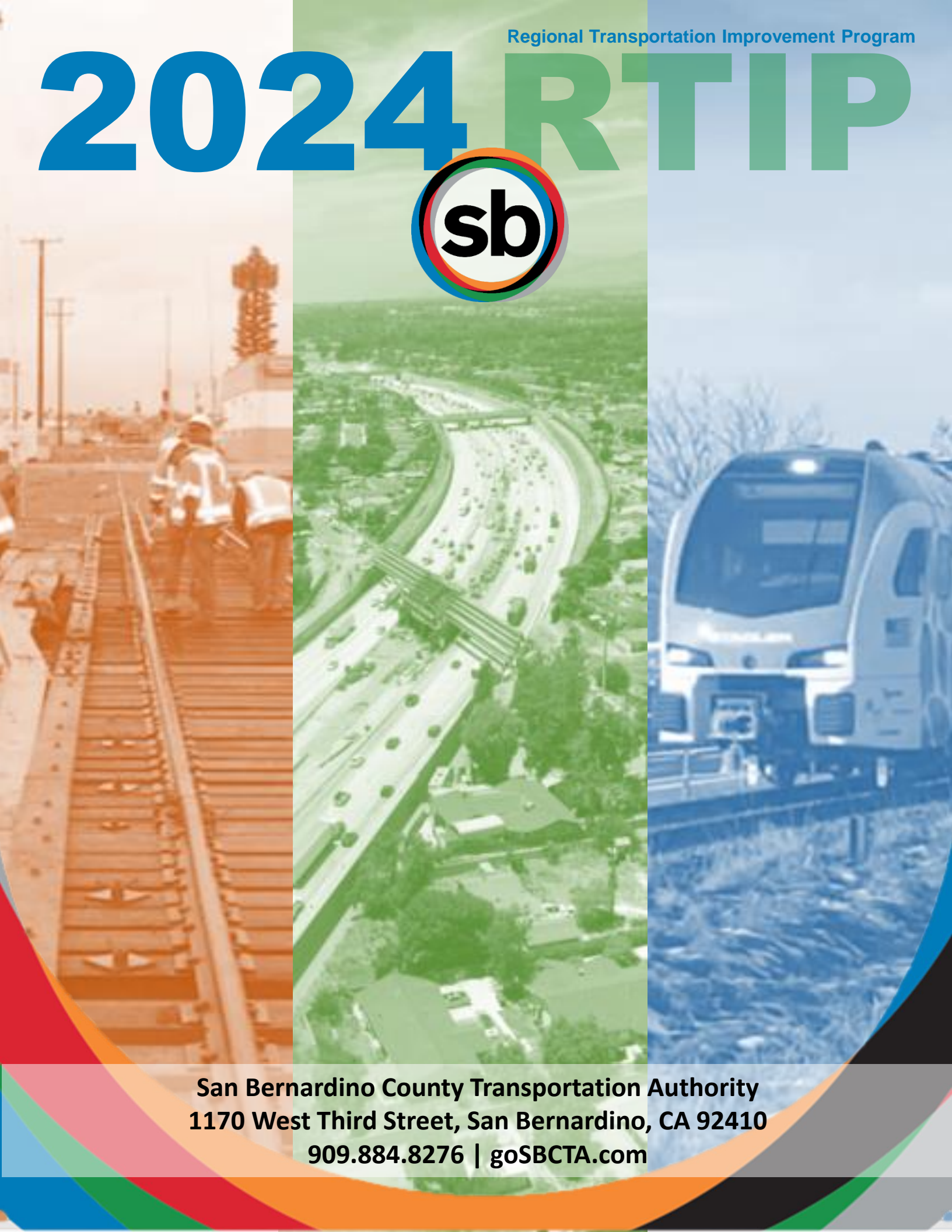


Regional Transportation Improvement Program

2024 RTIP



San Bernardino County Transportation Authority
1170 West Third Street, San Bernardino, CA 92410
909.884.8276 | goSBCTA.com

December 15, 2023

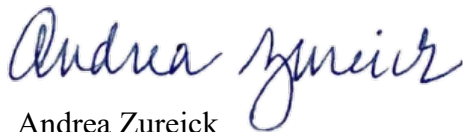
Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Ms. Taylor,

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 2024 State Transportation Improvement Program (STIP). At its September 6, 2023 meeting, the SBCTA Board of Directors recommended project programming in the 2024 STIP period totaling \$188.910 million in STIP funds for San Bernardino County.

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

Sincerely,



Andrea Zureick
Director of Fund Administration

Enclosure

cc: Catalino A. Pining III, District Director, Caltrans District 8
Sudha Kodali, Program Management, Caltrans District 8
Shalini Chandra, Transportation Programming, Caltrans Headquarters
John Asuncion, Southern California Association of Governments
Pablo Gutierrez, Southern California Association of Governments

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 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 2024 State Transportation Improvement Program (STIP). The 2024 RTIP proposes programming \$188.910 million in RTIP funds for six projects covering Fiscal Years 2024/2025 through 2028/29. The proposed 2024 RTIP was approved for submittal by the SBCTA Board of Directors on September 6, 2023.

Consistent with the 2024 STIP Guidelines and the Fund Estimate (FE) adopted by the California Transportation Commission (CTC) on August 16, 2023, SBCTA is proposing six projects for the 2024 STIP consisting of three projects currently programmed with RTIP funds and three new projects as well as the deprogramming of STIP funds from an existing project. A map depicting the location of each of the projects is included in Section 16. 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 17.

SBCTA is requesting the following adjustments to existing projects:

- Planning, Programming, and Monitoring (PPM) - SBCTA proposes programming 5% of the current programming capacity for this purpose.
- US 395 Phase 2 Freight Mobility and Safety Project - SBCTA proposes to deprogram \$18.647 million of RTIP funds due to these funds being replaced with Surface Transportation Block Grant Program (STP) funds.
- Interstate 10 (I-10) Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

SBCTA proposes transferring the \$18.647 deprogrammed from the US 395 Phase 2 Freight Mobility and Safety Project to I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B Project to reduce the Measure I bonding needed.

SBCTA is requesting to add three new projects:

- State Route 62 Street Improvements Project Phase 2B
- National Trails Highway Bridges Replacement Project
- Metrolink San Bernardino Line Double Track Project

There are no requested changes or adjustments to the existing Zero Emission Multiple Unit (ZEMU) Conversion project. SBCTA recommends maintaining the current programming of \$7.5 million in Fiscal Year 2026/2027.

In accordance with the 2024 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 Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP)**

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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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

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

B. 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 the 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 ongoing administration of Measure I 2010-2040.

One of the key requirements of the Strategic Plan was the preparation of the 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 10-year period and to define the scope, schedule, and budget for these projects, given the 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 capacity enhancements to the system will still be needed to promote safety and the efficient movement of goods through our region.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Two projects have been completed since the adoption of the 2022 STIP. Project descriptions and summaries of improvements/benefits are provided below.

Project Name and Location	Description	Summary of Improvements/Benefits
Redlands Passenger Rail Project	The Redlands Passenger Rail Project (RPRP) is a progressive regional transportation project designed to connect residents, businesses and visitors to a variety of leisure, education, healthcare, and other destinations. The construction of this nine-mile rail line provided new transportation choices through the implementation of a new rail service that integrates conveniently with other modes such as auto, bus and bicycle. The nine-mile passenger rail service runs between the San Bernardino Transit Center located at Rialto Ave and E Street in Downtown San Bernardino adjacent to San Manuel Stadium and terminates at the University of Redlands. The project includes five station locations: San Bernardino Transit Center, Tippecanoe Ave Station, New York Street Station, Downtown Redlands Station; and University Station at the University of Redlands.	To improve transit options on the eastern end of the San Bernardino Valley and provide transit connectivity to bus rapid transit and passenger rail service in the City of San Bernardino as well as numerous freeway and fixed route bus service.
State Route 210 Lane Addition	The project added one mixed flow lane in each direction from Highland Ave to San Bernardino Ave and included auxiliary lanes between Baseline and 5th Street, an acceleration lane at 5th Street eastbound (EB) on-ramp, and deceleration lane at Highland Ave EB.	The corridor improvements reduce segment lane imbalance, ease congestion at intersections during peak periods, and improve safety and operational efficiency.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	September 6, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

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 conducted during the development of the 2020 RTP/SCS. In addition to the public participation and community engagement for the RTP/SCS, SBCTA held various Committee and Board meetings prior to the adoption of the RTIP project selection as part of the development of the 10-Year Delivery Plan where the various regions in the County were given the opportunity to identify projects of regional importance.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 8

The SBCTA 2024 RTIP was developed in consultation with Caltrans District 8 as required per Section 20 of the 2024 STIP Guidelines to discuss the impact of the RTIP on the programming of projects in the Interregional Transportation Improvement Program.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

The CTC adopted the 2024 STIP Fund Estimate (FE) on August 16, 2023. The FE identified \$3.46 billion in total estimated program capacity available statewide over the next five years (Fiscal Year 2024/2025 to Fiscal Year 2028/2029). Of the \$3.46 billion in total estimated program capacity over the 2024 STIP FE period, new STIP capacity currently available for programming is about \$1.674 billion. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Year 2027/2028 and Fiscal Year 2028/2029).

The total current STIP share for San Bernardino County is \$138.11 million and current STIP programming for San Bernardino County totals \$156.894 million, which exceeds the programming capacity by \$18.583 million. The target 2024 STIP RIP share for San Bernardino County is \$84.196 million and the maximum share is \$337.131 million of new programming capacity. However, when the current over-programming of \$18.53 million is accounted for in addition to the return of a previously programmed but unallocated amount for the West Valley Connector project, the target share becomes \$105.358 million, and the maximum share becomes \$358.293 million.

The 2024 STIP cycle will include the current programming in Fiscal Year 2024/2025 and beyond. That programming, along with the new programming capacity, results in a total programming capacity of up to \$188.910 million.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
US 395 Freight Mobility and Safety Project Phase 2 on US 395 between SR-18 and I-15 in the cities of Hesperia and Victorville	The project will convert this 7-mile section of state highway between I-15 and SR-18 from a 2-lane to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission fueling infrastructure for trucks at a site near the US 395.	(\$18.647 million) SBCTA proposes to deprogram \$18.647 million of RIP funds due to these funds being replaced with STP funds.
Planning, Programming, and Monitoring	Activities related to regional transportation planning, project planning, program development, and monitoring of project implementation.	\$7.373 million
I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B	The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a total	\$72.889 million

	<p>distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and westbound (WB) auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Ave to Cedar Ave to improve truck mobility and safety.</p> <p>The Contract 2B component of the I-10 Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going EB between Sierra Ave and Cedar Ave and EB and WB between Riverside Ave and Pepper Ave.</p>	
State Route (SR) 62 Street Improvements Project Phase 2B in the City of Twentynine Palms on SR 62 between Encelia Ave and Larrea Ave	On SR 62 from 524' east of Encelia Ave to Larrea Ave, construct curbs, gutters, and sidewalks, on the north side of SR 62 and a raised median on SR 62. The project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms Wash.	\$4.500 million
National Trails Highway Bridge Replacements Project on National Trails Highway from the town of Daggett to Amboy Road	Replacement of 22 bridges along the National Trails Highway. These 22 bridges address existing gaps in service in a vital rural transportation corridor.	\$40.300 million
Zero-Emission Multiple Unit (ZEMU) on a portion of the San Bernardino Line between the City of San Bernardino and City of Redlands	Conversion of three zero-emission unit railcars, cleaner alternative hydrogen propulsion technology.	\$7.500 million
Metrolink San Bernardino Line	The Metrolink San Bernardino Line (SBL) Capacity Project is located near	\$56.348 million

Double Track-Control Point Lilac to Sycamore Ave in San Bernardino County	the City of Rialto, on the SBL in San Bernardino County, and directly connecting to Los Angeles County. The project will complete the final design and construction of a 0.7- mile segment of double track on Metrolink's SBL (San Gabriel Subdivision) from Control Point Lilac to just west of Sycamore Ave.	
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Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) 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 2024 RTIP includes a variety of fund sources including Senate Bill 1 (SB1) and Senate Bill 125 (SB125) funding, other formula transit 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 2024 RTIP includes a component of 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. 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. Furthermore, SBCTA will continue to be aggressive in pursuing grants through the SB1 competitive programs.

Various transit funds are also included in the proposed 2024 RTIP to fund the Metrolink Double Track Project including SB125 Transit and Intercity Rail Capital Program (TIRCP) formula funds and State Transit Assistance (STA) funds. SB125 TIRCP formula funds provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve service. STA funds are formula funds derived from the statewide sales tax on diesel fuel. Non-proportional spending of STIP funds is not anticipated to be required at this time.

Proposed 2024 RTIP	Total RTIP	Other Funding (1,000s)						Total Project Cost
		PTMISEA	SB125 TIRCP	Measure I	STA	LPP	LOCAL	
I-10 Corridor Freight and Managed Lane Project, Contract 2B	\$72,889			\$ 228,631				\$301,520
Metrolink San Bernardino Line Double Track Project	\$56,348	\$1,584	\$16,510	\$4,455	\$7,683			\$86,580
National Trails Highway Bridge Replacements Project	\$40,300					\$22,000	\$4,000	\$66,300
State Route 62 Street Improvements Project Phase 2B	\$4,500			\$870				\$5,370
Zero-Emission Multiple Unit (ZEMU) Conversion	\$7,500							\$7,500
Planning, Programming, and Monitoring	\$7,373							\$7,373
Totals	\$188,910	\$1,584	\$16,510	\$233,956	\$7,683	\$22,000	\$4,000	\$474,643

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

While ITIP funding is not being requested as part of the 2024 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, which was recently awarded TCEP funds, 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 I-15 through the Cajon Pass during times of emergency (such as earthquakes, wildfires 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 beginning work on an emergency route study in collaboration with Caltrans, California Highway Patrol, and local agencies to identify sections of State Routes 247 and 62 that could be improved to foster emergency preparedness.

Section 9. Projects Planned Within Multi-Modal Corridors

I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

As mentioned in Section 14, the I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B 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 constructed bicycle/pedestrian improvements approaching stations on the Metrolink SBL and at future station areas along the West Valley Connector. Interchange improvements completed on the I-10 Corridor Freight and Managed Lane Project segment within the last 10 years include Cherry Ave, Citrus Ave, Pepper Ave, and Cedar Ave.

ZEMU Conversion

The first ZEMU for use on the Arrow rail line (RTIP-funded Redlands Passenger Rail Project) between San Bernardino and Redlands has been delivered and will begin revenue service in 2024. The hydrogen fuel-cell ZEMU was developed with the assistance of Transit and Intercity Rail Capital Program funds and will offer passengers the most environmentally friendly rail vehicle in the United States, delivering a balanced and sustainable transportation system for San Bernardino County's future. The proposed project will add three additional ZEMUs to the Arrow passenger rail service. Designed and manufactured by Stadler Inc., the ZEMU rail vehicle uses a hybrid hydrogen fuel cell and battery technology to propel the vehicle, providing a cleaner transit option for the community. The Arrow rail vehicles are operated by Metrolink, and the line also 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 San Bernardino Valley.

Metrolink Double Track Project, from Control Point Lilac to Sycamore

This Project will complete the construction of a 0.7-mile segment of double track on Metrolink's SBL (San Gabriel Subdivision) from Control Point (CP) Lilac to just west of Sycamore Ave in Rialto. The Project segment straddles Rialto Station on the SBL and has been identified as a critical early project for Metrolink's Southern California Optimized Rail Expansion (SCORE) Program. The Project includes a pedestrian underpass and a second platform at Rialto Station on the south side of the railroad tracks, station area upgrades to meet current Americans with Disabilities (ADA) standards, intertrack fencing, and ADA compliant safety improvements at four rail/highway grade crossings, making the segment quiet-zone ready. It also adds station and gate coordination technology to reduce gate down time, thus decreasing the idling time for roadway vehicles, including downtime along a significant truck corridor, further reducing delays, emissions, and GHG.

Section 10. Highways to Boulevards Conversion Pilot Program

In this STIP cycle, regions had 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.

11. Complete Streets Consideration

In this STIP cycle, regions had the opportunity to consider incorporating complete streets elements in all highway projects as well as potential candidates for local road improvements that consider complete streets elements as part of the overall projects. The SR 62 Street Improvements Project Phase 2B incorporates complete streets elements through the addition of 2,691 lineal feet of new sidewalk and addition of a median. These improvements allow for the smooth progression of vehicular, bike, and pedestrian traffic and will encourage multi-modal transportation along this route.

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

Section 12. 2024 STIP-RTIP SCAG Regional Level Performance Evaluation

Pursuant to the STIP guidelines recently adopted by CTC, SCAG is pleased to submit the requested regional performance evaluation for SCAG region's 2024 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 RTP/SCS. The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to SB 375 specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2024 STIP-RTIP:

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

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

Regional Level Performance Indicators and Measures Vehicle Miles Traveled (VMT) per Capita

Impacts are expected to maintain No Build scenario conditions.

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.1 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 2022 California Transportation Asset Management Plan, 7.9 percent of National Highway System (NHS) pavement lane miles are in poor conditions. The average Pavement Condition Index for the region's local roads is 69 based on the 2022 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

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

Not applicable.

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

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations, 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

Impacts are projected to maintain No Build scenario conditions.

Section 13. Regional and Statewide Benefits of RTIP

Investment Effectiveness

The 2024 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The B/C 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, the benefits of the 2024 STIP *Build* planning scenario are compared with the *No Build* planning scenario. Most of these benefits are a function of changes in 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 2024 STIP provides a regional network-level benefit/cost ratio of 4.9. Benefits and costs are estimated over the planning period of fifty years.

The B/C ratio does not include the benefits from the purchase of 100 zero-emission buses by the Los Angeles County Metropolitan Transportation Authority that will reduce GHG emissions by an additional 88,350 total metric tons.

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$) <input type="text" value="\$2,173.8"/> Life-Cycle Benefits (mil. \$) <input type="text" value="\$10,593.3"/> Net Present Value (mil. \$) <input type="text" value="\$8,075.4"/> Benefit / Cost Ratio: <input type="text" value="4.9"/>	<table border="1"> <thead> <tr> <th></th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>ITEMIZED BENEFITS (mil. \$)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Travel Time Savings</td> <td>\$4,720.0</td> <td>\$1,167.7</td> <td>\$5,887.7</td> <td>\$294.4</td> </tr> <tr> <td>Travel Time Reliability Benefits</td> <td>\$1,292.2</td> <td>\$460.4</td> <td>\$1,752.5</td> <td>\$87.6</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>\$1,706.1</td> <td>\$46.8</td> <td>\$1,752.9</td> <td>\$87.6</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$68.0</td> <td>\$6.8</td> <td>\$74.7</td> <td>\$3.7</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$73.6</td> <td>\$22.4</td> <td>\$96.0</td> <td>\$4.8</td> </tr> <tr> <td>Journey Quality</td> <td>\$15.7</td> <td>n/a</td> <td>\$15.7</td> <td>\$0.8</td> </tr> <tr> <td>Add'l Delay Savings</td> <td>\$4.6</td> <td>n/a</td> <td>\$4.6</td> <td>\$0.2</td> </tr> <tr> <td>Add'l Safety Benefits</td> <td>\$160.3</td> <td>n/a</td> <td>\$160.3</td> <td>\$8.0</td> </tr> <tr> <td>Health Benefits</td> <td>\$105.5</td> <td>n/a</td> <td>\$105.5</td> <td>\$5.3</td> </tr> <tr> <td>Undetermined Benefits (No details provided)</td> <td>n/a</td> <td>n/a</td> <td>\$743.3</td> <td>\$37.2</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td>\$8,146.0</td> <td>\$1,704.0</td> <td>\$10,593.3</td> <td>\$529.7</td> </tr> </tbody> </table> Person-Hours of Time Saved <input type="text" value="692,999,838"/> <input type="text" value="34,649,992"/>		Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	ITEMIZED BENEFITS (mil. \$)					Travel Time Savings	\$4,720.0	\$1,167.7	\$5,887.7	\$294.4	Travel Time Reliability Benefits	\$1,292.2	\$460.4	\$1,752.5	\$87.6	Veh. Op. Cost Savings	\$1,706.1	\$46.8	\$1,752.9	\$87.6	Accident Cost Savings	\$68.0	\$6.8	\$74.7	\$3.7	Emission Cost Savings	\$73.6	\$22.4	\$96.0	\$4.8	Journey Quality	\$15.7	n/a	\$15.7	\$0.8	Add'l Delay Savings	\$4.6	n/a	\$4.6	\$0.2	Add'l Safety Benefits	\$160.3	n/a	\$160.3	\$8.0	Health Benefits	\$105.5	n/a	\$105.5	\$5.3	Undetermined Benefits (No details provided)	n/a	n/a	\$743.3	\$37.2	TOTAL BENEFITS	\$8,146.0	\$1,704.0	\$10,593.3	\$529.7
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The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP

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	20.7		No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.9%		Reduction of 0.1%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.98%	9.97%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.53%	0.66%		
	Auto Passenger Trips	7.35%	52.71%		
	Transit Trips	5.94%	10.77%		
	Non-Motorized Person Trips	4.16%	24.40%		
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 % = 42.90% Jobs % = 51.58%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.75 mins Auto School = 10.29 mins Transit Home Based Work = 69.73 mins Transit School = 20.61 mins		Maintains No Build scenario conditions	
	Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable
CO2 emissions reduction per capita (daily)		10.84 lbs.		Maintains No Build scenario conditions.	

SCAG certifies that the proposed 2024 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Available data for the proposed 2024 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		
	New HOV/HOT lane-miles	I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B, HOV/HOT Mainline Constructed 9.4 miles. Note: the outputs that will be delivered as part of the Toll Service Provider Component of the I-10 Corridor Freight and Managed Lane Project are tolling system infrastructure necessary for the lanes constructed under Contract 2B to operate as HOT lanes.	Contract 2B will: <ul style="list-style-type: none"> Construct one lane in each direction from Sierra Ave in Fontana to Pepper Ave in Colton; and Construct 9.4 lane miles and 1.8 miles of auxiliary lanes; The overall project 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 corridor by managing traffic demand, improving travel times, and increasing the use of carpooling.
	New or upgrade bicycle lane/sidewalk miles	State Route 62 Street Improvements Project Phase 2B - 2,691 LF of new sidewalk	This project will: <ul style="list-style-type: none"> Develop a concept plan for lane configurations, raised medians, and sidewalks that adheres to the arterial roadway

			<p>standard established by the City General Plan Circulation Element;</p> <ul style="list-style-type: none"> Allow for smooth progression of vehicular, bicycle, and pedestrian traffic.
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles	ZEMU Project - three diesel multiple unit vehicles	<p>This project will:</p> <ul style="list-style-type: none"> Reduce GHG emissions with the conversion of zero-emission, hybrid and hydrogen/battery-operated vehicles.
	New rail track miles	Metrolink San Bernardino Line Double Track Project - 0.7 miles	<p>This project will:</p> <ul style="list-style-type: none"> Address the demand for inter- and intra-count commuters traveling within and between the Inland Empire and Los Angeles County; Provide a critical connection between downtown LA and coastal jobs and inland housing; Expand 30-minute bi-directional service into the off-peak hours; Improve service reliability and frequency in peak commuter directions as well as reverse peak; Ensure better connectivity and timed transfers between Metrolink and Amtrak, and Metro Rail and regional bus operators.

	Rail crossing improvements	Metrolink San Bernardino Line Double Track Project - four rail crossing improvements	<p>The project will:</p> <ul style="list-style-type: none"> • Increase safety at four at-grade rail/highway crossings in the project area; • Reduce vehicle queuing, idling, GHG emissions and wasted time at project area at-grade crossings.
	Station improvements	Metrolink San Bernardino Line Double Track Project - one station improvement	<p>The project will:</p> <ul style="list-style-type: none"> • Improve access at the Rialto station as service and related ridership increases.
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges	The National Trails Highway Bridge Replacements Project - 22 Bridges	<p>The project will:</p> <ul style="list-style-type: none"> • Prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods; • Serve residents in rural areas of San Bernardino County including significantly disadvantaged populations; • Improve goods movement and services to the area and surrounding regions that

			<p>depend on this road;</p> <ul style="list-style-type: none"> • Provide a detour option from I-40 as National Trails Highway currently offers the only bypass to a 96-mile section of the Interstate; • Improve access by emergency services vehicles and access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.
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Section 15. Project Specific Evaluation (Required per Section 22D)

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-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

The overall I-10 Corridor Freight and Managed Lane Project will provide one express lane in each direction from just east of I-15 to Pepper Ave 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.

The Contract 2B component of the I-10 Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going EB between Sierra Ave and Cedar Ave and EB and WB between Riverside Ave and Pepper Ave.

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 WB in the AM and EB in the PM peak. I-10 carries substantial truck

traffic at all times of day, and adding managed 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 managed lanes will facilitate transit and HOV flows (HOV 3+ will be free or discounted). In order to remain consistent with Executive Order B-30-15, the concept was modified from two HOT lanes to a single lane to reduce VMT. The Corridor is part of the SCAG regional express lane system documented in the RTP/SCS.

A copy of the Project Report is available at:

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

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The National Trails Highway Bridge Replacements Project

The project includes replacing 22 bridges along the National Trails Highway. These 22 bridges address existing gaps in service in a vital rural transportation corridor which a full closure would result in national impacts on interstate commerce, national security, and the preservation of one of America's historical treasures. The National Trails Highway Bridge Replacement Project is located on a section of National Trails Highway, from the town of Dagget to Amboy Road through an essential section of the historic U.S. Route 66. The Caltrans estimate was not used as the attached estimate had already been developed and has been incorporated with initial STIP documentation.

The project maintains consistency with Executive Order B-30-15 by incorporating considerations of climate change, resiliency, and environmental justice through specific design elements in the subject bridges. This project is located within an area of the Mojave Desert subject to extreme weather conditions, including summer monsoonal moisture. The County of San Bernardino

completed hydrology studies for the area to estimate design flows from rains and flooding. The bridges will be constructed to withstand a 100-year storm event and be designed to strengthen and protect against other natural threats, such as earthquakes and wildfires. The design will be compliant with current American Association of Highway and Transportation Officials and Caltrans design codes, which have been updated to include resiliency elements. In addition, the project will benefit rural residents living in three census tracts along the project corridor, all designated as Areas of Persistent Poverty. Two project census tracts are designated as low-income per the Climate and Economic Justice Screening Tool. The project will restore or improve accessibility to hospitals, healthcare offices, and other essential services, as many of the bridges are closed or have weight limit restrictions.

Benefit Cost Analysis	NATIONAL TRAILS HWY BRIDGE REPLACEMENTS PROJECT	
Project Benefits		
Operational Benefits (I-40 Bypass)		\$22,456,024
Operational Benefits (N-S Route to Twentynine Palms)		\$93,888,022
Operational Benefits (BNSF)		\$246,831,044
Reduced Maintenance Costs		\$1,518,115
Environmental Benefits		\$6,928,577
Reduction in Cost of USMC Military Exercises		\$42,243,666
Residual Value of Improvements at 25%		\$1,728,825
Total Project Benefit at 7% Discount		\$415,594,274
Project Costs		
Construction Costs		\$71,669,937
Total Project Cost at 7% Discount		\$71,669,937
Benefit Cost Ratio	5.80	

Metrolink San Bernardino Line Double Track Project

This project will complete the construction of a 0.7-mile segment of double track on Metrolink's SBL from Control Point (CP) Lilac to just west of Sycamore Ave in Rialto. The project segment straddles Rialto Station on the SBL and has been identified as a critical early project for Metrolink's SCORE Program. The project includes a pedestrian underpass and a second platform at Rialto Station on the south side of the railroad tracks, station area upgrades to meet current ADA standards, intertrack fencing, and ADA compliant safety improvements at four rail/highway grade crossings, making the segment quiet-zone ready. It also adds station and gate coordination technology to reduce gate down time, thus decreasing the idling time for roadway vehicles,

including downtime along a significant truck corridor, further reducing delays emissions and greenhouse gases to remain consistent with Executive Order B-30-15.

The purpose of the Project is to improve corridor safety and efficiency, as well as increased frequency for passengers traveling between the San Bernardino Valley and Los Angeles County. This includes the provision of strategic double-tracking, terminal, and facility improvements designed to build on SCORE Phase 1 and provide the infrastructure needed to expand reliable bi-directional 30-minute service. The Metrolink SBL parallels two major east-west freeways including I-10 leading to downtown Los Angeles and the 210 freeway leading to Pasadena. Both freeways are highly congested, and the SBL provides alternate mode and congestion relief for both. Thus, the project is highly related to climate change goals and the Climate Action Plan for Transportation Infrastructure (CAPTI). Furthermore, 86% of the population within ½ mile of the Rialto Station reside in areas designated as both disadvantaged communities (DACs) and as low-income communities. This investment will provide direct benefit to local DACs in terms of station area amenities and accessibility.

INVESTMENT ANALYSIS SUMMARY RESULTS																																																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #ffffcc;">Life-Cycle Costs (mil. \$)</td> <td style="text-align: right;">\$44.5</td> </tr> <tr> <td style="background-color: #ffffcc;">Life-Cycle Benefits (mil. \$)</td> <td style="text-align: right;">\$222.1</td> </tr> <tr> <td style="background-color: #ffffcc;">Net Present Value (mil. \$)</td> <td style="text-align: right;">\$177.6</td> </tr> <tr> <td style="background-color: #ffffcc;">Benefit / Cost Ratio:</td> <td style="text-align: right;">5.0</td> </tr> <tr> <td style="background-color: #ffffcc;">Rate of Return on Investment:</td> <td style="text-align: right;">17.8%</td> </tr> <tr> <td style="background-color: #ffffcc;">Payback Period:</td> <td style="text-align: right;">6 years</td> </tr> </table>	Life-Cycle Costs (mil. \$)	\$44.5	Life-Cycle Benefits (mil. \$)	\$222.1	Net Present Value (mil. \$)	\$177.6	Benefit / Cost Ratio:	5.0	Rate of Return on Investment:	17.8%	Payback Period:	6 years	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="background-color: #ffffcc;">ITEMIZED BENEFITS (mil. \$)</th> <th style="background-color: #ffffcc;">Passenger Benefits</th> <th style="background-color: #ffffcc;">Freight Benefits</th> <th style="background-color: #ffffcc;">Total Over 20 Years</th> <th style="background-color: #ffffcc;">Average Annual</th> </tr> <tr> <td style="background-color: #ffffcc;">Travel Time Savings</td> <td style="text-align: right;">\$99.9</td> <td style="text-align: right;">\$24.9</td> <td style="text-align: right;">\$124.8</td> <td style="text-align: right;">\$6.2</td> </tr> <tr> <td style="background-color: #ffffcc;">Travel Time Reliability Benefits</td> <td style="text-align: right;">\$38.6</td> <td style="text-align: right;">\$12.4</td> <td style="text-align: right;">\$51.0</td> <td style="text-align: right;">\$2.6</td> </tr> <tr> <td style="background-color: #ffffcc;">Veh. Op. Cost Savings</td> <td style="text-align: right;">\$34.8</td> <td style="text-align: right;">\$5.2</td> <td style="text-align: right;">\$40.0</td> <td style="text-align: right;">\$2.0</td> </tr> <tr> <td style="background-color: #ffffcc;">Accident Cost Savings</td> <td style="text-align: right;">\$2.1</td> <td style="text-align: right;">\$0.2</td> <td style="text-align: right;">\$2.4</td> <td style="text-align: right;">\$0.1</td> </tr> <tr> <td style="background-color: #ffffcc;">Emission Cost Savings</td> <td style="text-align: right;">\$2.3</td> <td style="text-align: right;">\$1.7</td> <td style="text-align: right;">\$3.9</td> <td style="text-align: right;">\$0.2</td> </tr> <tr> <td style="background-color: #ffffcc;">TOTAL BENEFITS</td> <td style="text-align: right;">\$177.7</td> <td style="text-align: right;">\$44.4</td> <td style="text-align: right;">\$222.1</td> <td style="text-align: right;">\$11.1</td> </tr> <tr> <td style="background-color: #ffffcc;">Person-Hours of Time Saved</td> <td colspan="2"></td> <td style="text-align: right;">13,371,487</td> <td style="text-align: right;">668,574</td> </tr> </table>				ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$99.9	\$24.9	\$124.8	\$6.2	Travel Time Reliability Benefits	\$38.6	\$12.4	\$51.0	\$2.6	Veh. Op. Cost Savings	\$34.8	\$5.2	\$40.0	\$2.0	Accident Cost Savings	\$2.1	\$0.2	\$2.4	\$0.1	Emission Cost Savings	\$2.3	\$1.7	\$3.9	\$0.2	TOTAL BENEFITS	\$177.7	\$44.4	\$222.1	\$11.1	Person-Hours of Time Saved			13,371,487	668,574								
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1) Induced Travel? (y/n)	Y	Default = Y																																																														
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E. Detailed Project Information

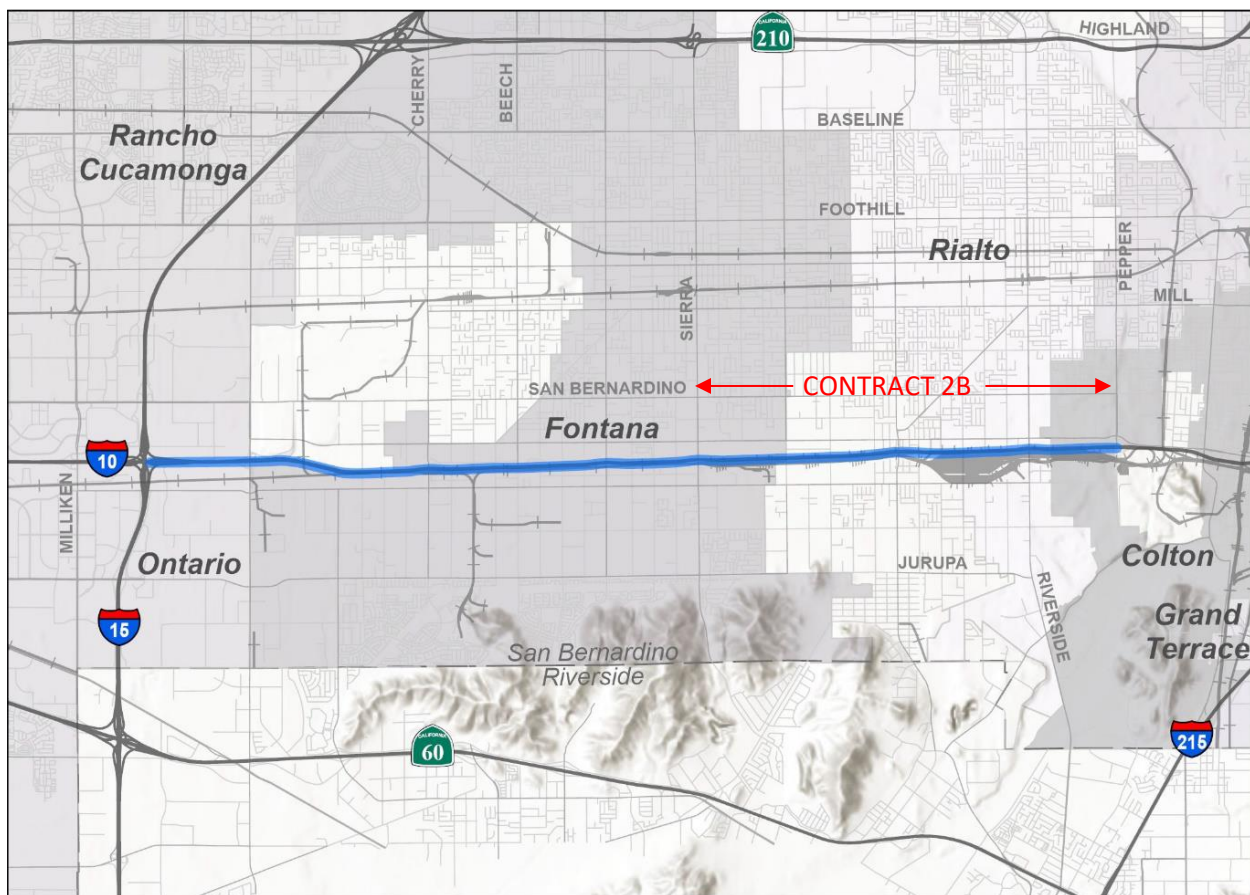
Section 16. Overview of Projects Programmed with RIP Funding

Planning, Programming, and Monitoring

SBCTA proposes to program funds for PPM activities out of the statutorily authorized 5% of the total RIP funds available in Fiscal Years 2024/2025 to 2028/2029. These funds are authorized for activities such as regional transportation 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.

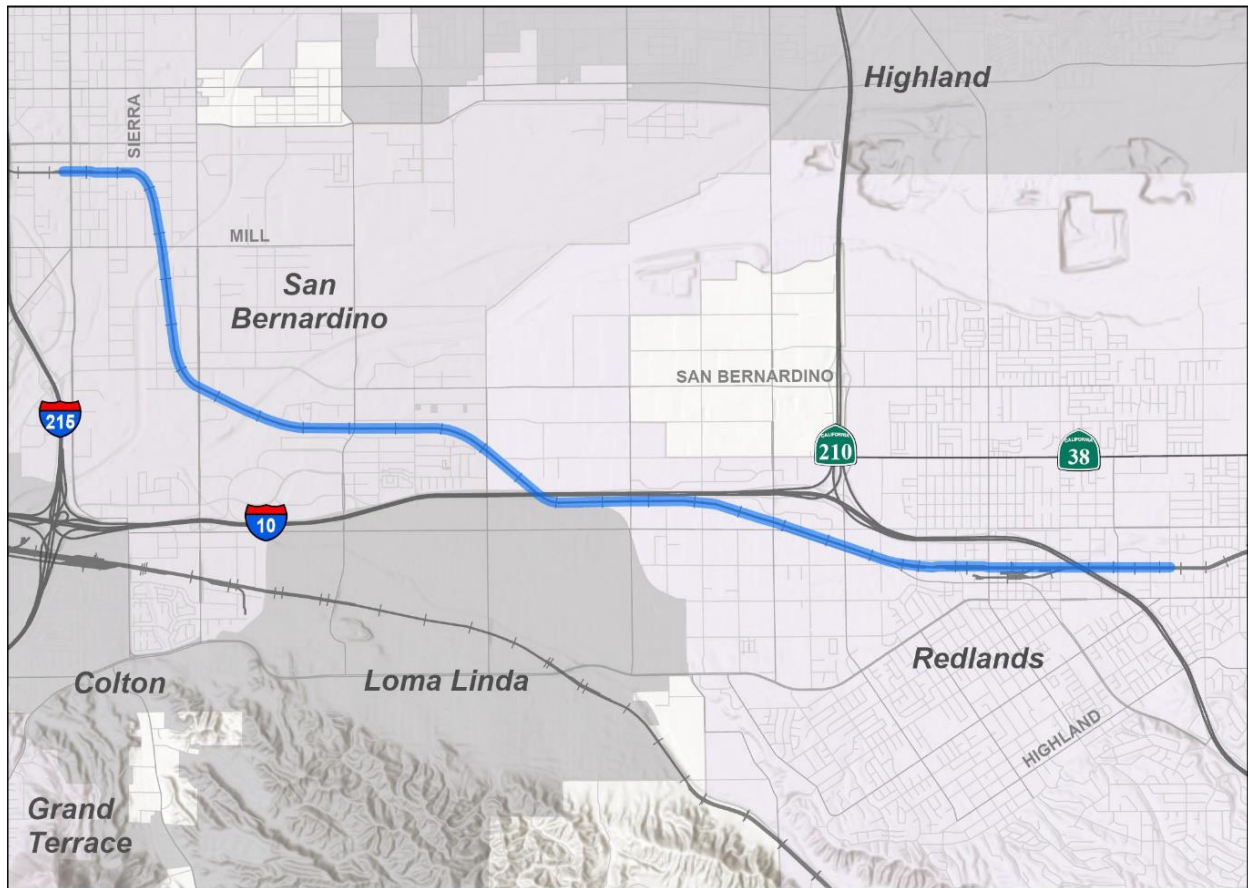
I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a total distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements. The Contract 2B component of the I-10 Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going EB between Sierra Ave and Cedar Ave and EB and WB between Riverside Ave and Pepper Ave.



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). The vehicles will operate on a portion of the SBL, displayed on the map below, between the City of San Bernardino and City of Redlands. The conversion of these three units was requested by the State in conjunction with the award of TIRCP funds to develop near zero-emission railcar technology.



State Route 62 Street Improvements Project Phase 2B

This project is located in the City of Twentynine Palms and will construct curbs, gutters, sidewalks, and raised medians on SR 62 from Encelia Ave to Larrea Ave. The project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms wash.



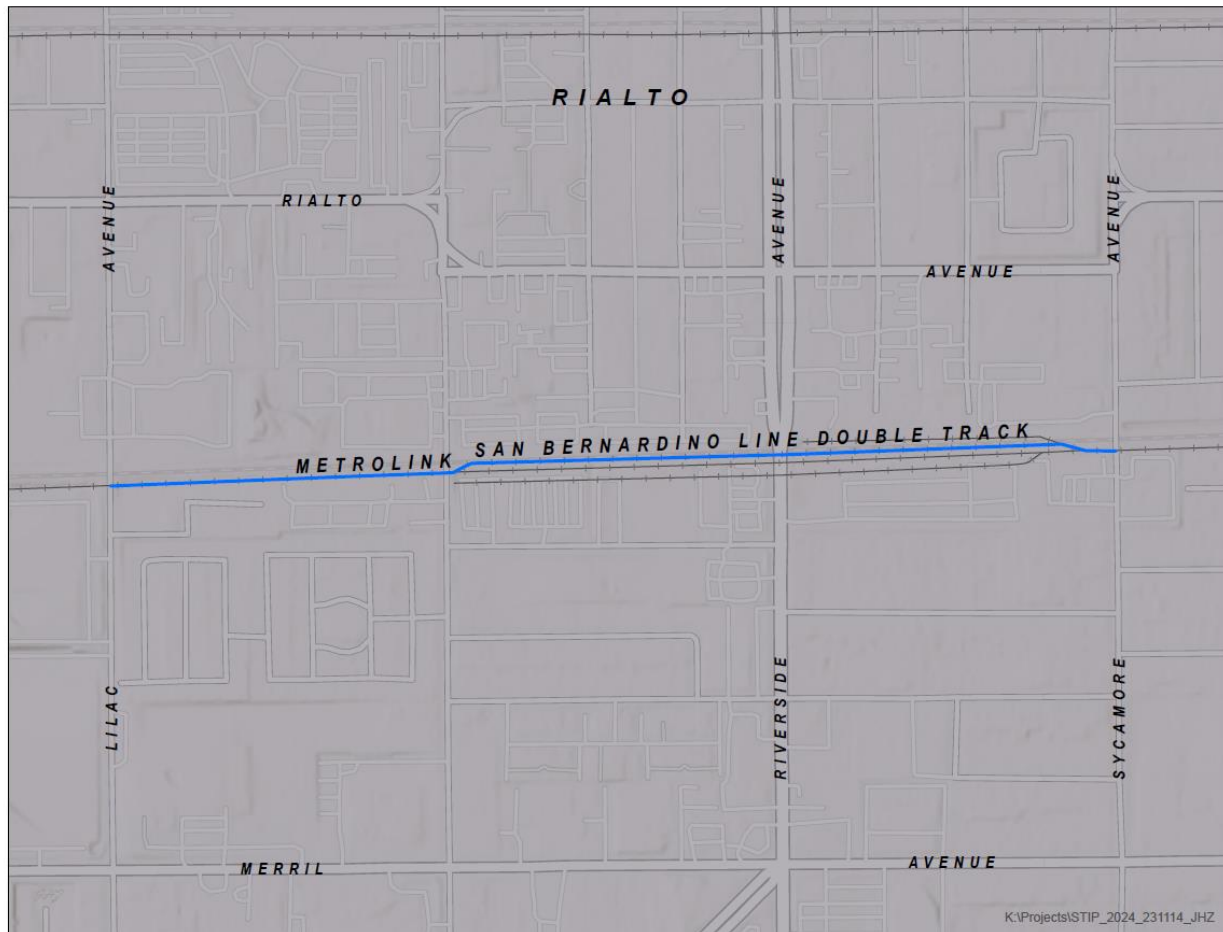
The National Trails Highway Bridge Replacements Project

This project will replace 22 bridges less than 20 feet in length on the National Trails Highway from the town of Daggett to Amboy Road. The project will be constructed in phases pending funding availability. Construction of this project will prevent road closures and remove weight restrictions that currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods, particularly during events preventing travel on I-40.



The Metrolink San Bernardino Line Double Track Project

This project will complete construction of a 0.7 mile segment of double track from CP Lilac to just west of Sycamore Ave in the City of Rialto. The project segment straddles Rialto Station and has been identified as a critical early project for Metrolink's SCORE program. In addition to the double track, the project includes: a pedestrian underpass and second platform at Rialto Station on the south side of the tracks, station area upgrades to meet current ADA standards, intertrack fencing, and vehicular ADA compliant safety improvements at four street crossings.



F. Appendices

Section 17. Projects Programming Request Forms

Planning, Programming, and Monitoring

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2023 15:27:37
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			9811	San Bernardino Associated Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jamie Carone			909-884-8276	jcarone@gosbcta.com	

Project Title

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring
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	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:	65,34,36,59,60,61,62,63	Senate:	32,17,18,29,31	Congressional:	25,41,26,42,43
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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)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/12/2023 15:27:37

Purpose and Need

To cover costs related to regional transportation planning including the following: 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 RTIP's 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 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

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 County				9811

Project Title
Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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		1,495	1,495	1,495	1,495	1,393		7,373	
TOTAL		1,495	1,495	1,495	1,495	1,393		7,373	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									\$570 CON voted 07/20/06
R/W SUP (CT)									\$570 CON voted 07/26/07
CON SUP (CT)									\$1200 CON voted 07/24/08
R/W									\$1200 CON voted 10/15/09
CON									\$1200 CON voted 07/01/10
									\$1200 CON voted 08/11/11
TOTAL									\$1200 CON voted 09/27/12
									\$1200 CON voted 08/06/13
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,495	1,495	1,495	1,495	1,393		7,373	
TOTAL		1,495	1,495	1,495	1,495	1,393		7,373	

I-10 Corridor Freight and Managed Lane Project:
Sierra Ave to Pepper Ave, Contract 2B

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	12/15/2023 12:34:02
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	1P720	0824000094	1326	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou	10	16.600	21.000		
			MPO	Element	
			SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

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

The Contract 2B component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going eastbound (EB) between Sierra Ave and Cedar Ave and EB and westbound (WB) between Riverside Ave and Pepper Ave. The overall I-10 Corridor Freight and Managed Lane Project will provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. See "Additional Information" section for more information.

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
Project Milestone				Existing	Proposed
Project Study Report Approved				04/15/2016	
Begin Environmental (PA&ED) Phase				09/01/2012	09/01/2012
Circulate Draft Environmental Document	Document Type	EIR/EIS		04/01/2016	04/01/2016
Draft Project Report				03/15/2016	03/15/2016
End Environmental Phase (PA&ED Milestone)				07/06/2017	07/06/2017
Begin Design (PS&E) Phase				07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)				11/01/2024	06/30/2025
Begin Right of Way Phase				01/01/2023	01/01/2023
End Right of Way Phase (Right of Way Certification Milestone)				11/01/2024	06/30/2025
Begin Construction Phase (Contract Award Milestone)				05/01/2025	12/15/2025
End Construction Phase (Construction Contract Acceptance Milestone)				05/01/2027	12/15/2028
Begin Closeout Phase				05/01/2027	12/15/2028
End Closeout Phase (Closeout Report)				05/01/2028	12/15/2029

Date 12/15/2023 12:34:02

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Contract 2B component is a necessary component to be able to achieve the purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct one lane in each direction on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton. Contract 2B will construct approximately 9.4 lane miles and approximately 1.8 miles of auxiliary lanes. The outputs that will be delivered as part of the TSP Component of the I-10 Corridor Freight and Managed Lane Project are tolling system infrastructure necessary for the lanes constructed under Contract 2B to operate as HOT lanes.

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	1.8
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	9.4

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Additional Information

The preconstruction phase of this project is being delivered under PPNO 3019M. All preconstruction funding is removed from this ePPR and shown under PPNO 3019M to eliminate duplication of fund data,
This project is one of the three child projects that will construct and deliver the entire project scope of the project.

"Scope and Location" section continued:
The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P720	0824000094	1326

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	39,280							39,280	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)				6,992				6,992	San Bernardino County Transportatio
R/W	3,000							3,000	San Bernardino County Transportatio
CON			247,278	47,250				294,528	San Bernardino County Transportatio
TOTAL	42,280		247,278	54,242				343,800	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				301,520				301,520	
TOTAL				301,520				301,520	

Fund #1:	State SB1 TCEP - Federal Trusted Fund (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio TCEP funds will not be used on this contract; however, it is required to identify TCEP as a fund source in order to finalize the ePPR in CalSMART.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration 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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio SBCTA will request an advance allocation of RIP funds if necessary. CON includes \$6.992M in Caltrans support costs.
PS&E									
R/W SUP (CT)									
CON SUP (CT)				6,992				6,992	
R/W									
CON				47,250				47,250	
TOTAL				54,242				54,242	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SBCTA will request an advance allocation of RIP funds if necessary; \$6.992M may be used for Caltrans support costs.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,889				72,889	
TOTAL				72,889				72,889	

Fund #4:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation PS&E includes \$8.680M in SBCTA Project Management costs.
PS&E	19,280							19,280	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON			247,278					247,278	
TOTAL	22,280		247,278					269,558	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				228,631				228,631	
TOTAL				228,631				228,631	

ZEMU Conversion

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2023 15:48:22
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			1288	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Joy Buenaflor			909-884-8276	jbuenaflor@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

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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	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

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

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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 (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	482	963	-481

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County				1288

Project Title
Zero-Emission Multiple Unit Conversion Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	24-25	25-26	26-27	27-28	28-29	29-30+	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	

State Route 62 Street Improvements Project Phase 2B

Amendment (Existing Project) ☐ YES ☒ NO

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Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ 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 Cou	62 U	R 30.750 R	R 32.250 R		
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Richard Pedersen			760-801-7615	richardpedersen@caa.inc	

Project Title

State Route 62 Street Improvements Project Phase 2B

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

In the City of Twentynine Palms, on State Route 62 from 524' east of Encelia Avenue to Larrea Avenue. Construct curbs, gutters, and sidewalks, on the north side of State Route 62 and a raised median on SR 62. The project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms Wash.

Component	Implementing Agency
PA&ED	City of Twentynine Palms
PS&E	City of Twentynine Palms
Right of Way	City of Twentynine Palms
Construction	City of Twentynine Palms

Legislative Districts

Assembly:	34	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/10/2010	
Begin Environmental (PA&ED) Phase		01/01/2011
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	06/05/2013
Draft Project Report		11/04/2013
End Environmental Phase (PA&ED Milestone)		03/22/2019
Begin Design (PS&E) Phase		03/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2025
Begin Right of Way Phase		03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2025
Begin Construction Phase (Contract Award Milestone)		07/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2027
Begin Closeout Phase		07/01/2027
End Closeout Phase (Closeout Report)		11/01/2027

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Purpose and Need

Purpose:
- Develop a concept plan for lane configurations, raised medians, and sidewalks that adheres to the arterial roadway standard established by the City General Plan Circulation Element;
- Allow for the smooth progression of vehicular, bicycle, and pedestrian traffic;
- Implement improvements consistent with the concept plan along sections of SR-62 between Encelia Avenue and Split Rock Avenue; and,
- Establish a “sense of place” along SR-62 with a variety of aesthetic improvements in coordination with a consistent concept plan.

Need:
Currently, there are inconsistent improvements along the SR-62 Project corridor that have occurred over time without the benefit of a coordinated design concept or consistent adherence to a particular roadway standard. If a coordinated design is not established it will result in future inconsistent improvements and further cost to the City of Twentynine Palms both in terms of retrofit costs and the loss of potential development or investment in the City. In addition to developing a concept plan, improvements need to be implemented to start widening, in phases, SR-62 to ultimate street standards between Encelia Avenue and Split Rock Avenue. In addition, the area lacks identity as a separate city along the State Highway.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 3	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
ADA Improvements	New sidewalk	LF	2,691
Facilities	Facility Improvement	EA	1
Operational Improvement	Shoulder widening	EA	1

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Additional Information

The "Shoulder Improvement" is widening the shoulder approximately 2691 feet in length.
The "Facility Improvement" is a raised median approximately 2400' in length.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	6	0	6

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	62			

Project Title
State Route 62 Street Improvements Project Phase 2B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Twentynine Palms
PS&E									City of Twentynine Palms
R/W SUP (CT)									City of Twentynine Palms
CON SUP (CT)									City of Twentynine Palms
R/W									City of Twentynine Palms
CON									City of Twentynine Palms
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	400							400	
PS&E	350							350	
R/W SUP (CT)									
CON SUP (CT)		120						120	
R/W									
CON				4,500				4,500	
TOTAL	750	120		4,500				5,370	

Fund #1:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	400							400	
PS&E	350							350	
R/W SUP (CT)									
CON SUP (CT)		120						120	
R/W									
CON									
TOTAL	750	120						870	

Fund #2:	Other State - RIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,500				4,500	
TOTAL				4,500				4,500	

The National Trails Highway Bridge Replacements Project

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/15/2023 08:34:17	
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 Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Arlene Chun			909-387-8167	arlene.chun@dpw.sbcounty.gov	

Project Title

National Trails Highway Bridges Replacement Project Phase 1

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

The National Trails Highway Bridges Replacement Project Phase 1 includes replacing 5 bridges along the National Trails Highway between 17.74 miles east of Crucero Road and 19.92 miles east of Crucero Road. These 5 bridges address existing gaps in service in a vital rural transportation corridor which a full closure would result in national impacts on interstate commerce, national security and the preservation of one of America's historical treasures. The National Trails Highway Bridges Replacement Project is located on a section of National Trails Highway, from the town of Daggett to Amboy Road through an essential section of the historic U.S. Route 66 (also known as "National Trails Highway" or "Route 66").

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

Legislative Districts

Assembly:	34	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2026	
Begin Environmental (PA&ED) Phase		11/01/2023
Circulate Draft Environmental Document	Document Type EIR	05/01/2024
Draft Project Report		05/01/2025
End Environmental Phase (PA&ED Milestone)		05/01/2025
Begin Design (PS&E) Phase		06/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		12/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2027
Begin Construction Phase (Contract Award Milestone)		01/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		02/01/2028
Begin Closeout Phase		03/01/2028
End Closeout Phase (Closeout Report)		03/01/2029

Date 12/15/2023 08:34:17

Purpose and Need

The 5 existing bridges at Retiro Ditch, Cereza Ditch, Banta Ditch, Ballona Ditch and Emden Ditch will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	New local road bridge structures/tunnels	SQFT	2,250

Date 12/15/2023 08:34:17

Additional Information

Operational Benefits I-40 Vehicle Volume -Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour): 7,464 Autos, 6,431 Trucks
Full Project: 7,464 Autos, 6,431 Trucks

Operational Benefits 29 Palms Vehicle Volume-Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour)
101,955 Autos, 87,845 Trucks
Full Project: 101,955 Autos, 87,845 Trucks

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,014,395	2,626,313	-1,611,918
			VMT per Capita	379,923	983,637	-603,714
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	274	344	-70
			PM 10 Tons	1,097	1,375	-278
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	28,160	35,303	-7,143
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	54,116	67,843	-13,727
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	203,695	1,737	201,958

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County				
Project Title					
National Trails Highway Bridges Replacement Project Phase 1					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				17,700				17,700	
TOTAL				17,700				17,700	

Fund #1:	Local Funds - RIP-National Highway System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									FY 26-27 (5 bridges – \$17.7M): \$12.000M LPP + \$5.700M STIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,700				5,700	
TOTAL				5,700				5,700	

Fund #2:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County
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				12,000				12,000	
TOTAL				12,000				12,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/14/2023 16:23:06	
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 Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Arlene Chun			909-387-8167	arlene.chun@dpw.sbcounty.gov	

Project Title

National Trails Highway Bridges Replacement Project Phase 2

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

The National Trails Highway Bridges Replacement Project Phase 2 includes replacing 9 bridges along the National Trails Highway between 0.6 miles east of Dagget-Yermo Road and 0.35 miles west of Hidden Springs Road. These 9 bridges address existing gaps in service in a vital rural transportation corridor which a full closure would result in national impacts on interstate commerce, national security and the preservation of one of America's historical treasures. The National Trails Highway Bridges Replacement Project is located on a section of National Trails Highway, from the town of Daggett to Amboy Road through an essential section of the historic U.S. Route 66 (also known as "National Trails Highway" or "Route 66").

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

Legislative Districts

Assembly:	34	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2026	
Begin Environmental (PA&ED) Phase		11/01/2023
Circulate Draft Environmental Document Document Type CE		05/01/2024
Draft Project Report		05/01/2025
End Environmental Phase (PA&ED Milestone)		05/01/2025
Begin Design (PS&E) Phase		06/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		12/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2027
Begin Construction Phase (Contract Award Milestone)		03/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2029
Begin Closeout Phase		04/01/2029
End Closeout Phase (Closeout Report)		04/01/2030

Date 12/14/2023 16:23:06

Purpose and Need

The 9 existing bridges located at Lake Ditch, Green Ditch, Blue Ditch, Crimp Ditch, Ant Ditch, Powerline Ditch, Bloom Ditch, Crest Ditch and Signal Ditch will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	New local road bridge structures/tunnels	SQFT	3,900

Date 12/14/2023 16:23:06

Additional Information

Operational Benefits I-40 Vehicle Volume -Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour): 7,464 Autos, 6,431 Trucks
Full Project: 7,464 Autos, 6,431 Trucks

Operational Benefits 29 Palms Vehicle Volume-Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour)
101,955 Autos, 87,845 Trucks
Full Project: 101,955 Autos, 87,845 Trucks

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,014,395	2,626,313	-1,611,918
			VMT per Capita	379,923	983,637	-603,714
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	274	344	-70
			PM 10 Tons	1,097	1,375	-278
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	28,160	35,303	-7,143
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	54,116	67,843	-13,727
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	203,695	1,737	201,958

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County				
Project Title					
National Trails Highway Bridges Replacement Project Phase 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					18,800			18,800	
TOTAL					18,800			18,800	

Fund #1:	Local Funds - Local Partnership Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									• FY 27-28 (9 bridges - \$18.8M): \$6M LPP + \$12.8M STIP TOTAL
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,000			6,000	
TOTAL					6,000			6,000	

Fund #2:	Other State - RIP-National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									FY 27-28 (9 bridges - \$18.8M): \$6M LPP + \$12.8M STIP TOTAL
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,800			12,800	
TOTAL					12,800			12,800	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/14/2023 16:29:51	
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 Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Arlene Chun			909-387-8167	arlene.chun@dpw.sbcounty.gov	

Project Title

National Trails Highway Bridges Replacement Project Phase 3

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

The National Trails Highway Bridges Replacement Project Phase 3 includes replacing 8 bridges along the National Trails Highway between 0.92 miles west of Fort Cady Road and 8.74 miles east of Hector Road. These 8 bridges address existing gaps in service in a vital rural transportation corridor which a full closure would result in national impacts on interstate commerce, national security and the preservation of one of America's historical treasures. The National Trails Highway Bridges Replacement Project is located on a section of National Trails Highway, from the town of Daggett to Amboy Road through an essential section of the historic U.S. Route 66 (also known as "National Trails Highway" or "Route 66").

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

Legislative Districts

Assembly:	34	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2026	
Begin Environmental (PA&ED) Phase		11/01/2023
Circulate Draft Environmental Document	Document Type EIR	05/01/2024
Draft Project Report		05/01/2025
End Environmental Phase (PA&ED Milestone)		05/01/2025
Begin Design (PS&E) Phase		06/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		12/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2027
Begin Construction Phase (Contract Award Milestone)		04/01/2029
End Construction Phase (Construction Contract Acceptance Milestone)		04/01/2030
Begin Closeout Phase		05/01/2030
End Closeout Phase (Closeout Report)		05/01/2031

Date 12/14/2023 16:29:51

Purpose and Need

The 8 existing bridges located at Blossom Ditch, Lava Ditch, Hector Wash, East Hector Wash, Cloud Ditch, Mountain Wash, Palm Ditch and Camp Ditch will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	New local road bridge structures/tunnels	SQFT	3,425

Date 12/14/2023 16:29:51

Additional Information

Operational Benefits I-40 Vehicle Volume -Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour): 7,464 Autos, 6,431 Trucks
Full Project: 7,464 Autos, 6,431 Trucks

Operational Benefits 29 Palms Vehicle Volume-Existing Average Annual Vehicle Volume on Project Segment-No Build Alternative (Detour)
101,955 Autos, 87,845 Trucks
Full Project: 101,955 Autos, 87,845 Trucks

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,014,395	2,626,313	-1,611,918
			VMT per Capita	379,923	983,637	-603,714
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	274	344	-70
			PM 10 Tons	1,097	1,375	-278
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	28,160	35,303	-7,143
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	54,116	67,843	-13,727
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	203,695	1,737	201,958

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County				

Project Title
National Trails Highway Bridges Replacement Project Phase 3

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						21,800		21,800	
TOTAL						21,800		21,800	

Fund #1:	Other State - RIP-National HWY System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									FY 28-29 (8 bridges - \$21.8M): \$21.8M STIP TOTAL
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						21,800		21,800	
TOTAL						21,800		21,800	

The Metrolink San Bernardino Line Double Track Project

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/15/2023 12:27:58
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 Cou					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Victor Lopez			909-884-8276	vlopez@gosbcta.com	

Project Title

Metrolink San Bernardino Line – Double Track

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

The Metrolink SBL Capacity Project is located near the City of Rialto, on the San Bernardino Line (SBL) in San Bernardino County, and directly connecting to Los Angeles County. The Project will complete the final design and construction of a 0.7-mile segment of double track on Metrolink's San Bernardino Line (San Gabriel Subdivision) from CP Lilac to just west of Sycamore Avenue.

Component	Implementing Agency
PA&ED	Southern California Regional Rail Authority
PS&E	Southern California Regional Rail Authority
Right of Way	Southern California Regional Rail Authority
Construction	Southern California Regional Rail Authority

Legislative Districts

Assembly: 47 Senate: 20 Congressional: 33

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/01/2016
Circulate Draft Environmental Document Document Type ND/MND		04/16/2018
Draft Project Report		04/16/2018
End Environmental Phase (PA&ED Milestone)		10/03/2018
Begin Design (PS&E) Phase		07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		02/16/2026
Begin Right of Way Phase		11/15/2024
End Right of Way Phase (Right of Way Certification Milestone)		02/16/2026
Begin Construction Phase (Contract Award Milestone)		01/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)		01/30/2029
Begin Closeout Phase		03/30/2029
End Closeout Phase (Closeout Report)		03/30/2030

Date 12/15/2023 12:27:58

Purpose and Need

Strategic double-tracking, track, terminal, and facility improvements are designed to build on SCORE Phase 1 and provide the infrastructure needed to expand reliable bi-directional 30-minute service. This Project provides additional capacity and operational flexibility needed to achieve the service levels and ridership growth associated with the SCORE Phase 1 projects funded by the Transit and Intercity Rail Capital Program (TIRCP) in 2018.

The Project addresses the following specific issues:

- Continuing need to address the demand for inter-and intra-county commuters traveling within and between Inland Empire and Los Angeles County, providing a critical connection between downtown LA and coastal jobs and inland housing.
- Continuing need to expand 30-minute bi-directional service into the off-peak hours.
- Continuing need to improve service reliability and frequency in peak commuter directions as well as reverse peak.
- Need additional capacity and operational flexibility to ensure better connectivity and timed transfers between Metrolink and Amtrak, and Metro Rail and regional bus operators, as well as Arrow service at San Bernardino - Downtown Station (2023), Brightline HSR at Rancho Cucamonga Station (2028 or sooner).
- Need to support burgeoning transit-oriented and transit-adjacent development near Rialto Station, and along the entire San Bernardino Line, with more frequent, reliable service.
- Need to improve access at Rialto Station as service and related ridership increases.
- Need to increase safety at four at-grade rail/highway crossings in the Project Area, where three fatalities have occurred in the last 20 years, including two involving pedestrians who walked around the gates to cross the tracks while trains passed through.
- Need to reduce vehicle queueing, idling, GHG emissions and wasted time at Project Area at-grade crossings.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	0.7
Rail/ Multi-Modal	Station improvements	EA	1
Operational Improvement	Intersection / Signal improvements	EA	4

Date 12/15/2023 12:27:58

Additional Information

Implementing agency for PA&ED is San Bernardino County Transportation Authority.

Operational Improvements under the Category and Outputs section refers to four at-grade rail/highway crossing improvements.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	11,927,391	11,948,000	-20,609
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-1,832	0	-1,832
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	23,927	24,453	-526
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.49	1.5	-0.01
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-59,323	0	-59,323
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-6	0	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-156	0	-156
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-31	0	-31
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.5	0.5	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	930	932	-2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	34	34	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	651	0	651
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.6	0	6.6
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County				

Project Title
Metrolink San Bernardino Line – Double Track

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Southern California Regional Rail Au
PS&E									Southern California Regional Rail Au
R/W SUP (CT)									Southern California Regional Rail Au
CON SUP (CT)									Southern California Regional Rail Au
R/W									Southern California Regional Rail Au
CON									Southern California Regional Rail Au
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,322							2,322	
PS&E		10,940						10,940	
R/W SUP (CT)									
CON SUP (CT)									
R/W		460						460	
CON					72,858			72,858	
TOTAL	2,322	11,400			72,858			86,580	

Fund #1:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	1,584							1,584	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,584							1,584	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	738							738	
PS&E		6,485						6,485	
R/W SUP (CT)									
CON SUP (CT)									
R/W		460						460	
CON									
TOTAL	738	6,945						7,683	
Fund #3:	Local Funds - Measure I Local Transportation Sales Tax (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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		4,455						4,455	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,455						4,455	

Fund #4:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									An advance allocation will be requested if necessary.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					56,348			56,348	
TOTAL					56,348			56,348	
Fund #5:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									SB 125 Formula TIRCP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,510			16,510	
TOTAL					16,510			16,510	

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

Minute Action

AGENDA ITEM: 30

Date: September 6, 2023

Subject:

2024 State Transportation Improvement Program

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve the following programming proposals to be submitted to the California Transportation Commission for inclusion in the 2024 State Transportation Improvement Program:

A. Deprogram \$18.647 million of Regional Improvement Program (RIP) funds in Fiscal Year (FY) 2025/2026 for construction of the US 395 Phase 2 Project from Interstate 15 (I-15) to Palmdale Road as these have been replaced with Surface Transportation Block Grant Program funds.

B. Propose programming an additional \$4.210 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 Interstate 10 Corridor Contract 2 project from I-15 to Pepper Avenue in the City of Colton, increasing the RIP funds from \$54.242 million to \$72.889 million in FY 2025/2026.

D. Nominate the State Route 62 Street Improvements Project Phase 2B, from Encelia Avenue to Larrea Avenue in the City of Twentynine Palms, and program \$4.5 million of RIP funds for construction in FY 2026/2027.

E. Nominate the National Trails Highway Bridges Replacements Project in the North Desert Subarea and program \$5.7 million, \$12.8 million and \$21.8 million of RIP funds for construction in FY 2026/2027, FY 2027/2028, and FY 2028/2029, respectively.

F. Maintain the programming for the Zero-Emission Multiple Unit Conversion Project of \$7.5 million of RIP funds for construction in FY 2026/2027.

G. Nominate the Metrolink San Bernardino Line Double Track Project, from Control Point Lilac to Sycamore in the City of Rialto, and program \$56.348 million of RIP funds for construction in FY 2027/2028.

H. Authorize staff to make adjustments to programming amounts and programming years of the proposed projects based on additional discussion with project sponsors and California Transportation Commission staff.

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

Entity: San Bernardino County Transportation Authority

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 an annual indexing of fuel taxes to inflation to stop the degradation of STIP funding revenue.

The California Transportation Commission (CTC) is responsible for developing STIP guidelines, approving the programming of projects submitted by regions and Caltrans for inclusion in the STIP, allocating the STIP funds, and monitoring the delivery of STIP projects. When considering the statewide nominations, CTC staff work 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 final 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.

In December 2020, the Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was passed and apportioned almost \$912 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 with 60% being distributed to state programs and 40% being distributed to regional programs. The CTC further divided the regional share with 50% to be administered through the STIP and 50% to be administered through Caltrans Local Assistance. The one-time apportionment of CRRSAA funds being administered through the STIP and available to the San Bernardino County region was adopted as part of the 2022 STIP.

2024 STIP Programming Capacity

The 2024 STIP programming cycle will begin with the CTC adopting the final 2024 STIP FE at the regularly scheduled August 2023 Commission meeting. The FE identified \$3.460 billion of programming capacity available statewide over the next five years (FY 2024/2025 to FY 2028/2029). Of the \$3.460 billion in total estimated program capacity over the 2024 STIP FE period, new STIP capacity currently available for programming is about \$1.674 billion. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (FY 2027/2028 and FY 2028/2029).

San Bernardino County Transportation Authority

The total current STIP share for San Bernardino County is \$138.311 million. Table 1 shows the current STIP Programming for San Bernardino County totaling \$156.894 million, which exceeds the programming capacity by \$18.583 million. The target 2024 STIP RIP share for San Bernardino County is \$84.196 million and the maximum share is \$337.131 million of new programming capacity. However, when the current over-programming of \$18.583 million is accounted for in addition to the return of a previously programmed but unallocated amount for the West Valley Connect project, the target share becomes \$105.358 million and the maximum share becomes \$358.293 million. 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.

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

Project	Allocated or Extended	2023/24	2024/25	2025/26	2026/27
Planning, Programming, and Monitoring	\$1,068		\$1,055	\$1,054	\$1,054
I-15 Corridor Contract 1 Construction ¹	\$72,274				
I-10 Corridor Contract 2 Construction				\$54,242	
US 395 Phase 2 Construction				\$18,647	
Zero-Emission Multiple Unit Conversion					\$7,500
Total RIP Programmed	\$73,342		\$1,055	\$73,943	\$8,554
CRRSAA STIP I-10 Corridor Contract 2 Design	\$11,949				
Total RIP County Share (as of June 30, 2023)²			\$138,311		
Total Programmed/Allocated Since July 1, 2022²			\$156,894		
Unprogrammed Share Balance			\$0		
RIP Share Balance Advanced/Overdrawn			\$18,583		

¹Allocation deadline extended from FY 2022/2023 to FY 2023/2024.

²Total does not include Federal Relief Fund allocation.

2024 STIP Programming - Recommended Priorities

The 2024 STIP cycle will include the current programming in FY 2024/25 and beyond. That programming, along with the new programming capacity, results in a total programming capacity of up to \$188.910 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 mostly in FY 2027/2028 and FY 2028/2029, with some capacity in 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 will be incorporated into the 2024 Update to the 10-Year Delivery Plan. Descriptions of the proposed programming are indicated below.

Recommendation A

The \$18.647 million of RIP funds programmed on the US 395 Phase 2 project were replaced with Surface Transportation Block Grant Program (STP) funds during the recent programming exercise aimed at maximizing STP programming prior to Southern California Association of Governments assuming project selection responsibilities for STP funds. This programming San Bernardino County Transportation Authority

change was made as the RIP programming that resulted from final approval of the 2022 STIP did not align with the construction schedule. Staff recommends deprogramming the RIP funds so that these funds are available for another project.

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 \$7.373 million for PPM in San Bernardino County with the FY 2028/2029 programming limited to \$1.393 million. Staff recommends continuing to program the maximum allowed for this purpose. Adjustments are recommended to current programming in FY 2024/2025 through FY 2026/2027 to maximize funding within the 5% limit and to provide a more uniform amount for budgeting purposes. After programming PPM funds, the programming capacity remaining is \$181.537 million.

Recommendation C

Current STIP programming identifies \$54.242 million and \$18.647 million in FY 2025/2026 for the Interstate 10 (I-10) Corridor Freight and Express Lanes Project – Contract 2 (I-10 Corridor Contract 2 Project) and the US 395 – Phase 2 Freight Mobility and Safety Project, respectively. The I-10 Corridor Contract 2 Project will construct a single express lane in each direction from just east of Interstate 15 (I-15) to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 Express Lanes currently under construction, with construction planned under two construction contracts in FY 2024/2025 and FY 2025/2026. Staff recommends transferring the \$18.647 million removed from the US 395 Phase 2 project in Recommendation A to the I-10 Corridor Contract 2 Project to reduce the Measure I bonding need. There is no change to the overall programmed amount of \$72.889 million currently programmed in FY 2025/2026. This leaves \$108.648 million of programming capacity available for other projects.

Recommendation D

The State Route (SR) 62 Street Improvements Phase 2B Widening Project (Project) in the City of Twentynine Palms will construct curbs, gutters, sidewalks, and raised medians on SR 62 from Encelia Avenue to Larrea Avenue. The Project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms wash. The Morongo Basin Subarea has determined this project to be the #1

San Bernardino County Transportation Authority

Regional Priority, and it was identified to receive Federal funds in the 2021 Update to the 10-Year Delivery Plan. The construction phase is anticipated to begin in FY 2026/2027, with a current cost estimate of \$4.5 million. This leaves \$104.148 million of programming capacity available for other projects.

Recommendation E

The National Trails Highway Bridges Replacements Project (Project) will replace 33 bridges less than 20 feet in length on the National Trails Highway. The North Desert Subarea has determined this project to be the #1 Regional Priority, and it was identified to receive Federal funds in the 2021 Update to the 10-Year Delivery Plan. The Project will be constructed in phases pending funding availability. STP funds were recently programmed for the replacement of six of these bridges. Staff recommends programming \$40.300 million, which will partially cover the cost to replace 22 bridges. Staff will bring a future item for allocation of the estimated \$18 million required to fully fund these 22 bridges. This leaves \$63.848 million of programming capacity available for other projects.

Recommendation F

With the completion of the Redlands Passenger Rail Project, \$7.5 million is currently programmed to partially fund the procurement of three zero-emission multiple unit railcars for the Arrow Service. The procurement of these units was requested by the State of California in conjunction with the award of Transit and Intercity Rail Capital Program funds to develop near zero-emission railcar technology. Staff recommends maintaining the current programming for this project. This leaves \$56.348 million of programming capacity available for other projects.

Recommendation G

The Metrolink San Bernardino Line Double Track Project (Project) will complete construction of a 0.7-mile segment of double track from Control Point Lilac to just west of Sycamore Avenue in the City of Rialto. The project segment straddles Rialto Station and has been identified as a critical early project for Metrolink's Southern California Optimized Rail Expansion (SCORE) program. In addition to the double track, the project includes: a pedestrian underpass and second platform at Rialto Station on the south side of the tracks, station area upgrades to meet current Americans with Disabilities Act (ADA) standards, intertrack fencing, and vehicular and ADA compliant safety improvements at four street crossings, thereby making the segment quiet-zone ready. Remaining programming capacity available equals \$56.348 million, and staff recommends programming this amount on the construction phase.

Table 2 on the following page details proposed programming for the 2024 STIP by fiscal year.

Table 2
Proposed 2024 STIP Programming for San Bernardino County (1,000s)
(Amendments and Additions shown in bold)

	2024/25	2025/26	2026/27	2027/28	2028/29
Planning, Programming, and Monitoring	\$1,055	\$1,054	\$1,054		
Planning, Programming, and Monitoring	\$440	\$441	\$441	\$1,495	\$1,393
I-10 Corridor Contract 2 Construction		\$54,242			
I-10 Corridor Contract 2 Construction		\$18,647			
US 395 Phase 2 Construction		\$18,647			
US 395 Phase 2 Construction		(\$18,647)			
SR 62 Street Improvements			\$4,500		
National Trails Highway Bridges Replacements			\$5,700	\$12,800	\$21,800
Zero-Emission Multiple Unit (ZEMU) Procurement			\$7,500		
Metrolink San Bernardino Line Double Track				\$56,348	
Total RIP Programmed	\$1,495	\$74,384	\$19,195	\$70,643	\$23,193
Total RIP Capacity/Proposed Programming	\$188,910/\$188,910				

With SBCTA Board of Director approval, staff will submit the proposed 2024 STIP programming to Southern California Association of Governments for the required analysis of regional performance measures and to the CTC by the December 15, 2023, deadline. The CTC is required to adopt the 2024 STIP by April 1, 2024, and will publish CTC staff recommendations at least 20 days prior to the adoption of the STIP. It should be noted that changes to the programming years may be necessary as CTC staff coordinates annual programming statewide.

Financial Impact:

This item has no financial impact on the Fiscal Year 2023/2024 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on August 9, 2023.

Responsible Staff:

Jamie Carone, Management Analyst III

RESULT: APPROVED [UNANIMOUS]
MOVER: L. Dennis Michael, City of Rancho Cucamonga
SECONDER: Frank Navarro, City of Colton
AYES: Ramos, Bishop, Herrick, Ulloa, Marquez, Navarro, Warren, Rodriguez-Robles, Swanson, McCallon, Dutrey, Jernigan, Michael, Robertson, Tran, Klink, Jones, Duncan, Denison, Cook, Armendarez, Rowe, Hagman, Baca Jr., Hernandez, Jindal, Breitling (Alt.)
ABSENT: Wapner, Barich

Approved
Board of Directors
Date: September 6, 2023

Witnessed By:


Marleana Roman, Clerk of the Board 09/06/2023

San Bernardino County Transportation Authority

Section 19. Fact Sheet



cta

San Bernardino County
Transportation Authority

SBCTA 2024 Regional Transportation Improvement Program

San Bernardino County Transportation Authority (SBCTA) is pleased to submit the following projects in the 2024 Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2024 State Transportation Improvement Program (STIP).

- I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B
- State Route 62 Street Improvements Project Phase 2B
- National Trails Highway Bridges Replacement Project
- Metrolink San Bernardino Line Double Track Project
- Zero Emission Multiple Unit (ZEMU) Conversion Project



METROLINK



SBCTA's RTIP programming decisions are guided by the region's and state's top priorities and are 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 (GHG) emissions reductions, without damaging the economy or our region's competitiveness. Projects from both the long-range Strategic Plan and the near-term SBCTA 10-Year Delivery Plan have been incorporated into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which reflect broader goals of the California Transportation Plan (CTP) and the Climate Action Plan for Transportation Infrastructure (CAPTI).

Proposed projects reflect priorities defined in SBCTA's Countywide Transportation Plan (CTP) by incorporating strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists and pedestrians. The projects identified in the 2024 RTIP are representative of the overall objective of the CTP to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors.

SBCTA's 2024 RTIP also prioritizes and reflects the goals identified in the broader Inland Empire Comprehensive Multimodal Corridor Plan including improving safety and mobility for all modes of travel and delivering transportation projects and services to promote economic competitiveness, affordable housing, environmental quality, and overall sustainability. Projects identified in this Plan to accomplish these goals include I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B and the ZEMU Conversion project.

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the 2020-2045 RTP/SCS, also known as "Connect SoCal 2020" which reflects the commitment to improve the region's mobility, sustainability, and economy and demonstrates how the region will reduce GHG emissions and meet federal transportation conformity requirements. There are four core categories that define the Connect SoCal Plan: mobility, communities, environment, and economy. The projects identified in the SBCTA 2024 RTIP will produce benefits consistent with the intended benefits of Connect SoCal; these benefits are mobility, safety, health, travel-time reliability, air quality, economic productivity, environmental justice and transportation asset condition.

SBCTA 2024 RTIP Project Benefits



I-10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

- Advances a resilient and efficient goods movement system that supports economic vitality
- Improves air quality in an area identified as a disadvantaged community
- Reduces travel time and GHG emissions
- Increases the use of carpooling
- Provides Bottleneck Relief
- Advances zero-emission vehicle (ZEV) infrastructure

State Route 62 Street Improvements Project Phase 2B

- Supports other modes of travel through the addition of sidewalks
- Improves shared mobility options

National Trails Highway Bridges Replacement Project

- Meets the goal of system preservation resilience
- Maintains operational efficiency
- Improves goods movement and services to the area and surrounding regions that depend on this road
- Maintains connectivity for surrounding communities

Metrolink San Bernardino Line Double Track Project

- Supports the need for multimodal integration
- Provides a critical connection between LA and coastal jobs and inland housing expanding access to jobs, goods, and education
- Increases access and equity for the surrounding community
- Increases safety at three at-grade rail/highway crossings in the project area
- Reduces vehicle queuing, idling, GHG emissions and wasted time at project area at-grade crossings
- Enhances transportation safety and security

ZEMU Conversion Project

- Reduces GHG emissions with the conversion of diesel multiple units to zero-emission, hybrid hydrogen/battery-operated vehicles
- Advances ZEV technology

Environmental Priorities

In addition to addressing local and regional priorities, the proposed project list also includes many of the state's top priorities identified in both the CTP 2050 Recommendations and CAPTI. These priorities include the following goals and recommendations: improve goods movement systems and infrastructure; improve transit, rail, and shared mobility options; advance ZEV technology and supportive infrastructure; seek sustainable, long-term transportation funding mechanisms; and expand access to jobs, goods, and education. The projects identified in the 2024 RTIP will also aid in facilitating the strategies identified in CAPTI such as supporting light, medium, and heavy duty zero-emission vehicles and infrastructure and adhering to Executive Order N-79-20 by prioritizing transit, passenger rail, active transportation, and complete streets.

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Section 20. Documentation on Coordination with Caltrans District (Optional – N/A)

Section 21. Detailed Project Programming Summary Table

Section 21. Detailed Project Programming Table 1

(\$ in thousands)

San Bernardino																	
						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project		Total	Prior	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
STIP Projects at Fund Estimate (August 2023)																	
Highway Projects:																	
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		3,163	0	1,055	1,054	1,054	0	0	0	3,163	0	0	0	0
SBCTA	loc	0167M	Rt 15 Express Lanes, Cantu Galleano-Foothill, Contract 1 (TCEP)	Ext Apr-24	72,274	72,274	0	0	0	0	0	0	72,274	0	0	0	0
SBCTA	loc	3019M	Rt 10 Managed Lane, Rt 15-Pepper Av, Contract 2 (TCEP)		54,242	0	0	54,242	0	0	0	0	54,242	0	0	0	0
SBCTA	loc	3019L	Rt 395 Freight Mobility, Rt 15-Rt 18, Ph2 (TCEP)		18,647	0	0	18,647	0	0	0	0	18,647	0	0	0	0
Subtotal, Highway Projects					149,394	73,342	1,055	73,943	1,054	0	0	0	149,394	0	0	0	0
Rail and Transit Project Projects:																	
SBCTA	rail	1288	Redlands Passenger Rail - convert DMUs to ZEMUs		7,500	0	0	0	7,500	0	0	0	7,500	0	0	0	0
Subtotal, Rail and Transit Projects					7,500	0	0	0	7,500	0	0	0	7,500	0	0	0	0
Total Existing STIP Projects					156,894	73,342	1,055	73,943	8,554	0	0	0	156,894	0	0	0	0
PROPOSED 2024 PROGRAMMING																	
Highway Project Proposals:																	
SBCTA		9811	Planning, programming, and monitoring		2,817	0	440	441	441	1,495	0	0	2,817	0	0	0	0
SBCTA		9811	Planning, programming, and monitoring		1,393	0	0	0	0	0	1,393	0	1,393	0	0	0	0
SBCTA	loc	3019M	Rt 10 Managed Lane, Rt 15-Pepper Av, Contract 2 (TCEP)	delete	-54,242	0	0	-54,242	0	0	0	0	-54,242	0	0	0	0
SBCTA	loc	1326	Rt 10 Managed Lane, Sierra Av-Pepper Av, Contract 2B	NEW	72,889	0	0	72,889	0	0	0	0	72,889	0	0	0	0
SBCTA	loc	3019L	Rt 395 Freight Mobility, Rt 15-Rt 18, Ph2 (TCEP)	delete	-18,647	0	0	-18,647	0	0	0	0	-18,647	0	0	0	0
City of Twentynine Palms	loc	NEW	SR 62 Street Improvements Phase 2B	NEW	4,500	0	0	0	4,500	0	0	0	4,500	0	0	0	0
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 1	NEW	5,700	0	0	0	5,700	0	0	0	5,700	0	0	0	0
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 2	NEW	12,800	0	0	0	0	12,800	0	0	12,800	0	0	0	0
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 3	NEW	21,800	0	0	0	0	0	21,800	0	21,800	0	0	0	0
Subtotal, Highway Proposals					49,010	0	440	441	10,641	14,295	23,193	0	49,010	0	0	0	0
Rail and Transit Project Proposals:																	
SCRRA	rail	NEW	Metrolink San Bernardino Line Double Track	NEW	56,348	0	0	0	0	56,348	0	0	56,348	0	0	0	0
Subtotal, Rail and Transit Proposals					56,348	0	0	0	0	56,348	0	0	56,348	0	0	0	0
Proposed 2024 STIP Programming Changes					105,358	0	440	441	10,641	70,643	23,193	0	105,358	0	0	0	0
Total Proposed 2024 STIP Programming					188,910	0	1,495	74,384	19,195	70,643	23,193	0	188,910	0	0	0	0

Notes:

RTIP adopted on September 6, 2023
 PPNO 3019L funded with other sources
 PPNO 3019M closed - STIP to fund different component of overall I-10 Freight/Managed Lane Project

Balance of STIP County Share, San Bernardino

Total County Share June 30, 2023	138,311
Total now programmed or voted since July 1, 2020	156,894
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	18,583
Proposed New Programming	105,358
Target	105,358
Maximum	358,293
Under (Over) Target	0
Relief Fund Programming	
Target	11,949
Total Programmed or Voted Since July 1, 2022	0
All Lapsed Projects	0
Less All Allocations	11,949
Unprogrammed Share Balance	0
Rescinded Shares as of June 30, 2023	0
Share Balance	0

Section 21. 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	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
	PROPOSED 2024 PROGRAMMING																
Highway Project Proposals:																	
SBCTA		9811	Planning, programming, and monitoring	7,373	0	1,495	1,495	1,495	1,495	1,393	0	7,373	0	0	0	0	
SBCTA	loc	1326	Rt 10 Managed Lane, Sierra Av-Pepper Av, Contract 2B	NEW 72,889	0	0	72,889	0	0	0	0	72,889	0	0	0	0	
City of Twentynine Palms	loc	NEW	SR 62 Street Improvements Phase 2B	NEW 4,500	0	0	0	4,500	0	0	0	4,500	0	0	0	0	
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 1	NEW 5,700	0	0	0	5,700	0	0	0	5,700	0	0	0	0	
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 2	NEW 12,800	0	0	0	0	12,800	0	0	12,800	0	0	0	0	
County of San Bernardino	loc	NEW	National Trails Highway Bridges Replacements Phase 3	NEW 21,800	0	0	0	0	0	21,800	0	21,800	0	0	0	0	
	Subtotal, Highway Proposals			125,062	0	1,495	74,384	11,695	14,295	23,193	0	125,062	0	0	0	0	
Rail and Transit Project Proposals:																	
SBCTA	rail	1288	Redlands Passenger Rail - convert DMUs to ZEMUs	7,500	0	0	0	7,500	0	0	0	7,500	0	0	0	0	
SCRRA	rail	NEW	Metrolink San Bernardino Line Double Track	NEW 56,348	0	0	0	0	56,348	0	0	56,348	0	0	0	0	
	Subtotal, Rail and Transit Proposals			63,848	0	0	0	7,500	56,348	0	0	63,848	0	0	0	0	
	Total Proposed 2024 STIP Programming			188,910	0	1,495	74,384	19,195	70,643	23,193	0	188,910	0	0	0	0	

Section 22. Alternative Delivery Methods (Optional – N/A)

Section 23. Additional Appendices (Optional – N/A)