NO _x Emissions Saved	-207	-10	-\$8.7	-\$0.4
PM ₁₀ Emissions Saved	0	0	-\$0.1	-\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	-1	0	-\$0.2	-\$0.0
VOC Emissions Saved	20	1	\$0.0	\$0.0

I-10 Corridor Freight and Express Lane Project - Contract 2

The project will provide one express lane in each direction from just east of I-15 to Pepper 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. 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. This portion of I-10 serves one of the largest concentrations of warehouse/distribution activity in the nation. 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. Disadvantaged and low-income individuals traveling in the general purpose lanes will benefit from this project, at no charge. 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). 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>

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)	\$741.8			
Life-Cycle Benefits (mil. \$)	\$4,673.3			
Net Present Value (mil. \$)	\$3,931.5			
Benefit / Cost Ratio:	6.3			
Rate of Return on Investment:	23.3%			
Payback Period:	4 years			

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$3,053.4	\$877.1	\$3,930.5	\$196.5
Veh. Op. Cost Savings	\$380.8	\$87.7	\$468.5	\$23.4
Accident Cost Savings	\$98.4	\$12.2	\$110.6	\$5.5
Emission Cost Savings	\$59.6	\$104.2	\$163.7	\$8.2
TOTAL BENEFITS	\$3,592.2	\$1,081.1	\$4,673.3	\$233.7
Person-Hours of Time Saved			542,865,328	27,143,266

	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	4,887	244	\$0.4	\$0.0
CO₂ Emissions Saved	2,362,422	118,121	\$63.4	\$3.2
NO_x Emissions Saved	3,121	156	\$88.9	\$4.4
PM₁₀ Emissions Saved	27	1	\$7.6	\$0.4
PM_{2.5} Emissions Saved	25	1		
SO_x Emissions Saved	23	1	\$2.2	\$0.1
VOC Emissions Saved	571	29	\$1.2	\$0.1

US 395 Phase 2 Freight Safety and Mobility Project

The US 395 Phase 2 Freight Safety and Mobility Project will widen sections of US 395 from two to four lanes between I-15 and Palmdale Road (SR-18) in the Cities of Hesperia and Victorville. Proposed improvements also include a continuous 14-foot paved median, 8-foot shoulders, operational enhancements such as adding left and/or right turn channelization, signal interconnection, and signal upgrades at intersections. Future improvements include Phase 3 widening from Chamberlaine Way to Desert Flower Road. Phase 1 of the project, the widening from two lanes to four lanes between SR-18 (Palmdale Road) and Chamberlaine Way, is already complete. Environmental clearance was approved for all phases in 2009.

The US 395 is of strategic importance to the inter-regional movement of people and goods in the eastern parts of California. US 395 is particularly important for the movement of agricultural products and other commercial products and materials from the San Joaquin Valley and Eastern Sierras to markets in Southern California and other areas of the Southwest U.S. It is also an important route for inter-regional recreational traffic, particularly to and from the Eastern Sierras. US 395 is a primary north-south arterial for local traffic in the Victor Valley, and as the local and inter-regional flows have grown over the years, so too have the traffic delays and conflicts grown.

The existing US 395 has two and four-lane segments within the project limits. The two-lane segments carry a large volume of traffic with a high percentage of trucks, which restricts passing opportunities. Congestion on US 395 will steadily increase, and this project will provide an overall decrease in GHG emissions, relative to the no-build condition. This is primarily due to the congestion-reduction effects, especially as traffic volume grows.

This project will also improve speeds and throughput on this segment in the Victor Valley. The proposed US 395 Phase 2 Freight Safety and Mobility Project is of regional benefit in facilitating freight flows and

will reduce impacts and provide economic opportunities to the disadvantaged communities in the area. The logistics industry has been demonstrated to be an important employment gateway to the middle class and keeping the San Bernardino County logistics industry competitive will help maintain job growth.

A copy of the Project Report is available at:

<https://www.gosbcta.com/wp-content/uploads/2019/09/0F6300-US-395-PR.pdf>

INVESTMENT ANALYSIS SUMMARY RESULTS																																																			
<table style="width: 100%;"> <tr> <td style="background-color: #ffffcc;">Life-Cycle Costs (mil. \$)</td> <td style="text-align: right;">\$67.9</td> </tr> <tr> <td style="background-color: #ffffcc;">Life-Cycle Benefits (mil. \$)</td> <td style="text-align: right;">\$610.0</td> </tr> <tr> <td style="background-color: #ffffcc;">Net Present Value (mil. \$)</td> <td style="text-align: right;">\$542.1</td> </tr> <tr> <td style="background-color: #ffffcc;">Benefit / Cost Ratio:</td> <td style="text-align: right;">9.0</td> </tr> <tr> <td style="background-color: #ffffcc;">Rate of Return on Investment:</td> <td style="text-align: right;">38.1%</td> </tr> <tr> <td style="background-color: #ffffcc;">Payback Period:</td> <td style="text-align: right;">2 years</td> </tr> </table>	Life-Cycle Costs (mil. \$)	\$67.9	Life-Cycle Benefits (mil. \$)	\$610.0	Net Present Value (mil. \$)	\$542.1	Benefit / Cost Ratio:	9.0	Rate of Return on Investment:	38.1%	Payback Period:	2 years	<table style="width: 100%;"> <tr> <th style="text-align: left;">ITEMIZED BENEFITS (mil. \$)</th> <th style="text-align: center;">Passenger Benefits</th> <th style="text-align: center;">Freight Benefits</th> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> </tr> <tr> <td style="background-color: #ffffcc;">Travel Time Savings</td> <td style="text-align: right;">\$409.9</td> <td style="text-align: right;">\$81.1</td> <td style="text-align: right;">\$491.0</td> <td style="text-align: right;">\$24.5</td> </tr> <tr> <td style="background-color: #ffffcc;">Veh. Op. Cost Savings</td> <td style="text-align: right;">\$45.0</td> <td style="text-align: right;">\$8.1</td> <td style="text-align: right;">\$53.0</td> <td style="text-align: right;">\$2.7</td> </tr> <tr> <td style="background-color: #ffffcc;">Accident Cost Savings</td> <td style="text-align: right;">\$43.9</td> <td style="text-align: right;">\$4.3</td> <td style="text-align: right;">\$48.3</td> <td style="text-align: right;">\$2.4</td> </tr> <tr> <td style="background-color: #ffffcc;">Emission Cost Savings</td> <td style="text-align: right;">\$6.6</td> <td style="text-align: right;">\$11.1</td> <td style="text-align: right;">\$17.7</td> <td style="text-align: right;">\$0.9</td> </tr> <tr> <td style="background-color: #ffffcc;">TOTAL BENEFITS</td> <td style="text-align: right;">\$505.3</td> <td style="text-align: right;">\$104.6</td> <td style="text-align: right;">\$610.0</td> <td style="text-align: right;">\$30.5</td> </tr> <tr> <td colspan="3" style="background-color: #ffffcc;">Person-Hours of Time Saved</td> <td style="text-align: right;">56,756,855</td> <td style="text-align: right;">2,837,843</td> </tr> </table>				ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$409.9	\$81.1	\$491.0	\$24.5	Veh. Op. Cost Savings	\$45.0	\$8.1	\$53.0	\$2.7	Accident Cost Savings	\$43.9	\$4.3	\$48.3	\$2.4	Emission Cost Savings	\$6.6	\$11.1	\$17.7	\$0.9	TOTAL BENEFITS	\$505.3	\$104.6	\$610.0	\$30.5	Person-Hours of Time Saved			56,756,855	2,837,843
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<p style="color: #800000;">Should benefit-cost results include:</p> <p>1) Induced Travel? (y/n) Y <small style="color: #800000;">Default = Y</small></p> <p>2) Vehicle Operating Costs? (y/n) Y <small style="color: #800000;">Default = Y</small></p> <p>3) Accident Costs? (y/n) Y <small style="color: #800000;">Default = Y</small></p> <p>4) Vehicle Emissions? (y/n) Y <small style="color: #800000;">includes value for CO₂e Default = Y</small></p>	<table style="width: 100%;"> <tr> <th style="text-align: left;">EMISSIONS REDUCTION</th> <th colspan="2" style="text-align: center;">Tons</th> <th colspan="2" style="text-align: center;">Value (mil. \$)</th> </tr> <tr> <th></th> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> </tr> <tr> <td style="background-color: #ffffcc;">CO Emissions Saved</td> <td style="text-align: right;">554</td> <td style="text-align: right;">28</td> <td style="text-align: right;">\$0.1</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td style="background-color: #ffffcc;">CO₂ Emissions Saved</td> <td style="text-align: right;">226,014</td> <td style="text-align: right;">11,301</td> <td style="text-align: right;">\$6.6</td> <td style="text-align: right;">\$0.3</td> </tr> <tr> <td style="background-color: #ffffcc;">NO_x Emissions Saved</td> <td style="text-align: right;">266</td> <td style="text-align: right;">13</td> <td style="text-align: right;">\$9.7</td> <td style="text-align: right;">\$0.5</td> </tr> <tr> <td style="background-color: #ffffcc;">PM₁₀ Emissions Saved</td> <td style="text-align: right;">3</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$1.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td style="background-color: #ffffcc;">PM_{2.5} Emissions Saved</td> <td style="text-align: right;">3</td> <td style="text-align: right;">0</td> <td></td> <td></td> </tr> <tr> <td style="background-color: #ffffcc;">SO_x Emissions Saved</td> <td style="text-align: right;">2</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$0.3</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td style="background-color: #ffffcc;">VOC Emissions Saved</td> <td style="text-align: right;">62</td> <td style="text-align: right;">3</td> <td style="text-align: right;">\$0.2</td> <td style="text-align: right;">\$0.0</td> </tr> </table>				EMISSIONS REDUCTION	Tons		Value (mil. \$)			Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	CO Emissions Saved	554	28	\$0.1	\$0.0	CO ₂ Emissions Saved	226,014	11,301	\$6.6	\$0.3	NO _x Emissions Saved	266	13	\$9.7	\$0.5	PM ₁₀ Emissions Saved	3	0	\$1.0	\$0.0	PM _{2.5} Emissions Saved	3	0			SO _x Emissions Saved	2	0	\$0.3	\$0.0	VOC Emissions Saved	62	3	\$0.2	\$0.0		
EMISSIONS REDUCTION	Tons		Value (mil. \$)																																																
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual																																															
CO Emissions Saved	554	28	\$0.1	\$0.0																																															
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SO _x Emissions Saved	2	0	\$0.3	\$0.0																																															
VOC Emissions Saved	62	3	\$0.2	\$0.0																																															

E. Detailed Project Information

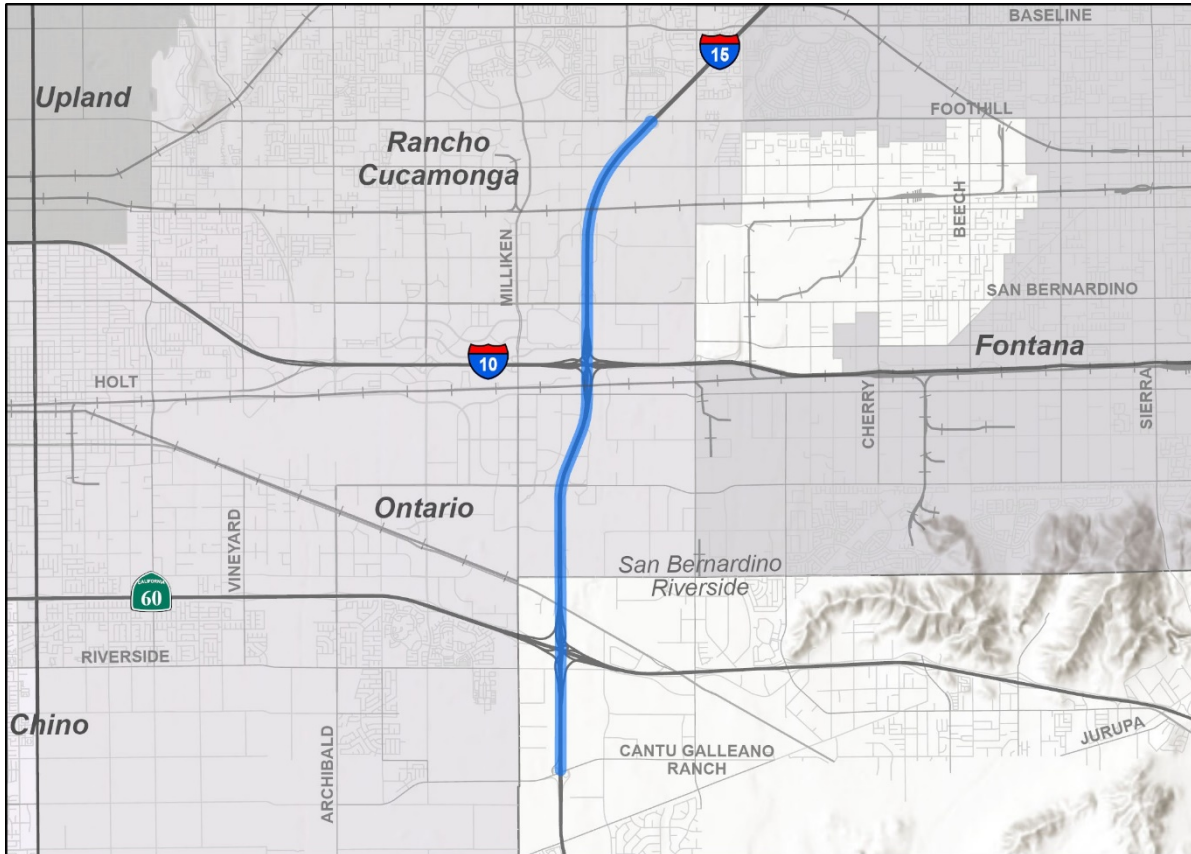
Section 15. Overview of Projects Programmed with RIP Funding

Planning, Programming, and Monitoring

SBCTA proposes to program funds for planning, programming, and monitoring (PPM) activities out of the statutorily authorized 5% of the total RTIP funds available in Fiscal Years 2022/2023 to 2026/2027. 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 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.

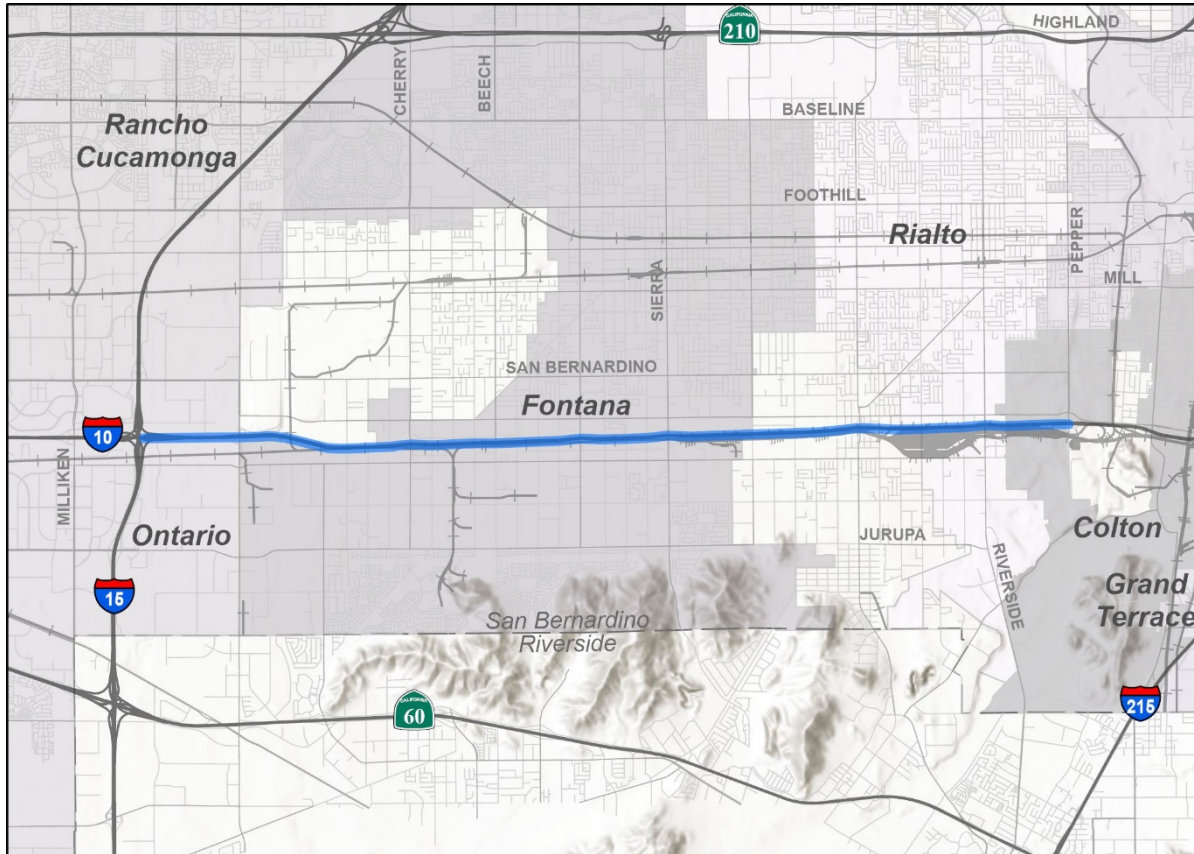
I-15 Corridor Freight Improvement Project – Contract 1

The I-15 Corridor Freight Improvement Project – Contract 1 will connect with the recently completed I-15 express lanes in Riverside County and continue to Foothill Boulevard, with construction anticipated to start in Fiscal Year 2023/2024.



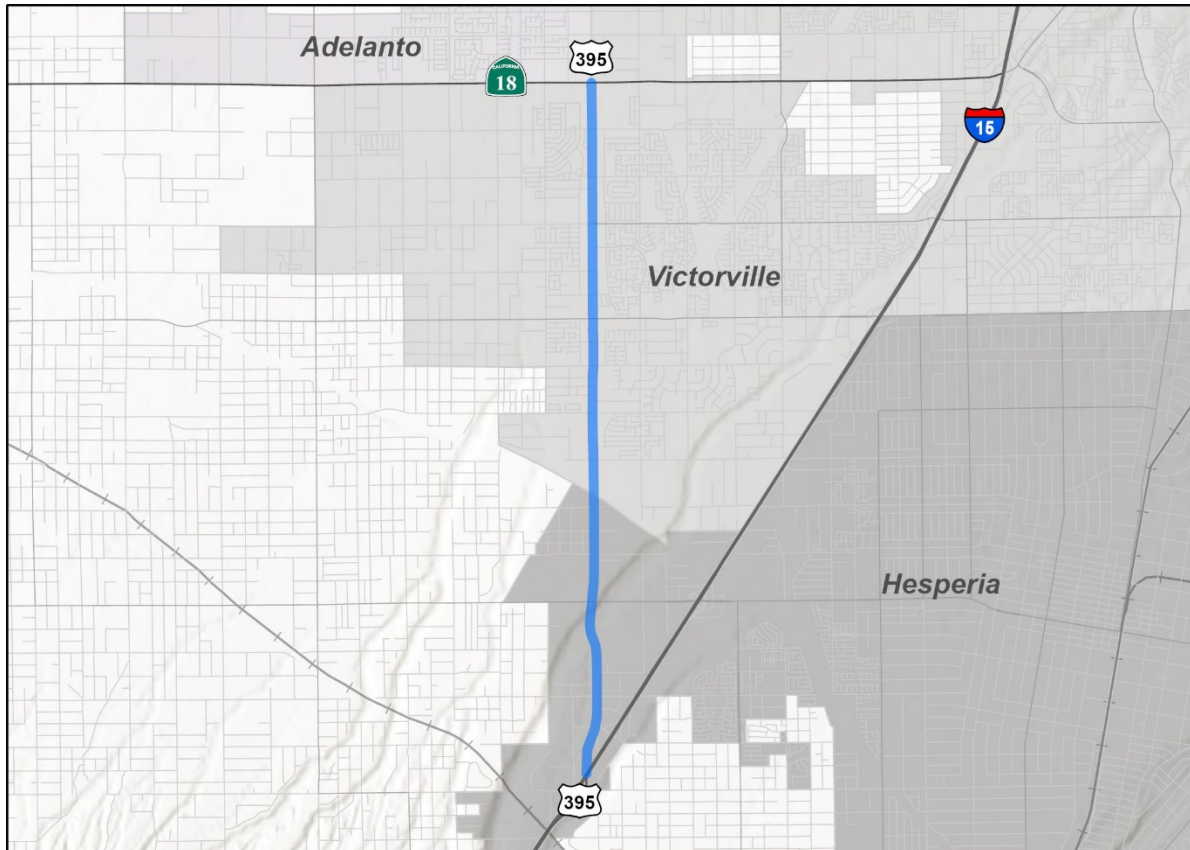
I-10 Corridor Freight and Express Lane Project - Contract 2

The I-10 Corridor Freight and Express Lane Project - Contract 2 will provide a single express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction, with construction anticipated in Fiscal Year 2025/2026.



US 395 Phase 2 Freight Safety and Mobility Project

The US 395 Phase 2 Freight Safety and Mobility Project will widen sections of US 395 from two to four lanes between I-15 and Palmdale Road (SR-18) in the Cities of Hesperia and Victorville. Proposed improvements also include a continuous 14-foot paved median, 8-foot shoulders, operational enhancements such as adding left and/or right turn channelization, signal interconnection, and signal upgrades at intersections.



ZEMU Conversion

This project will convert three diesel multiple unit rail cars that have been purchased for the Arrow passenger rail service (Redlands Passenger Rail Project revenue service) from a diesel engine generator providing power to electric motors at the wheels to cleaner alternative hydrogen propulsion technology. The vehicles will operate on a portion of the San Bernardino Line, displayed on the map below, between City of San Bernardino and City of Redlands. The conversion of these units was requested by the State in conjunction with the award of Transit and Intercity Rail Capital Program funds to develop near-zero emission railcar technology.



F. Appendices

Section 16. Projects Programming Request Forms

Planning, Programming, and Monitoring

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 11:23:27
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
08				San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Vanessa Schoenewald			909-884-8276	vschoenewald@gosbcta.com	

Project Title

Planning, Programming, and Monitoring

Location (Project Limits), Description (Scope of Work)

The RTIP may propose to program up to 5 percent of the county share for project planning, programming, and monitoring (PPM). As indicated in the STIP Guidelines, the funds will be available to cover costs of:

- 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 RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly: 33,36,52,55,40,41,42,47 Senate: 16,20,21,23,25,29 Congressional: 35,39,8,27,31

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)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2027
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/14/2021 11:23:27

Purpose and Need

To cover costs related to:

- 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 RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines.

NHS Improvements ☐ YES ☐ NO

Roadway Class

Reversible Lane Analysis ☐ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☐ NO

Reduce Greenhouse Gas Emissions ☐ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
08	San Bernardino				
Project Title					
Planning, Programming, and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,068	1,068	1,055	1,054	1,054		5,299	
TOTAL		1,068	1,068	1,055	1,054	1,054		5,299	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
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		1,068	1,068	1,055	1,054	1,054		5,299	
TOTAL		1,068	1,068	1,055	1,054	1,054		5,299	

I-15 Corridor Freight Improvement Project – Contract 1

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 08:47:19
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08	0R801	0820000075	0167M	San Bernardino County Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Riverside	15	49.800	52.300			
San Bernardino	15	0.000	6.300	MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Dennis Saylor			909-884-8276	dsaylor@gosbcta.com		

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction

Location (Project Limits), Description (Scope of Work)

In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu-Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes. An auxiliary lane will be added in the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles). An additional northbound auxiliary lane will be added from just north of 4th Street to just south of Foothill Boulevard (1.6 miles). A new auxiliary lane will be added in the southbound direction from just south of the I-10/I-15 interchange to the Riverside County Line (2.05 miles). Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes in Riverside County.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	52,40,60	Senate:	20,23,31	Congressional:	35,41,42,31
Project Milestone				Existing	Proposed
Project Study Report Approved				12/20/2018	
Begin Environmental (PA&ED) Phase				10/14/2014	10/14/2014
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI			03/01/2018	03/01/2018
Draft Project Report				03/01/2018	03/01/2018
End Environmental Phase (PA&ED Milestone)				12/20/2018	12/20/2018
Begin Design (PS&E) Phase				09/02/2020	09/02/2020
End Design Phase (Ready to List for Advertisement Milestone)				05/15/2023	05/15/2023
Begin Right of Way Phase				03/05/2021	03/05/2021
End Right of Way Phase (Right of Way Certification Milestone)				04/17/2023	04/17/2023
Begin Construction Phase (Contract Award Milestone)				11/01/2023	11/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)				05/28/2027	05/28/2027
Begin Closeout Phase				05/29/2027	05/29/2027
End Closeout Phase (Closeout Report)				08/09/2027	08/09/2027

Date 12/15/2021 08:47:19

Purpose and Need

Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.

Need: The I-15 Corridor Freight Improvement Project is needed for multiple reasons, as described below:

1. Because of where the project is located: This segment is located in the heart of one of the largest logistics centers in the U.S., with over 200 million square feet of distribution facilities within five miles of the project. This is also why the I-15/I-10 interchange was recently ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. Because it directly addresses freight bottlenecks: There are three specific auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The aux lanes directly improve freight flows, while the express lanes make room for more freight by better managing through and local traffic and improving operations. It also addresses a key pinch point on I-15 southbound at the county line, where the width of the bridge over Mission Boulevard constrains further improvement of this key segment.
3. Because it is of statewide and national interest: Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. Because it is the only logical, affordable way to improve this segment: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. Because it is part of an overall multimodal vision: It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	5
TMS (Traffic Management Systems)	Software and hardware systems	EA	8
TMS (Traffic Management Systems)	Changeable message signs	EA	16
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	25
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	16
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	32

Date 12/15/2021 08:47:19

Additional Information

Category and Outputs: Software and hardware systems refers to the number of toll zones.

Performance Indicators and Metrics: Indicators that are not applicable to this project are listed with "0" for Build and No Build.

This PPR is for TCEP for EA 0R801 which is a child project of EA 0R800. Therefore, a Supplemental Project Report for EA 0R801 will be prepared that will have the project limits, project name and the EA consistent with this PPR. The supplemental project report is anticipated to be completed by March 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	0	0	0
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	0	0	0
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	6,292,675	5,243,896	1,048,779
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.66
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2
			PM 10 Tons	38	40	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39,537
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.7	0	2.7
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
08	Riverside, San Bernardino	15, 15	0R801	0820000075	0167M

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction

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)	10,373							10,373	San Bernardino County Transportatio
PS&E		32,606						32,606	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W		3,796						3,796	San Bernardino County Transportatio
CON				250,780				250,780	San Bernardino County Transportatio
TOTAL	10,373	36,402		250,780				297,555	

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)	10,373							10,373	
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,679						2,679	
CON				273,705				273,705	
TOTAL	10,373	35,285		273,705				319,363	

Fund #1:	RIP - State Cash (Committed)								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 Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,274				72,274	
TOTAL				72,274				72,274	

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				72,274				72,274	
TOTAL				72,274				72,274	

Fund #2:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.146
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	10,373							10,373	San Bernardino County Transportatio PS&E includes \$5.606M in SBCTA and RCTC Project Management costs. CON includes \$22.132M for CM costs to be 100% locally funded.
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON				59,767				59,767	
TOTAL	10,373	36,402		59,767				106,542	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	10,373							10,373	PS&E includes \$5.606M in SBCTA and RCTC Project Management costs. CON includes \$33.512M for CM costs, \$0.759M for follow-on EEP costs, and \$8.764M for TSP costs to be 100% locally funded.
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,679						2,679	
CON				71,138				71,138	
TOTAL	10,373	35,285		71,138				116,796	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Regional share.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,200				52,200	
TOTAL				52,200				52,200	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,200				52,200	
TOTAL				52,200				52,200	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									State share.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				66,539				66,539	
TOTAL				66,539				66,539	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				66,539				66,539	
TOTAL				66,539				66,539	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								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)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The application for LPP funds will be submitted for programming in Fiscal Year 22/23.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				11,554				11,554	
TOTAL				11,554				11,554	

Complete this page for amendments only

Date 12/15/2021 08:47:19

District	County	Route	EA	Project ID	PPNO
08	Riverside, San Bernardino	15, 15	0R801	0820000075	0167M

SECTION 1 - All Projects

Project Background

No amendment to STIP programming.

Programming Change Requested

No amendment to STIP programming.

Reason for Proposed Change

No amendment to STIP programming.

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

No amendment to STIP programming.

Other Significant Information

No amendment to STIP programming.

SECTION 2 - For SB1 Project Only

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

No amendment to STIP programming.

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

SECTION 3 - All Projects

Attachments

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

I-10 Corridor Freight and Express Lane Project - Contract 2

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 16:03:32
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08				San Bernardino County Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Bernardino	10	10.000	21.000			
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Sal Chavez			909-884-8276	schavez@gosbcta.com		

Project Title

I-10 Corridor Freight and Express Lane Project - Contract 2

Location (Project Limits), Description (Scope of Work)

Location: This project is located on the I-10 corridor, just east of I-15 to Pepper Avenue in Colton.
 Description: The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	52,47	Senate:	20	Congressional:	35,31
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Project Milestone	Existing	Proposed
Project Study Report Approved	05/15/2017	
Begin Environmental (PA&ED) Phase		09/01/2012
Circulate Draft Environmental Document Document Type EIR/EIS		04/01/2016
Draft Project Report		03/15/2016
End Environmental Phase (PA&ED Milestone)		07/06/2017
Begin Design (PS&E) Phase		07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		05/30/2025
Begin Right of Way Phase		01/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		05/30/2025
Begin Construction Phase (Contract Award Milestone)		12/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2028
Begin Closeout Phase		01/01/2029
End Closeout Phase (Closeout Report)		01/01/2030

Date 12/14/2021 16:03:32

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 and strategic auxiliary 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.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	22.2
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.7

Date 12/14/2021 16:03:32

Additional Information

Performance Indicators and Measures Section includes data that is currently available.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	6.3	0	6.3

District	County	Route	EA	Project ID	PPNO
08	San Bernardino	10			
Project Title					

I-10 Corridor Freight and Express Lane Project - Contract 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		71,000						71,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		6,000						6,000	
CON				701,000				701,000	
TOTAL		77,000		701,000				778,000	

Fund #1:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E includes \$6M in Caltrans support costs
PS&E		20,000						20,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		20,000						20,000	

Fund #2:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON includes \$16M in Caltrans support costs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				54,242				54,242	
TOTAL				54,242				54,242	
Fund #3:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		39,051						39,051	
R/W SUP (CT)									
CON SUP (CT)									
R/W		6,000						6,000	
CON				466,758				466,758	
TOTAL		45,051		466,758				511,809	

Fund #4:	RIP - COVID Relief Funds - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		11,949						11,949	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		11,949						11,949	
Fund #5:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)									This project will be proposed in the 2022 TCEP and 2022 SCCP cycles. TCEP - \$130 million SCCP - \$50 million
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				180,000				180,000	
TOTAL				180,000				180,000	

US 395 Phase 2 Freight Safety and Mobility Project

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 12:09:04
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08	0F633			San Bernardino County Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Bernardino	395	4.000	11.200			
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Heng Chow			909-884-8276	hchow@gosbcta.com		

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project

Location (Project Limits), Description (Scope of Work)

Location: This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville.
 Description: The project will widen sections of US 395 from two to four lanes between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville. Proposed improvements also include a continuous 14-foot paved median, 8-foot shoulders, operational enhancements such as adding left and/or right turn channelization, signal interconnection, and signal upgrades at intersections.

Component	Implementing Agency
PA&ED	Caltrans District 8
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	33	Senate:	21	Congressional:	8
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/31/2009	
Begin Environmental (PA&ED) Phase		11/01/2006
Circulate Draft Environmental Document Document Type ND/MND		10/01/2009
Draft Project Report		11/01/2009
End Environmental Phase (PA&ED Milestone)		12/31/2009
Begin Design (PS&E) Phase		03/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		02/28/2024
Begin Right of Way Phase		07/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/30/2024
Begin Construction Phase (Contract Award Milestone)		11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		11/01/2026
Begin Closeout Phase		11/02/2026
End Closeout Phase (Closeout Report)		11/02/2027

Date 12/14/2021 12:09:04

Purpose and Need

The purpose of this project is to relieve congestion and enhance the operational efficiency of the corridor by constructing a continuous four-lane highway. The existing US-395 has two and four-lane portions within the project limits. The two-lane portions consist of a twelve-foot travel lane and a shoulder that varies from five to eight feet for both the north and southbound lanes. The two-lane segments carry a large volume of traffic with a high percentage of trucks, which restricts passing opportunities. Because of growth and development currently taking place along the corridor, operating conditions within the project limits are expected to continue to deteriorate as traffic demand increases. Without significant and timely improvements, regional and inter-regional travel along this corridor will be severely compromised.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Turn pockets constructed	EA	14
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	1
Pavement (lane-miles)	Roadway lane miles	Miles	14.4
Operational Improvement	Intersection / Signal improvements	EA	7

Date 12/14/2021 12:09:04

Additional Information

Project is in pre-design phase and project output information is preliminary.

Performance Indicators and Measures Section includes data that is currently available.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	9	0	9

District	County	Route	EA	Project ID	PPNO
08	San Bernardino	395	0F633		
Project Title					
US 395 – Phase 2 Freight Mobility and Safety Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 8
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	8,788							8,788	
R/W SUP (CT)									
CON SUP (CT)									
R/W		12,960						12,960	
CON			52,210					52,210	
TOTAL	8,788	12,960	52,210					73,958	

Fund #1:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	8,788							8,788	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,172						1,172	
CON									
TOTAL	8,788	1,172						9,960	

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
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		11,788						11,788	
CON			3,562					3,562	
TOTAL		11,788	3,562					15,350	
Fund #3:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This project is being proposed for the 2022 STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			18,648					18,648	
TOTAL			18,648					18,648	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)									This project will be proposed for the 2022 TCEP Grant Cycle.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30,000					30,000	
TOTAL			30,000					30,000	

ZEMU Conversion

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 12:24:59
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08				San Bernardino County Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Bernardino						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Carrie Schindler			909-884-8276	cschindler@gosbcta.com		

Project Title

Zero-Emission Multiple Unit Conversion Project

Location (Project Limits), Description (Scope of Work)

Conversion of 3 diesel multiple unit rail cars that have been purchased for the Arrow passenger rail service (Redlands Passenger Rail Project revenue service) from a diesel engine generator providing power to electric motors at the wheels to cleaner alternative hydrogen propulsion technology. The vehicles will operate on the San Bernardino Line, between City of San Bernardino and City of Redlands.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	40,47	Senate:	20,23	Congressional:	31
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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)		06/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2030
Begin Closeout Phase		01/01/2031
End Closeout Phase (Closeout Report)		12/30/2031

Date 12/14/2021 12:24:59

Purpose and Need

To convert three Diesel Multiple Unit (DMU) to Zero-Emission Multiple Unit (ZEMU) for an environmentally friendly service on the Redlands Passenger Rail Line, which will serve disadvantaged communities. To advance San Bernardino County Transportation Authority efforts to ultimately transition to a zero- or low-emission fleet.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	3

Date 12/14/2021 12:24:59

Additional Information

Outputs of the project reflect three converted vehicles; the vehicles have already been procured.

The data in the Performance Indicators and Measures Section reflects the Air Quality and Greenhouse Gas benefits of one vehicle.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	482	963	-481

District	County	Route	EA	Project ID	PPNO
08	San Bernardino				
Project Title					
Zero-Emission Multiple Unit Conversion Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,500		7,500	
TOTAL						7,500		7,500	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
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						7,500		7,500	
TOTAL						7,500		7,500	

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

Minute Action

AGENDA ITEM: 22

Date: November 3, 2021

Subject:

2022 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 (CTC) for inclusion in the 2022 State Transportation Improvement Program (STIP):

A. Deprogram \$2.89 million of Regional Improvement Program (RIP) funds in Fiscal Year (FY) 2023/2024 for construction of the Interstate 10 (I-10) Eastbound Truck Climbing Lane.

B. Propose programming an additional \$2.091 million of RIP funds for Planning, Programming, and Monitoring activities.

C. Propose an amendment consistent with the current sequenced approach and timeline for constructing the I-10 Corridor Contract 2 project from Interstate 15 (I-15) to Pepper Avenue in the City of Colton, increasing the RIP funds from \$22.065 million to \$54.242 million in FY 2025/2026 for the construction phase and programming \$11.949 million of Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds apportioned through the STIP and administered by the CTC in FY 2022/2023 for the design phase.

D. Nominate the US 395 Phase 2 Project from I-15 to Palmdale Road and program \$18.647 million of RIP funds for construction in FY 2023/2024.

E. Nominate the Zero-Emission Multiple Unit Conversion Project and program \$7.5 million of RIP funds for construction in FY 2026/2027.

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), while the California Department of Transportation (Caltrans) nominates projects for the IIP.

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 (SB 1), 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. SB 1 also includes indexing fuel taxes to inflation in future years to stop the degradation of STIP funding revenue.

Entity: San Bernardino County Transportation Authority

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 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 which includes 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 the submission of projects proposed 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.

2022 STIP Programming Capacity

The 2022 STIP programming cycle began with the CTC adopting the 2022 STIP FE on August 18, 2021. The FE identified \$2.1 billion of programming capacity available statewide over the next five years (Fiscal Year (FY) 2022/2023 to FY 2026/2027). From the \$2.1 billion in total estimated program capacity over the 2022 STIP FE period, new STIP capacity currently available for programming is about \$808 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (FY 2025/2026 and FY 2026/2027). Additionally, the Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Relief Funds) apportioned \$911.8 million to California to be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the United States Code. In March 2021, the CTC approved splitting California's apportionment of \$911.8 million with 60% (\$547.1 million) being distributed to state programs and 40% (\$364.7 million) being distributed to regional programs. The CTC further divided the regional share of \$364.7 million with 50% to be administered through the STIP and 50% to be administered through Caltrans Local Assistance. The apportionment of Federal Relief Funds being administered through the STIP and available to the San Bernardino County region totals \$11.949 million.

SB 1 increased the incremental excise tax to 17.3 cents per gallon in FY 2019/2020 with annual adjustments for inflation beginning in FY 2020/2021. Because SB 1 indexed new tax rates for inflation, there should be a higher degree of predictability as to resources generated from the incremental excise tax. However, the greatest factor that will impact fuel-based taxes is consumption. Influences such as economic downturns or the proliferation of increasingly fuel efficient and alternative energy vehicles could reduce consumption along with fuel-based taxes in the future.

As of 2021, California continues to be impacted by the COVID-19 pandemic. In early 2020, Governor Newsom declared a state of emergency shelter-at-home order to ensure public health and safety. The result had an immediate and significant impact on the state's economy.

With the stay-at-home order and business industries transitioning employees to teleworking, vehicle miles traveled on the state highway system and gasoline consumption saw sharp reductions. While the California Department of Finance (DOF) forecasts gasoline consumption will recover to pre-pandemic levels in the near term, with several business sectors transitioned to teleworking and invested in appropriate equipment, it's possible that it becomes common across industries to telework, which could lead to fewer people traveling for work. This, in turn, may translate to lower demand for gas and diesel consumption over time, decreasing revenues and programming capacity in the future.

The total current STIP share for San Bernardino County is \$154.076 million. Table 1 shows the current STIP Programming for San Bernardino County totaling \$156.966 million, which exceeds the programming capacity by \$2.89 million, of which \$16.784 million has been allocated by the CTC. Not including the Federal Relief Funds apportionment being administered through the STIP, the target 2022 STIP RIP share for San Bernardino County is \$41.832 million and the maximum share is \$60.415 million of new programming capacity. When the current over-programming of \$2.89 million is accounted for, the target share becomes \$38.942 million and the maximum share becomes \$57.525 million. With the inclusion of \$11.949 million in Federal Relief Funds, SBCTA may propose to program up to \$69.474 million in new programming in the 2022 STIP cycle.

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

	Allocated	2021/22	2022/23	2023/24	2024/25
Planning, Programming, and Monitoring	\$1,068		\$1,068	\$1,068	\$1,072
I-10 Eastbound Truck Climbing Lane Design/Construction	\$2,890			\$2,890	
I-10 Corridor Contract 2A Right of Way					\$22,065
I-15 Corridor Contract 1 Construction			\$72,274		
Redlands Passenger Rail Project (Reimbursement)	\$12,826				
West Valley Connector Phase 1 Construction		\$39,745			
Total RIP Programmed	\$16,784	\$39,745	\$73,342	\$3,958	\$23,137
Total RIP County Share (as of June 30, 2021)	\$154,076				
Total Programmed or Allocated Since July 1, 2020	\$156,966				
Unprogrammed Share Balance	\$0				
RIP Share Balance Advanced/Overdrawn	\$2,890				

It should be noted that SBCTA typically proposes programming at the target share rather than the maximum share as the maximum share advances funding from future STIP periods and is not as likely to be approved by the CTC if there are programming capacity constraints. However, with the recent infusion of State and Federal grant awards for the West Valley Connector Phase 1 (WVC) project, the SBCTA Board of Directors (Board) has approved a revised funding plan for the project that removes the programmed RIP funding of \$39.745 million. Because the RIP funds are programmed in the current FY, STIP programming rules do not allow SBCTA to deprogram the RIP funds for use on another project but require that they lapse until becoming available again for programming in the 2024 STIP. Because of this technicality, SBCTA staff recommends proposing programming at the maximum share as the

2022 STIP programming capacity assumes that the RIP funds programmed for the WVC will be allocated and expended.

2022 STIP Programming - Recommended Priorities

The 2022 STIP cycle will include the current programming in FY 2022/2023 and beyond. That programming, along with the new programming capacity and the apportionment of Federal Relief Funds, results in a total programming capacity of up to \$169.911 million. In developing the recommendations for programming, staff has placed greatest emphasis on identifying projects where funding needs align with the expected programming capacity, which as stated previously is in FY 2025/2026 and FY 2026/2027. Additionally, staff has considered that the RIP funds are one of many sources available to SBCTA to meet the funding needs of the prioritized projects countywide. Because of the complexity of the STIP guidelines and CTC processes, an attempt has been made to minimize the number of projects programmed in the STIP. The recommendations for programming are being incorporated into the 2021 Update of the 10-Year Delivery Plan, although the final STIP programming will not be approved by the CTC at the time of SBCTA Board approval of that update. Any changes to overall funding plans will be presented to the Board as necessary. Descriptions of the proposed programming are indicated below.

Recommendation A

The \$2.89 million of RIP funds programmed on the I-10 Truck Climbing Lane Project were a stop-gap measure in case the same amount of funds programmed for design lapsed because of environmental approval delays. The design funds were allocated by the CTC, and with the successful infusion of Trade Corridor Enhancement Program funds on the project, staff recommends deprogramming the \$2.89 million programmed for construction.

Recommendation B

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 \$5.299 million for PPM in San Bernardino County with the FY 2024/2025 through FY 2026/2027 programming limited to \$3.163 million. Staff recommends continuing to program the maximum allowed for this purpose. Due to the overall funding capacity for the 2022 STIP cycle, adjustments are recommended to current

programming in FY 2024/2025 to stay within the 5% limit and to provide a more uniform amount for budgeting purposes.

After programming PPM funds, the programming capacity remaining is \$164.612 million, including the apportionment of Federal Relief Funds available to the San Bernardino region. Most of this amount should be programmed in the last two years of the STIP based on the annual programming capacity identified by the CTC.

Recommendation C

Significant construction cost increases over the last several years has led to a sequenced approach to construction on the I-10 and I-15 corridors, both key corridors for freight movement in the region. The I-15 Corridor Freight and Express Lanes Project – Contract 1 (I-15 Corridor Contract 1 Project) has been identified as the next valley freeway project, and will connect with the recently completed I-15 Express Lanes in Riverside County and continue to Foothill Boulevard, with construction anticipated to start in FY 2023/2024. There is no proposed change to the current RIP funding for the I-15 Corridor Contract 1 Project of \$72.274 million in FY 2022/2023. This leaves \$92.338 million available programming capacity for other projects.

The next corridor segment identified for construction would be the I-10 Corridor Freight and Express Lanes Project – Contract 2 (I-10 Corridor Contract 2 Project), a single express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 Express Lanes currently under construction, with construction anticipated in FY 2025/2026. There is currently \$22.065 million of RIP funding programmed for right-of-way on this next segment of I-10, but because of complexities associated with the use of RIP funds in the right-of-way phase, staff recommends reprogramming these funds to the construction phase in FY 2025/2026 and increasing the construction RIP funds by \$32.177 million from new programming capacity. Additionally, staff recommends programming the \$11.949 million of Federal Relief Funds for the design phase of this project in FY 2022/2023. This leaves \$26.147 million available programming capacity for other projects. It should be noted that staff has proposed this project as a candidate for submittal of competitive grant applications in the 2022 State grant cycle.

Recommendation D

The Victor Valley Subarea recently identified continued improvements on US 395 as their highest regional/interregional priority, with the segment from I-15 to Palmdale Road as the highest priority. Because SBCTA will be the lead agency for this project and is more experienced in managing RIP funds, staff recommends programming the \$18.647 million of RIP funds for the construction phase in FY 2023/2024. This leaves \$7.500 million available programming capacity for other projects. This project has also been proposed as a candidate for submittal of competitive grant applications in the 2022 State grant cycle.

Recommendation E

With the exception of the recent programming on the Redlands Passenger Rail Project and the WVC, 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. Therefore, staff recommends the bulk of the programming of RIP funds on the I-15 and I-10 Corridor Projects and the US 395

Project to begin to close the funding shortfalls. Due to the importance of the freight mobility component on these corridors, staff is hopeful the value will be recognized in the competitive trade corridor/freight grant programs. However, a relatively small amount of \$7.5 million is being proposed to fully fund the current estimated cost of conversion of three diesel multiple unit railcars purchased for the Arrow service as a result of construction of the Redlands Passenger Rail Project. The conversion of these units was requested by the State in conjunction with the award of Transit and Intercity Rail Capital Program funds to develop near-zero emission railcar technology.

Table 2 below details proposed programming for the 2022 STIP by fiscal year.

Table 2
Proposed 2022 STIP Programming for San Bernardino County (1,000s)
(Amendments and Additions shown in bold)

	2022/23	2023/24	2024/25	2025/26	2026/27
Planning, Programming, and Monitoring	\$1,068	\$1,068	\$1,072		
Planning, Programming, and Monitoring			(\$17)	\$1,054	\$1,054
I-10 Eastbound Truck Climbing Lane		\$2,890			
I-10 Eastbound Truck Climbing Lane		(\$2,890)			
I-10 Corridor Contract 2A Right of Way			\$22,065		
I-10 Corridor Contract 2 Design & Construction	\$11,949		(\$22,065)	\$54,242	
I-15 Corridor Contract 1 Construction	\$72,274				
US 395 Phase 2 Construction		\$18,647			
Zero Emission Multiple Unit (ZEMU) Conversion					\$7,500
Total RIP Programmed	\$85,291	\$19,715	\$1,055	\$55,296	\$8,554
Total RIP Capacity/Proposed Programming	\$169,911/\$169,911				

With Board approval, staff will submit the proposed 2022 STIP programming to Southern California Association of Governments for the required analysis of regional performance measures and to the CTC by the December 15, 2021, deadline. The CTC is scheduled to publish staff recommendations on February 28, 2022, and to adopt the 2022 STIP at their meeting in March 2022.

Financial Impact:

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on October 13, 2021.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Minute Summary:

This agenda item was pulled for discussion by Mayor Robertson. Andrea Zureick, Director of Fund Administration, presented the item. Mayor Robertson stated for the record she is opposed to Recommendation C, she has concerns about reducing what was the initial proposed design for the 33 miles, which was two lanes in both directions from LA County line to the Riverside County line. She requested that her opposition be on record stating she is not in favor of reducing the lanes to one lane. She feels it is a safety issue and the data will show increased truck traffic. Mayor Pro Tem McCallon made a motion on the item as stated. Second by Mayor Valdivia.

RESULT:	APPROVED [20 TO 1]
MOVER:	Larry McCallon, City of Highland
SECONDER:	John Valdivia, City of San Bernardino
AYES:	Bishop, Courtney, Ulloa, Marquez, Warren, McNaboe, McCallon, Rigsby, Dutrey, Paget, Wapner, Michael, Valdivia, Jones, Avila, Denison, Cook, Rutherford, Hagman, Baca Jr.
NAYS:	Robertson
ABSENT:	Ramos, Herrick, Navarro, Gregg, Barich, Klink, Garcia, Rowe

Approved
Board of Directors
Date: November 3, 2021

Witnessed By:


Marleana Roman, Clerk of the Board

11/03/2021

Section 18. Detailed Project Programming Summary Table (Optional)

Section 18. Detailed Project Programming Table 1

(\$ in thousands)

San Bernardino																	
						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project		Total	Prior	22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
STIP Projects at Fund Estimate (August 2021)																	
SBCTA		9811	Planning, programming, and monitoring	Voted	1,068	1,068	0	0	0	0	0	0	1,068	0	0	0	0
SBCTA		9811	Planning, programming, and monitoring		3,208	0	1,068	1,068	1,072	0	0	0	3,208	0	0	0	0
SBCTA	loc	3009Q	Rt 10 Eastbound Truck Climbing Lane	Voted	2,890	2,890	0	0	0	0	0	0	0	0	2,890	0	0
SBCTA	loc	3009Q	Rt 10 Eastbound Truck Climbing Lane		2,890	0	0	2,890	0	0	0	0	2,890	0	0	0	0
SBCTA	loc	3016P	Rt 10 Express Lanes, Rt 15-Sierra Av, Contract 2A (D/B)		22,065	0	0	0	22,065	0	0	22,065	0	0	0	0	0
SBCTA	loc	0167M	Rt 15 Express Lanes, Cantu Galleano-Foothill, Contract 1 (TCEP)		72,274	0	72,274	0	0	0	0	0	72,274	0	0	0	0
SBCTA	cash	1230A	AB3090 Redlands Passenger Rail (SCCP)(LPP)(18S-05)	Voted	12,826	12,826	0	0	0	0	0	0	12,826	0	0	0	0
SBCTA	bus	1232	West Valley Connector Bus Rapid Transit Phase I		39,745	39,745	0	0	0	0	0	0	39,745	0	0	0	0
Total Existing STIP Projects					156,966	56,529	73,342	3,958	23,137	0	0	22,065	132,011	0	2,890	0	0
PROPOSED 2022 PROGRAMMING																	
Highway Project Proposals:																	
SBCTA		9811	Planning, programming, and monitoring		-1,072	0	0	0	-1,072	0	0	0	-1,072	0	0	0	0
SBCTA		9811	Planning, programming, and monitoring		3,163	0	0	0	1,055	1,054	1,054	0	3,163	0	0	0	0
SBCTA	loc	3009Q	Rt 10 Eastbound Truck Climbing Lane	delete/funds replaced	-2,890	0	0	-2,890	0	0	0	0	-2,890	0	0	0	0
SBCTA	loc	3016P	Rt 10 Express Lanes, Rt 15-Sierra Av, Contract 2A (D/B)	delete/new scope	-22,065	0	0	0	-22,065	0	0	-22,065	0	0	0	0	0
SBCTA	loc	New	I-10 Corridor Freight and Express Lane Project - Contract 2	NEW	54,242	0	0	0	54,242	0	0	0	54,242	0	0	0	0
SBCTA	loc	New	US 395 Phase 2 Freight Safety and Mobility Project	NEW	18,647	0	0	18,647	0	0	0	0	18,647	0	0	0	0
Subtotal, Highway Proposals					50,025	0	0	15,757	32,160	1,054	1,054	-22,065	72,090	0	0	0	0
Rail and Transit Project Proposals:																	
SBCTA	bus	1232	West Valley Connector Bus Rapid Transit Phase I (for info only)	lapse/fund replaced	-39,745	-39,745	0	0	0	0	0	0	-39,745	0	0	0	0
SBCTA	rail	New	Zero Emission Multiple Unit (ZEMU) Conversion	NEW	7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0
Subtotal, Rail and Transit Proposals					7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0
Proposed 2022 STIP Programming Changes					57,525	0	0	15,757	32,160	1,054	8,554	-22,065	79,590	0	0	0	0
Total Proposed 2022 STIP Programming					157,962	0	73,342	19,715	55,297	1,054	8,554	0	157,962	0	0	0	0
PROPOSED RELIEF FUND PROGRAMMING																	
Highway Project Proposals:																	
SBCTA	loc		US 395 Phase 2 Freight Safety and Mobility Project	NEW	11,949	0	11,949	0	0	0	0	0	0	0	11,949	0	0
Total Proposed Relief Fund Programming					11,949	0	11,949	0	0	0	0	0	0	0	11,949	0	0

Notes:

RTIP adopted on November 2, 2021
PPNO 3009Q funded with other sources
PPNO 0167M will have LPP Formula added to CON
PPNO 3010N closed - rescoped to single express lane and limits extended
I-10 Corridor Contract 2 and US 395 Phase 2 will seek SB1 funds
PPNO 1232 will lapse - grants replaced STIP funds, 2022 STIP proposed maximized as a result

Balance of STIP County Share, San Bernardino

Total County Share June 30, 2021	154,076
Total now programmed or voted since July 1, 2020	156,966
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	2,890
Proposed New Programming	57,525
Target	38,942
Maximum	57,525
Under (Over) Target	-18,583
Relief Fund Programming	
Proposed New Programming	11,949
Target	11,949
Under (Over) Target	0

Section 18. Detailed Project Programming Summary Table 2

(\$ in thousands)

San Bernardino

					Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Total	Prior	22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
PROPOSED 2022 PROGRAMMING																
Highway Project Proposals:																
SBCTA		9811	Planning, programming, and monitoring	5,299	0	1,068	1,068	1,055	1,054	1,054	0	5,299	0	0	0	0
SBCTA	loc	0167M	Rt 15 Express Lanes, Cantu Galleano-Foothill, Contract 1 (SB1)	72,274	0	72,274	0	0	0	0	0	72,274	0	0	0	0
SBCTA	loc	New	I-10 Corridor Freight and Express Lane Project - Contract 2	NEW 54,242	0	0	0	54,242	0	0	0	54,242	0	0	0	0
SBCTA	loc	New	US 395 Phase 2 Freight Safety and Mobility Project	NEW 18,647	0	0	18,647	0	0	0	0	18,647	0	0	0	0
Subtotal, Highway Proposals				150,462	0	73,342	19,715	55,297	1,054	1,054	0	150,462	0	0	0	0
Rail and Transit Project Proposals:																
SBCTA	rail	New	Zero Emission Multiple Unit (ZEMU) Conversion	NEW 7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0
Subtotal, Rail and Transit Proposals				7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0
Total Proposed 2022 STIP Programming				157,962	0	73,342	19,715	55,297	1,054	8,554	0	157,962	0	0	0	0
PROPOSED RELIEF FUND PROGRAMMING																
Highway Project Proposals:																
SBCTA	loc		US 395 Phase 2 Freight Safety and Mobility Project	NEW 11,949	0	11,949	0	0	0	0	0	0	0	11,949	0	0
Total Proposed Relief Fund Programming				11,949	0	11,949	0	0	0	0	0	0	0	11,949	0	0