

2025

Ten-Year Delivery Plan



San Bernardino County Transportation Authority
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INTRODUCTION

INTRODUCTION

ORDINANCE AND EXPENDITURE PLAN

STRATEGIC PLAN

Introduction

In November 1989 County voters approved Measure I, supporting a half-cent sales tax in the incorporated and unincorporated areas of the County for the 20-year period between April 1, 1990, and March 31, 2010.

Early in the second decade of Measure I, it became apparent that continuation of the half-cent sales tax would be critical to maintaining funding for transportation projects in San Bernardino County. Ultimately the voters of San Bernardino County approved San Bernardino County Transportation Authority Ordinance 04-01 on November 4, 2004, extending the half-cent sales tax for 30 years to March 31, 2040. The Ordinance is referred to as Measure I 2010-2040 to distinguish it from the 20-year half-cent sales tax measure that took effect in April 1990.

On April 1, 2009, the SBCTA Board approved a 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. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan.

The purpose of the 10-Year Delivery Plan is to provide a transparent list of projects that will be developed during the next ten years and to define the scope, schedule, and budget for these projects, given current information and assumptions. The 10-Year Delivery Plan establishes a common understanding among members of the SBCTA Board, SBCTA staff, member jurisdictions, and citizens of San Bernardino County; sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured; enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; serves as an SBCTA commitment to fund specific projects; and provides the basis for the preparation of the SBCTA annual budgets for capital projects.

The 10-Year Delivery Plan is a living document that is revised as revenue and project information change. The 10-Year Delivery Plan was first adopted by the SBCTA Board in January 2012 and is generally updated every two years to capture revisions and updates and to stay current. This 2025 Update has incorporated project changes that have occurred since 2021 as well as significant SBCTA Board actions affecting the projects to be implemented over the next ten years.

Major changes from the 2021 Update include reflection of full funding plans for the second phase of express lanes on I-10, referred to as Contract 2A, for the Metrolink San Bernardino Line Double Track project through Rialto that will allow for better reliability and additional service, and for the next phase of widening and safety improvements on US 395 in the Victor Valley. Additionally, SBCTA will begin project development work on a truck lane extension in the Cajon Pass and on safety and operational improvements on SR 18 west of US 395 in the Victor Valley.

SBCTA and its member jurisdictions are in the midst of one of the largest delivery programs ever with Measure I investing \$515 million of \$2.4 billion in projects currently under construction, including:

- I-10 Corridor Express Lanes from Los Angeles County line to I-15 including the interchanges at Monte Vista Avenue, Euclid Avenue, and Vineyard Avenue and the Fourth Street Bridge Undercrossing
- I-10 Truck Climbing Lane eastbound from the City of Yucaipa to the Riverside county line.
- I-15 Corridor Express Lanes and auxiliary lanes from the existing express lanes in Riverside County to Foothill Boulevard
- Interchanges at I-10/Cedar, I-215/University Parkway, and SR 210/Waterman
- Mount Vernon Viaduct Replacement
- West Valley Connector Bus Rapid Transit
- Ranchero Road Corridor Widening
- Stanfield Cutoff Roundabout

This is in addition to the \$2.9 billion in projects that have been completed since 2010 with only a \$682 million investment required from the Measure I Programs. A comprehensive list of Projects that have been completed with Measure I 2010-2040 Program funds is contained in Section 12.

1.1 ORDINANCE AND EXPENDITURE PLAN

The Measure I Ordinance contains maintenance-of-effort (MOE) provisions that state that funds provided to government agencies by Measure I are to supplement and not replace existing local revenues being used for transportation purposes. In 2016, SBCTA instituted a formal process to monitor MOE on the part of local agencies as required by the Measure I Ordinance. This process includes adoption by resolution of the governing bodies of MOE base year level amounts that are equivalent to the Fiscal Year 2008/2009 General Fund expenditures for street and highway purposes. Jurisdictions annually provide a statement in the resolution of the governing body adopting the Measure I Local Street Projects Program Five-Year Capital Improvement Plan that acknowledges the jurisdiction will maintain the required MOE base year level in that fiscal year. A similar requirement is in place for transit operators to ensure the Measure I Senior and Disabled Transit Service Program funds do not supplant Federal, State, and local funds used for operating purposes.

In addition, Measure I 2010-2040 revenues are not to replace requirements for new development to provide for its own road needs. The Ordinance further states that Measure I funding priority should be given to addressing current road needs, easing congestion, and improving roadway safety. Eligible expenditures include those for planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction. Eligible expenditures also include debt service on bonds and expenses in connection with issuance of bonds.

Measure I has a return-to-source provision that states that funds will be allocated to Subareas, which are reflected in Figure 1.1.1, in accordance with the actual revenue collected in each Subarea. In addition to the Subareas, the Expenditure Plan established a funding mechanism known as the Cajon Pass Expenditure Plan for transportation improvement projects in the Cajon Pass. The Cajon Pass serves as a major transportation corridor linking the two major urbanized areas of San Bernardino County; therefore, the funding is provided by the San Bernardino Valley and the Victor Valley Subareas. Three percent of the revenue generated by the two Subareas is assigned to the Cajon Pass. Based on the current revenue forecast and demographic projections, the Measure I estimated to be allocated among the Subareas and Cajon Pass is as follows:

1. Cajon Pass 2.85%
2. Colorado River 0.17%
3. Morongo Basin 1.27%
4. Mountains 1.08%
5. North Desert 2.32%
6. San Bernardino Valley 81.90%
7. Victor Valley 10.40%

*Percentages are adjusted annually based on actual revenue.

FIGURE 1.1.1

SAN BERNARDINO COUNTY SUBAREAS



The Colorado River, Morongo Basin, Mountains, and North Desert Subareas are commonly referred to as the Rural Mountain/Desert Subareas.

Revenues are allocated to specified project categories in each of the Subareas. These project categories are called Programs. Figure 1.1.2 shows the percentage distribution of revenue allocations for the San Bernardino Valley Subarea. Note that in April 2020, the Major Street Projects Program reduced from 20% to 17% and the Express Bus/Bus Rapid Transit Service Program increased from 2% to 5% of the San Bernardino Valley Measure I revenue. Revenue for the Programs in the Victor Valley and Rural Mountain/Desert Subareas are allocated per Figure 1.1.3. Note that in the Victor Valley Subarea, beginning in Fiscal Year 2015/2016 and every five years thereafter, the Local Street Projects Program decreases by 0.5% and the Senior and Disabled Transit Service Program increases by 0.5% up to a total of 7.5% of the Measure I revenue unless each local jurisdiction within the Subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users. As such, in April 2020, the Local Street Projects Program decreased to 67% and the Senior and Disabled Transit Service Program increased to 6% of Victor Valley Subarea Measure I revenue. Jurisdictions in the Rural Mountain/Desert Subareas have the option to increase the revenue to the Senior and Disabled Transit Service Program in a similar manner, although that has not been done to date.

FIGURE 1.1.2

DISTRIBUTION OF MEASURE I REVENUE FOR SAN BERNARDINO VALLEY SUBAREA PROGRAMS

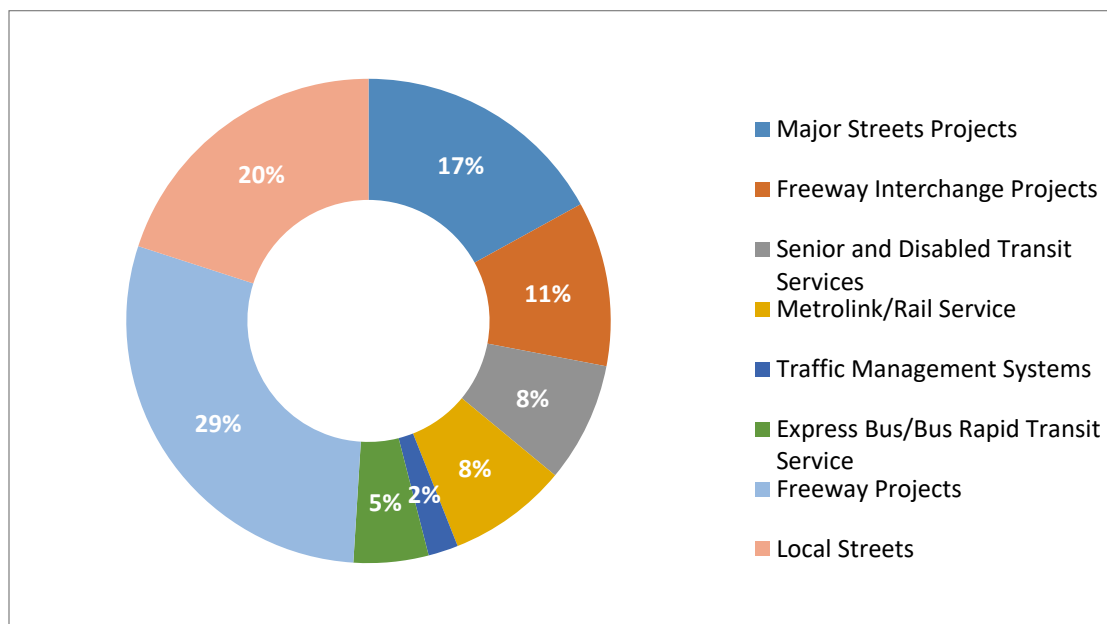
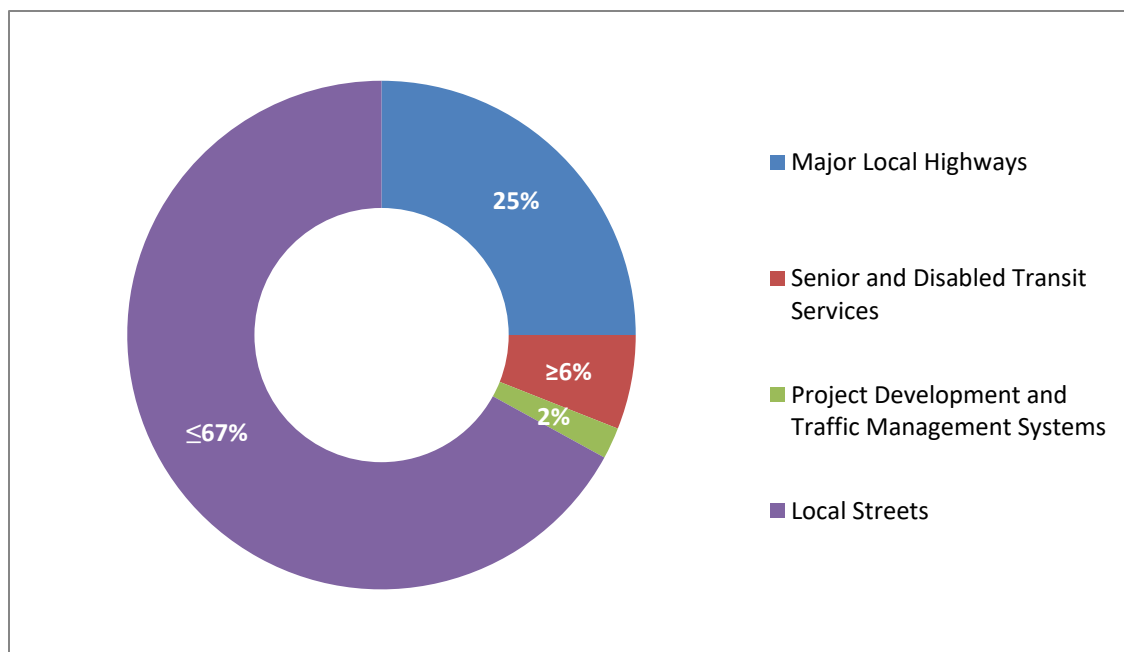


FIGURE 1.1.3

DISTRIBUTION OF MEASURE I REVENUE FOR VICTOR VALLEY AND RURAL MOUNTAIN/DESERT SUBAREAS PROGRAMS



1.2 STRATEGIC PLAN

In April 2009, the SBCTA Board of Directors approved a Strategic Plan to provide a policy manual for the delivery of Measure I Programs by SBCTA and its member jurisdictions for the 30-year life of the Measure. The Strategic Plan addresses significant policy, fiscal, and institutional issues associated with the administration and implementation of Measure I 2010-2040, including managing the different goals and priorities among the San Bernardino Valley, Victor Valley, and Rural Mountain/Desert Subareas of the County. By approving the Strategic Plan, SBCTA set a course for implementation through a measured, comprehensive, and strategic planning process. The Strategic Plan is the official guide and reference for the allocation and administration of a combination of funding sources, including sales tax, State and Federal transportation programs, and private fair-share contributions from new development. The Strategic Plan is organized by Subarea and establishes the scope and financial analysis for each Program, including revenue constraints, funding shortfalls, and Program constraints. Policies and implementation actions were also established from those findings. The Strategic Plan is intended to be updated periodically to reflect changes in project costs, revenues, economic conditions, and project priorities that occur over the 30-year life of the Measure. In September 2017, a comprehensive update was approved by the SBCTA Board to make the financial and project data more current, to adopt policy wording changes needed to be more consistent with current practice, and to reflect the change in entity from SANBAG to SBCTA. Although changes to the findings are further discussed in the “Background” section of each Program, highlights are listed below:

Cajon Pass Program

- The I-15/I-215 Devore Interchange was fully funded with a combination of Measure I, State, and Federal funds and was open to traffic in June 2016.
- Remaining Program funds are anticipated to be used beyond the 2021 Update on improvements through the Cajon Pass as part of the I-15 Express Lanes project from the Riverside County Line to US 395. It is assumed the project will be heavily funded with toll revenue.

San Bernardino Valley Local Street Projects Program

- Expenditures based on Five-Year Capital Improvement Plans adopted by local jurisdictions.
- Funding allocations on a per-capita basis.

San Bernardino Valley Freeway Projects Program

- Reduced project scopes and innovative funding are required to address anticipated funding shortfall.
- Project delivery sequence may need to be adjusted.
- Bond financing recommended to accelerate delivery of Freeway Program.

San Bernardino Valley Freeway Interchange Projects Program

- Continue to leverage State and Federal appropriations to maintain full funding.
- Bonding was required for the interchanges in the Trade Corridors Improvement Fund (TCIF) Program (I-10/Cherry, I-10/Citrus, I-10/Riverside).

San Bernardino Valley Major Street Projects Program

- Measure I revenue to be split 80% to the Arterial Sub-program and 20% to the Rail-Highway Grade Separation Sub-program.
- Program includes 400 projects, including 19 grade separation projects.
- A funding shortfall is anticipated.
- Funding gap can be bridged by State and Federal revenue and higher private participation.
- Bonding was required for the rail-highway grade separation projects included in the TCIF Program.

San Bernardino Valley Metrolink/Rail Service Program

- A funding shortfall is anticipated.
- Shortfall addressed by re-scoping and reprioritizing capital investments.
- Bond financing recommended to accelerate delivery of passenger rail projects.

San Bernardino Valley Express Bus/Bus Rapid Transit Service Program

- A funding shortfall is anticipated.
- The E Street corridor was selected as the first Bus Rapid Transit (BRT) corridor.
- Nine other potential BRT corridors were identified with the West Valley Connector Phase 1 being the first to be studied in detail.
- Bond financing recommended to accelerate delivery of BRT projects and can likely only fund one more project.

San Bernardino Valley Senior and Disabled Transit Service Program

- Requires formation of the Valley Consolidated Transportation Services Agency (CTSA), which is operated by Omnitrans.
- Program treated as a pass-through contribution to Omnitrans for fare subsidies or enhancements to transit service provided to seniors and persons with disabilities.
- Program treated as pay-as-you-go.

San Bernardino Valley Traffic Management Systems Program

- Funded on a case-by-case basis.
- Program treated as pay-as-you-go.

Victor Valley Local Street Projects Program

- Expenditures based on Five-Year Capital Improvement Plans adopted by local jurisdictions.
- Funding allocations based on a 50% population/50% return to source basis.

Victor Valley Major Local Highway Projects Program

- Several projects may be bond-funded and others pay-as-you-go.
- Requires Project Funding Agreement between local jurisdiction and SBCTA.

Victor Valley Senior and Disabled Transit Service Program

- Program treated as a pass-through contribution to Victor Valley Transit Authority for fare subsidies or enhancements to transit service provided to seniors and persons with disabilities.
- Program treated as pay-as-you-go.

Victor Valley Project Development and Traffic Management Systems Program

- Funded on a case-by-case basis.
- Program treated as pay-as-you-go.

Rural Mountain/Desert Local Street Projects Program

- Expenditures based on Five-Year Capital Improvement Plans adopted by local jurisdictions.
- Funding allocations based on a 50% population/50% return to source basis.

Rural Mountain/Desert Major Local Highway Projects Program

- Program treated as pay-as-you-go.
- Funds used to leverage other State and Federal funds.
- Requires Project Funding Agreement between local jurisdiction and SBCTA.

Rural Mountain/Desert Senior and Disabled Transit Service Program

- Programs are treated as pass-through contributions to the transit operators in the Subareas for fare subsidies or enhancements to transit service provided to seniors and persons with disabilities.
- Program treated as pay-as-you-go.

Rural Mountain/Desert Project Development and Traffic Management Systems Program

- Funded on a case-by-case basis.
- Program treated as pay-as-you-go.



2

DEVELOPMENT OF THE 10-YEAR DELIVERY PLAN

REVENUE PROJECTIONS

PROJECT COST, SCOPE AND SCHEDULE

INFLATION AND ESCALATION

FINANCIAL ANALYSIS

FINANCIAL STRATEGY

BONDING ANALYSIS

The preparation of the first 10-Year Delivery Plan in 2012 required an iterative process of evaluating an extensive amount of data to produce a list of recommended projects and corresponding funding levels. The subsequent updates to the 10-Year Delivery Plan expand on the initial plan to update revenue projections and project details and to include actions taken by the SBCTA Board since its adoption. The first step in this process is revenue projection. Revenue sources include Measure I (cash and bond), local contributions, and State and Federal funds. The second step is cost estimation for each candidate project. Since most projects span multiple years, project escalation and inflation factors must also be applied. Lastly, since the timing of both revenues and costs substantially influences the ability to fund and deliver projects, sophisticated programs and workbooks are used to manage all of the data and test multiple timing and funding scenarios.

2.1 REVENUE PROJECTIONS

The 10-Year Delivery Plan includes revenue forecasts in order to scale the Measure I Programs to revenue expectations. Measure I revenue is based on the half-cent sales tax applied to purchases within San Bernardino County. Given the recent recovery from the Great Recession and the uncertainty around the final impacts of the COVID-19 pandemic, revenue forecasts have been volatile, creating challenges for planning the implementation of Measure I. For example, in 2006, the 30-year revenue projection estimated \$8 billion (2006 dollars) in Measure I funds. Since then the estimate has dropped to a low of \$4.5 billion (2010 dollars) and then increased to the current estimate of \$6.9 billion (2025 dollars) or an escalated estimate of \$7.6 billion.

Based on the current funding projections, the estimated Measure I revenue available over the next ten years is \$2.9 billion (escalated). Table 2.1.1 summarizes Measure I 2010-2040 revenues by Subarea received to date and projected to be available over the next ten years and beyond the next ten years. The revenue forecasts are estimated by Subarea in accordance with the current return to source proportions, revenue history, and estimated Subarea growth projections.

TABLE 2.1.1

MEASURE I ESCALATED FORECAST REVENUE (1,000s)

FISCAL YEAR	CAJON PASS	SB VALLEY	COLORADO RIVER	MORONGO BASIN	MTNS	NORTH DESERT	VICTOR VALLEY	TOTAL MEASURE I
2010/2011 to 2023/2024	\$70,848	\$2,029,614	\$4,042	\$34,522	\$29,984	\$72,241	\$261,210	\$2,502,461
2024/2025	\$7,141	\$206,086	\$399	\$3,088	\$2,707	\$5,157	\$24,803	\$249,381
2025/2026	\$7,348	\$211,977	\$413	\$3,173	\$2,771	\$5,300	\$25,613	\$256,595
2026/2027	\$7,563	\$218,086	\$428	\$3,260	\$2,838	\$5,449	\$26,456	\$264,080
2027/2028	\$7,775	\$224,112	\$442	\$3,347	\$2,902	\$5,596	\$27,295	\$271,468
2028/2029	\$7,996	\$230,371	\$458	\$3,436	\$2,969	\$5,748	\$28,168	\$279,146
2029/2030	\$8,271	\$238,190	\$476	\$3,549	\$3,056	\$5,939	\$29,240	\$288,720
2030/2031	\$8,556	\$246,275	\$495	\$3,665	\$3,144	\$6,136	\$30,353	\$298,624
2031/2032	\$8,850	\$254,634	\$515	\$3,785	\$3,236	\$6,339	\$31,508	\$308,866
2032/2033	\$9,154	\$263,276	\$536	\$3,909	\$3,330	\$6,550	\$32,706	\$319,461
2033/2034	\$9,469	\$272,210	\$558	\$4,037	\$3,427	\$6,767	\$33,951	\$330,418
10-Year Delivery Plan Total	\$82,123	\$2,365,217	\$4,721	\$35,247	\$30,380	\$58,981	\$290,092	\$2,866,760
2034/2035 to 2039/2040	\$64,098	\$1,832,831	\$4,086	\$26,715	\$21,843	\$45,353	\$239,664	\$2,234,590
Total	\$217,069	\$6,227,661	\$12,849	\$96,484	\$82,206	\$176,575	\$790,966	\$7,603,810

State and Federal funding continues to be an important component in the delivery of Measure I projects. The availability of State and Federal funding had been steadily declining over the past twenty years; however, the passage of Senate Bill 1 (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. SBCTA is aggressive in pursuing grants through the SB1 competitive programs, has been successful in securing numerous grants to date, and is actively pursuing funding from the following sources:

- Solutions for Congested Corridors Program (SCCP) for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors

by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement;

- Local Partnership Program (LPP) 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;
- Trade Corridor Enhancement Program (TCEP) for projects that more efficiently enhance the movement of goods along corridors that have a high freight volume; and
- Transit and Intercity Rail Capital Program (TIRCP) for transformative capital improvements that modernize California's transit systems.

Through the mid-1990s, State and Federal transportation revenues in California accounted for almost 75% of total transportation funding; local agencies contributed approximately 25%. In this plan, local funding is approximately 41% of the total project funding, as compared with 43% in the 2021 Update. This is largely due to SBCTA's success in securing nearly \$720 million of competitive awards from State and Federal programs for projects in this plan. Additionally, the Measure I Expenditure Plan requires that a proportional share of State and Federal funds be programmed within each of the Subareas. While State and Federal funds are not proposed to be used proportionally by Subarea through the term of this 2025 Update, shares are tracked so that a proportional distribution is achieved over time, and significant effort has been made to move closer to the overall proportional shares during this ten-year period.

With the exception of the Local Transportation Fund, which is a general sales tax, it is conservatively assumed that State and Federal revenues will remain at current funding levels. Given that, it is estimated that \$2.5 billion in new State revenue, including Federal funds under State discretion, and \$985 million of new Federal revenue will be apportioned through formula programs over the next ten years. The balance available for new projects after commitments are completed for the projects in this 2025 Update is estimated to be \$777 million (\$506 million of State funds and \$271 million of Federal funds), which does not include funds dedicated to on-going transit purposes, like the Local Transportation Fund, the State Transit Assistance Fund, Low Carbon Transit Operations Program funds, Federal Transit Administration 5307 and 5337 funds, and a portion of Congestion Mitigation and Air Quality funds that continue to be a major source of funding for new transit bus purchases and rideshare programs. The recent 2021 Interim Update to the Countywide Transportation Plan (CTP) discussed a shift in the transportation landscape from a focus on mobility and congestion relief to sustainability and multimodal mobility. This includes a managed system for both people and goods, with priority for transit and shared-ride modes that reduce greenhouse gases, criteria pollutants, and vehicle miles travelled (VMT). The major update to the CTP, referred to as the Long Range Multimodal Corridor Plan addresses corridor priorities, phasing, technology, and funding options that will guide Board decisions on the allocation of available funds dedicated to transit purposes.

While the 10-Year Delivery Plan incorporates formula funds and discretionary funding that has already been awarded to projects in the revenue forecast, it does not include an assumption of future discretionary funding. However, it does assume San Bernardino County continues to have access to target shares of formula funds that must be approved by other agencies such as the California Transportation Commission, in the case of Regional Improvement Program funds, and Southern California Association of Governments, the case of Congestion Mitigation and Air Quality and Surface Transportation Program funds. Table 2.1.2 below summarizes the State and Federal revenue sources that are anticipated to deliver the projects in this 2025 Update.

TABLE 2.1.2

STATE AND FEDERAL REVENUES FORECAST IN THE 2025 UPDATE (1,000s)

STATE REVENUE	Prior Allocated*	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	TOTAL	AVAILABLE BALANCE
Active Transportation Program					\$5,584							\$5,584	\$0
Coronavirus Response and Relief Supplemental Appropriations Act**	\$11,949											\$11,949	\$0
Hydrogen Infrastructure Partnership Program		\$1,662										\$1,662	\$0
Local Transportation Fund		\$159,641	\$142,724	\$146,678	\$151,050	\$156,263	\$161,732	\$167,393	\$173,252	\$179,316	\$185,592	\$1,623,642	\$146,269
Local Partnership Program - Competitive	\$3,900											\$3,900	\$0
Local Partnership Program - Formula	\$30,401	\$6,818	\$6,882	\$6,835	\$6,835	\$6,835	\$6,835	\$6,835	\$6,835	\$6,835	\$6,835	\$98,781	\$20,505
Local Seismic Safety Retrofit Program- Prop 1B	\$3,452					\$117						\$3,569	\$0
Low Carbon Transit Operations Program		\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$5,300	\$53,000	\$4,814
Public Transportation Modernization Improv. & Service Enhancement Account	\$1,584											\$1,584	\$0
Public Utilities Commission	\$5,000											\$5,000	\$0
Regional Improvement Program	\$114,909	\$1,495	\$74,384	\$19,195	\$70,643	\$23,193	\$40,000		\$40,000		\$40,000	\$423,819	\$115,269
Senate Bill 125	\$20,963	\$63,008	\$63,346	\$15,556								\$162,873	\$141,910
Solutions for Congested Corridors Program	\$65,000											\$65,000	\$0
State Highway Operations & Protection Program	\$118,055		\$7,652			\$1,250						\$126,957	\$0
State Transit Assistance Fund	\$45,147	\$29,817	\$30,240	\$26,093	\$26,093	\$26,093	\$26,093	\$26,093	\$26,093	\$26,093	\$26,093	\$313,951	\$77,601
Trade Corridor Enhancement Program	\$313,085	\$105,000										\$418,085	\$0
Trade Corridor Improvement Funds	\$4,973											\$4,973	\$0
Transit and Intercity Rail Program	\$79,550		\$41,000									\$120,550	\$0
State Total	\$817,968	\$372,741	\$371,528	\$219,657	\$259,921	\$219,051	\$239,961	\$205,622	\$251,481	\$217,545	\$263,821	\$3,439,295	\$506,369
FEDERAL REVENUE													
Congestion Mitigation and Air Quality	\$176,678	\$32,091	\$32,081	\$32,081	\$32,081	\$32,081	\$32,081	\$32,081	\$32,081	\$32,081	\$32,081	\$497,493	\$0
Coronavirus Response and Relief Supplemental Appropriations Act**	\$9,961											\$9,961	\$0
Federal Earmarks	\$735	\$2,623				\$3,000						\$6,358	\$0
FTA Section 5307***		\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$29,523	\$295,230	\$40,971
FTA Small Starts/Stimulus	\$112,839											\$112,839	\$0
Highway Bridge Program	\$158,599	\$48,214				\$67,539						\$274,352	\$0
Highway Infrastructure Program	\$29,624											\$29,624	\$0
Highway Safety Improvement Program					\$1,139							\$1,139	\$0
Surface Transportation Program	\$248,076	\$36,040	\$36,964	\$36,964	\$36,964	\$36,964	\$36,964	\$36,964	\$36,964	\$36,964	\$36,964	\$616,791	\$195,183
Federal Total	\$736,512	\$148,491	\$98,567	\$98,567	\$99,706	\$169,106	\$98,567	\$98,567	\$98,567	\$98,567	\$98,567	\$1,843,787	\$236,154
State & Federal Total	\$1,554,480	\$521,232	\$470,095	\$318,225	\$359,627	\$388,158	\$338,528	\$304,189	\$350,048	\$316,112	\$362,388	\$5,283,082	\$742,523

* Prior year funds previously allocated for projects in this 10-Year Delivery Plan.

** Does not include Transit COVID-19 stimulus funds programmed for operations.

*** Only includes San Bernardino Valley Subarea FTA 5307; Hesperia urbanized area funds are not within SBCTA discretion to allocate.

2.2 PROJECT SCOPE, COST, AND SCHEDULE

The 10-Year Delivery Plan includes all project costs to determine future funding needs. A cost validation is completed for each of the projects considered for inclusion. During the cost validation exercise, assumptions and rules are applied and documented for each of the projects. Local area bid results and contract cost data from Caltrans and other sources are routinely consulted to validate project costs. The following validation rules are typically applied as cost estimates are reviewed:

- Estimates are adjusted to a baseline cost expressed in current dollars.
- Unit prices are validated using a combination of state-wide Caltrans cost data and local area bid results.
- Escalation factors are applied to the baseline estimate to determine project costs at the midpoint of design, right of way, or construction phases. These midpoint costs are used to determine project funding needs.
- Project quantities are not validated during this type of review.

Project Funding Summaries are developed with input from project managers and local agencies to document schedule milestones, cost, scope, and project funding sources reasonably expected to be available or as approved by the Board through the 10-Year Delivery Plan and agreements with Caltrans and local agencies. Assumptions used in the development of the data are also included. Revised funding summaries are developed to capture changes to a project, which provides a documented history of the project.

2.3 INFLATION AND ESCALATION

The 2025 Update assumes a combination of inflation and real growth in calculating Measure I revenue growth and escalates construction costs in the first three years consistent with current market conditions and thereafter at a rate just slightly more conservative than the historic Construction Cost Index, which averaged 2.4% from 1991 to 2020, prior to the pandemic when construction costs rose 9%-13.5%. The real growth data and inflation rates are based on a study completed in May 2024 by Beacon Economics. Cost escalation rates typically follow inflation rates, but a recent change in the way sales tax is collected and distributed for online sales, better known as the Wayfair decision, coupled with an increase in online shopping due to the pandemic, had positive impacts on Measure I revenue, which was exceeding inflation rates. For projects not yet in the construction phase, the 2025 Update assumes that cost escalation rates will be 4.00% per year to the mid-year of construction for estimates through the next two years and 2.75% thereafter.

The 2021 Update assumed that revenue would be increasing between 2.6% and 4.5% in the first two years, 3.49% per year through Fiscal Year 2029/2030, and then 3.19% through 2040, which was consistent with April 2021 estimates for Fiscal Years 2020/2021 and 2021/2022 provided by HdL Companies and a study completed in April 2021 by Dr. John Husing through 2040. For the 2025 Update, revenue estimates through Fiscal Year 2029/2030 are consistent with the April 2024 estimates provided by HdL Companies and then the average growth rate projected by Beacon Economics through 2040, as shown in Table 2.3.1. While Fiscal Year 2023/2024 had a year-over-year decrease in Measure I revenue, the revenue was still 41% higher than the revenue in Fiscal Year 2019/2020 and expected to continue to grow at historical rates. While the cumulative effects of the applied percentages are not much different from the 2021 Update, the 2025 Update starts with a higher base value as a result of higher current dollar point of sales volumes, and therefore, the cumulative collections are estimated at \$7.6 billion total Measure I revenue compared to \$6.9 billion projected in the 2021 Update.

TABLE 2.3.1
INFLATION, REAL GROWTH, AND ESCALATION

FISCAL YEAR	REVENUE*			COST ESCALATION**
	INFLATION	REAL GROWTH	TOTAL	
FY 24/25			0.04%	4.00%
FY 25/26	2.00%	0.89%	2.89%	4.00%
FY 26/27	2.00%	0.92%	2.92%	2.75%
FY 27/28	2.00%	0.80%	2.80%	2.75%
FY 28/29	2.00%	0.83%	2.83%	2.75%
FY 29/30	2.00%	1.43%	3.43%	2.75%
FY 30/31	2.00%	1.43%	3.43%	2.75%
FY 31/32	2.00%	1.43%	3.43%	2.75%
FY 32/33	2.00%	1.43%	3.43%	2.75%
FY 33/34	2.00%	1.43%	3.43%	2.75%

*Fiscal Years 2024/2025 to 2028/2029 estimated revenue from SBCTA/HdL projections and thereafter from Beacon Economics May 2024 report.

**Escalation to the mid-point of right of way and construction for projects not yet in construction or finished with right of way.

2.4 FINANCIAL ANALYSIS

All of the SBCTA departments collaborate on a comprehensive review of a large amount of data pertaining to revenue projections, project costs, and the identification of risk elements associated with each project. The immense scale of the data, which includes 63 projects and hundreds of contracts and fund sources, presents a major challenge. Sophisticated programs and workbooks are used so that the data can be effectively managed, organized, and evaluated in the preparation of the 10-Year Delivery Plan.

The program, Primavera P6 (P6), is a critical path scheduling tool. P6 schedules for SBCTA projects are developed by incorporating data from the project funding summaries and input from project managers. Project schedules are loaded with project costs and contracts at the phase and fund level. Resource curves spread project costs over time. The information from P6 is directly loaded into the bond model. Using these two compatible programs allows staff to run “what if” scenarios and test the effect of scheduling or cost changes on fund balances, revenue streams, and bonding needs.

Additionally, with the requirement to manage proportional shares of State and Federal funds between Subareas and proportional allocations of all funds within the Mountain/Desert Subareas, SBCTA uses complex workbooks to track allocations of State and Federal funds and allocations of Measure I to individual jurisdictions to ensure equity is being achieved over time. Each Mountain/Desert Subarea is analyzed individually for the allocation of Measure I, State, and Federal funds and for the projected annual Measure I revenue balance to ensure there are sufficient funds to meet the cashflow requirements of the submitted projects. When usable fund balances remain, more projects can be added for evaluation. If cashflow requirements exceed the available revenue, opportunities for cashflow borrowing are explored. In some cases, projects are required to be removed using the analysis of equitable shares. The information from these Subarea workbooks is directly loaded into the bond model.

Figure 2.4.1 summarizes the goal of the financial analysis to develop and maintain the Plan. Figure 2.4.2 depicts the iterative “scenario” process used to evaluate scenarios for the 10-Year Delivery Plan.

FIGURE 2.4.1
FINANCIAL ANALYSIS

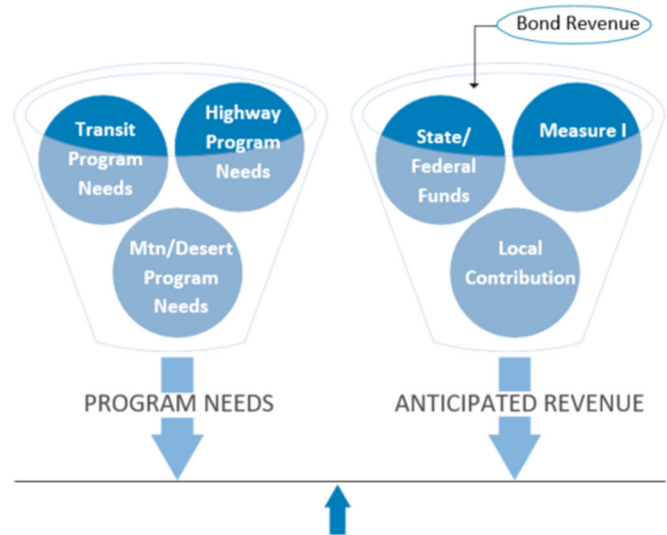
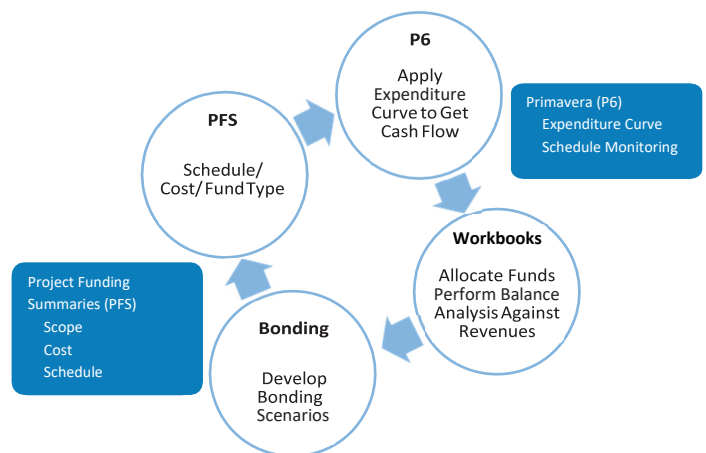


FIGURE 2.4.2
METHODOLOGY



2.5 FINANCIAL STRATEGY

The financial strategy used in the development of the 10-Year Delivery Plan includes:

- Apply ordinance and policy criteria.
- Preserve existing grants.
- Maximize available funds.

Apply ordinance and policy criteria. The 10-Year Delivery Plan is built off of the Measure I Ordinance and Board Policies.

Key Ordinance requirements are:

- Measure I revenues shall be allocated by formula to Subareas and Programs.
- State and Federal funds shall be allocated proportionally to Subareas over time.

Key Board Policies are:

- State and Federal funds shall be allocated to maintain geographic equity.
- Congestion Mitigation and Air Quality funds for the San Bernardino Valley shall be allocated in the following priority: i) regional programs, ii) transit capital projects, iii) freeway HOV projects. There is no established policy for the Mountain/Desert Subareas.
- Surface Transportation Program funds for the San Bernardino Valley shall be allocated to the Freeway Projects Program. There is no established policy for the Mountain/Desert Subareas.
- A Measure I Program that benefits from bonding shall accommodate the debt service within the Program's revenue.

Preserve existing grants. Numerous existing grants have to be used by a certain date or the grant is rescinded. The 10-Year Delivery Plan is developed to ensure these funds are not lost. This strategy is critical in the development of each 10-Year Delivery Plan to allow SBCTA to meet the delivery deadlines and make full use of grant awards that have allocation and award deadlines, like many of the competitive SB1 programs.

Maximize available funds. With SBCTA facing transportation funding challenges as cost escalation is expected to outpace revenue growth, maximizing all available funds is critical. State and Federal funds are subject to rescission if the funds are not used in a timely manner. The 10-Year Delivery Plan allows for the better management of all funds across Programs and Subareas, minimizing the potential for funds to be rescinded and minimizing costs associated with bonding.

2.6 BONDING ANALYSIS

Consistent with the direction included in the Strategic Plan, borrowing against Measure I revenue can be used to accelerate project delivery. Currently, the cost of borrowing has remained low, even while project cost escalations are outpacing inflation, making bonding an attractive option. Bond financing can also leverage significant levels of State, Federal, or private funding that might not otherwise be available if borrowing were not to occur.

To assist SBCTA in the bonding analysis, the financial expertise of the consulting firm PFM is employed using a bonding model that uses the project cashflow needs and revenue information to determine the bonding needs for each of the Programs. Once the project data is incorporated, the model produces cash flows by Subarea Program that account for the timing of bonds, bond amounts, and associated debt service costs. Additional information on the bonding, including criteria for debt coverage ratios, as well as past and future anticipated bond issuances by Program, is included in Section 11.



CAJON PASS PROGRAM

CAJON PASS PROGRAM

3.1 BACKGROUND

The Measure I Expenditure Plan included improvements for three projects within the Cajon Pass Program. The total cost for these improvements was estimated at \$230 million, to be funded with a combination of Measure I, State, and Federal funds. The Strategic Plan analysis found that the projected Measure I revenue would only fund the I-15/I-215 Devore Interchange project. An alternative funding source would need to be identified for the other improvements in the Cajon Pass.

3.2 CURRENT STATUS

The I-15/I-215 Devore Interchange was fully funded with a combination of Measure I, State, and Federal funds and was open to traffic in June 2016. Currently, SBCTA is coordinating with Brightline West as plans are developed to move forward with a privately-funded high speed rail connection between the Cucamonga Metrolink Station in the City of Rancho Cucamonga and Las Vegas. This high-speed rail connection through the Cajon Pass could provide needed relief to this heavily traveled corridor while still providing an opportunity for future extension of one express lane in each direction on I-15 into the Victor Valley; however, this would need to be heavily funded with an alternative funding source, such as toll revenue bonds. The current revenue estimate for the next ten years is \$82 million. The estimated uncommitted Measure I balance through 2040 is \$68 million for this Program. There are projected needs for small amounts of short-term cashflow borrowing in the Measure I Valley Freeway and Victor Valley and Morongo Basin Major Local Highways Projects Programs. All cashflow borrowing between Measure I programs includes repayment with interest. The overall cost and revenue requirements for the Cajon Pass Program are shown in Table 3.2.1. Project details are presented in Section 3.2.3. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 3.2.1
CAJON PASS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT	COST	FUNDING SOURCE	REVENUE
① I-15 Cajon Pass Northbound Corridor Freight Project*	\$111,000	Measure I	\$60,000
TOTAL:	\$111,000	Unfunded	\$51,000
		TOTAL:	\$111,000

*Project is not fully funded.

The project location is depicted in Figure 3.2.1. The project schedule is included as Figure 3.2.2.

FIGURE 3.2.1
CAJON PASS PROGRAM MAP

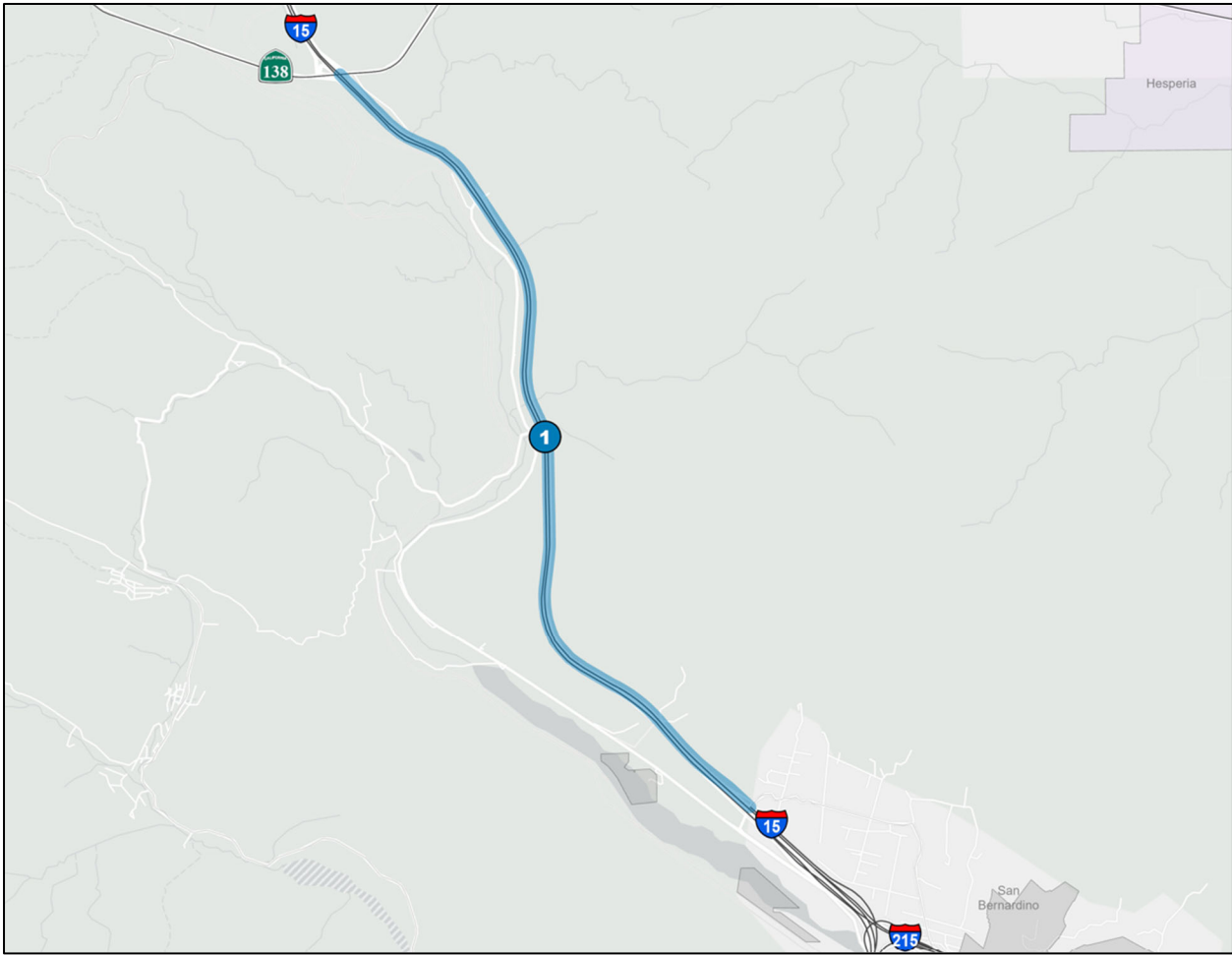


FIGURE 2.3.2
CAJON PASS PROGRAM SCHEDULE

		Fiscal Year									
Project/Phases		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
1	I-15 Cajon Pass Northbound Corridor Freight Project*										
	PA/ED										
	PS&E										
	CONST										

*Schedule is dependent on securing additional funding.

3.2.3 PROJECT DETAILS

1 I-15 CAJON PASS NORTHBOUND CORRIDOR FREIGHT PROJECT

Project Description: I-15 is a federally designated Trade Corridor of National and Regional Significance within California's section of the National Highway Freight Network, as identified in the California Freight Mobility Plan. Therefore, advancing a project in the Cajon Pass area is essential for operational efficacy of I-15 to maintain inter-regional mobility for commuters, movement of goods, and national security should I-15 be affected due to emergency situations or disasters. The project will provide a northbound truck lane extending from 2.7 miles north of Kenwood Avenue, where an existing truck lane currently terminates, to SR 138, a length of approximately 3.5 miles. The project will also reconstruct the northbound ramps at Cleghorn Road and the California Highway Patrol Truck Check Station. This will improve truck operations and safety throughout this segment.

- Project cost estimate is planning-level only and escalated as described in Sections 2.2 and 2.3.
- Schedule is contingent on securing grant funding for construction by 2028.

Project Lead Agency: SBCTA

Current Development Phase: Planning

Complete for Beneficial Use: 2031

Funding Plan: Operations are funded as shown in the table below.

TABLE 3.2.2

I-15 CAJON PASS NORTHBOUND CORRIDOR FREIGHT PROJECT (1,000s)

FUNDING	PHASE					TOTAL
	PM	PA/ED	PS&E	ROW	CON	
MEASURE I	\$2,000	\$4,250	\$5,000		\$48,750	\$60,000
UNFUNDED*					\$51,000	\$51,000
TOTAL	\$2,000	\$4,250	\$5,000		\$99,750	\$111,000

*Project is not fully funded



4

SAN BERNARDINO VALLEY SUBAREA PROGRAMS

**LOCAL STREET PROJECTS
PROGRAM**

**FREEWAY PROJECTS
PROGRAM**

**FREEWAY INTERCHANGE PROJECTS
PROGRAM**

**MAJOR STREET PROJECTS
PROGRAM**

**METROLINK/RAIL SERVICE
PROGRAM**

**EXPRESS BUS/BUS RAPID TRANSIT
SERVICE PROGRAM**

**SENIOR AND DISABLED TRANSIT
SERVICE PROGRAM**

**TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

4.1 SAN BERNARDINO VALLEY LOCAL STREET PROJECTS PROGRAM

4.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$904 million of Measure I revenue would be available for local street repair and improvements. Funds under this Program are distributed to cities and the County on a per capita basis. The Strategic Plan established policies for eligible expenditures, the adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans, and funding allocations. Detailed policy information can be found in the San Bernardino Valley policy section of the Strategic Plan.

Local Street Projects Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, and other improvements/programs to maximize the use of transportation facilities. For example, Local Street Projects funding can be used for the widening of streets, installation of traffic signals, road maintenance efforts, median landscaping, sidewalk installations, bicycle lanes, storm drain facilities, and upgrades to Americans with Disabilities Act (ADA) standards.

4.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and Strategic Plan, the Measure I funds apportioned to the San Bernardino Valley Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan. The current estimate for the Program over the next ten years is \$473 million.

4.2 SAN BERNARDINO VALLEY FREEWAY PROJECTS PROGRAM

4.2.1 BACKGROUND

The Measure I Expenditure Plan included improvements for six San Bernardino Valley freeway corridors. The total cost for these improvements was estimated at \$1.4 billion, to be funded from a combination of Measure I, State, and Federal funds. The six projects originally proposed were:

- I-10 Widening from I-15 to Riverside County Line
- I-15 Widening from Riverside County Line to I-215
- I-215 Widening from Riverside County Line to I-10
- I-215 Widening from SR 210 (formerly SR 30) to I-15
- SR 210 Widening from I-215 to I-10
- Carpool Lane Connectors

During the preparation of the Strategic Plan, it was determined that the projected revenue for the Freeway Program over the life of the Measure would not be adequate to fund all the improvements included in the Expenditure Plan. To obtain a financially balanced plan, the scope of some of the corridor improvements was reduced and an alternative funding source was assumed. The I-10 widening from I-15 to the Riverside County line scope was defined as

a combination of high occupancy vehicle (HOV) lanes to west of Ford Street in the City of Redlands and an eastbound truck climbing lane east of Live Oak Canyon Road in the City of Yucaipa. The SR 210 Widening from I-215 to I-10 was reduced to adding an additional lane in each direction only for the segment from Highland Avenue in the City of San Bernardino to I-10. Lastly, the Carpool Lane Connectors were not included. The Strategic Plan included a bonding strategy to accelerate the completion of the freeway improvements. The following Freeway Program improvements, at an estimated total cost of \$2.8 billion, were included in the Strategic Plan:

- I-10 Widening from I-15 to Riverside County Line
 - Add one HOV lane in each direction from Haven Avenue in the City of Ontario to Ford Street in the City of Redlands.
 - Add an eastbound truck climbing lane from Live Oak Canyon Road to Riverside County line.

- I-15 Widening from Riverside County Line to I-215
 - Add two express lanes in each direction. Assumed 75% of project costs will be funded with toll revenue.
- I-215 Widening from Riverside County Line to I-10
 - Add one HOV lane in each direction. The ultimate project, which adds an additional mixed-flow lane, is scheduled to commence project development near the end of the Measure.
 - Reconstruct I-215 and Barton Road interchange.
 - Reconstruct I-215 and Mount Vernon/Washington Street interchange.
- I-215 Widening from SR 210 to I-15
 - Add one lane in each direction.
- SR 210 Widening
 - Add one lane in each direction from Highland Avenue in the City of San Bernardino to I-10.

4.2.2 CURRENT STATUS

The development of the Freeway Program resulted in some unique features in prior 10-Year Delivery Plans as two alternatives for the I-10 and I-15 corridors were evaluated. The first alternative included the addition of an HOV lane in each direction on I-10 from Haven Avenue to Ford Street with no improvements on I-15. The second alternative included the addition of one or two express lanes on I-10 from the Los Angeles County line to Ford Street and on I-15 from SR 60 to the I-15/I-215 Devore Interchange. Ultimately the express lanes alternatives were selected for the I-10 and I-15 corridors.

The express lanes on I-10 Corridor Contract 1, which provides for two express lanes in each direction from the Los Angeles County line to I-15, opened to traffic in August 2024. Significant construction cost increases over the last several years have led to a sequenced approach to future construction on I-10 and I-15. In response to the robust market, construction cost and potential for toll revenue generation were analyzed for a variety of segments on I-10 and I-15, taking into account available funding. The south segment of I-15, which would connect with the recently completed I-15 express lanes in Riverside County and continue to about Foothill Boulevard, was determined to be the most feasible project to follow the I-10 Corridor Contract Project, and construction began in early 2025.

The next segment on I-10 was envisioned to be a continuation of dual express lanes from I-15 to Sierra Avenue and would begin construction approximately three years after the initial I-10 Corridor Contract 1 express lanes open to traffic. However, after evaluating the estimated cost and projected traffic demand on the next segment of I-10, the I-10 Contract 2 project was revised to construct a single express lane in each direction from I-15 to Pepper Avenue. The revised single express lane project balances the need for additional managed lane capacity with the State's investment principles in the new Climate Action Plan for Transportation Infrastructure. Additionally, constructing a single express lane in lieu of dual express lanes enables the project limits to extend approximately five miles further east from Sierra Avenue to Pepper Avenue with this next I-10 project. Construction is anticipated to begin on this next phase in late 2025/early 2026.

Since the adoption of the 2021 Update, in addition to the completion of I-10 Corridor Contract 1 and initiation of the first project on I-15, the I-10 Truck Climbing Lane project has begun construction and the State Route 210 widening project through San Bernardino and Highland has been completed. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

The current revenue estimate for the next ten years is \$686 million. Freeway projects included in the 2025 Update and the overall cost and revenue requirements for the Freeway Projects Program are shown in Table 4.2.1. Project details are presented in Section 4.2.3. The estimated uncommitted balance through 2040 is \$105 million for this Program. Consistent with the Strategic Plan, bonding is used to accelerate the projects, coupled with cash flow borrowing from the Measure I Valley Major Street Projects Program. All cash flow borrowing between Measure I programs includes repayment, including interest, to the loaning fund. The estimated uncommitted balance of State and Federal funds through 2040 is \$657 million for the San Bernardino Valley Subarea, which is generally shared between this Program and the San Bernardino Valley Metrolink/Rail Service and San Bernardino Valley Express Bus/Bus Rapid Transit Service Programs. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today.

TABLE 4.2.1

**SAN BERNARDINO VALLEY FREEWAY PROJECTS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT	COST	FUNDING SOURCE	REVENUE
1 I-215 Bi-County / I-215 Segment 5 Landscaping	\$18,500	Measure I	\$1,074,253
2 I-10 Corridor Contract 1	\$963,043	State/Federal Formula Funds	\$654,986
I-10 Contract 1 Measure I Investment	\$29,966	State/Federal Grant Funds	\$511,436
3 I-10 Truck Climbing Lane	\$39,155	Toll Revenue	\$225,000
4 I-15 Corridor Freight and Express Lanes Project - Contract 1	\$535,002	Measure I Interchange/Arterial	\$45,658
5 I-10 Corridor Freight and Express Lane Project - Contract 2*	\$980,140	Local/Private Funds	\$24,473
TOTAL:	\$2,565,806	Unfunded	\$30,000
		TOTAL:	\$2,565,806

*Project is not fully funded.

The project locations are depicted in Figure 4.2.1. The project schedules are included as Figure 4.2.2.

FIGURE 4.2.1

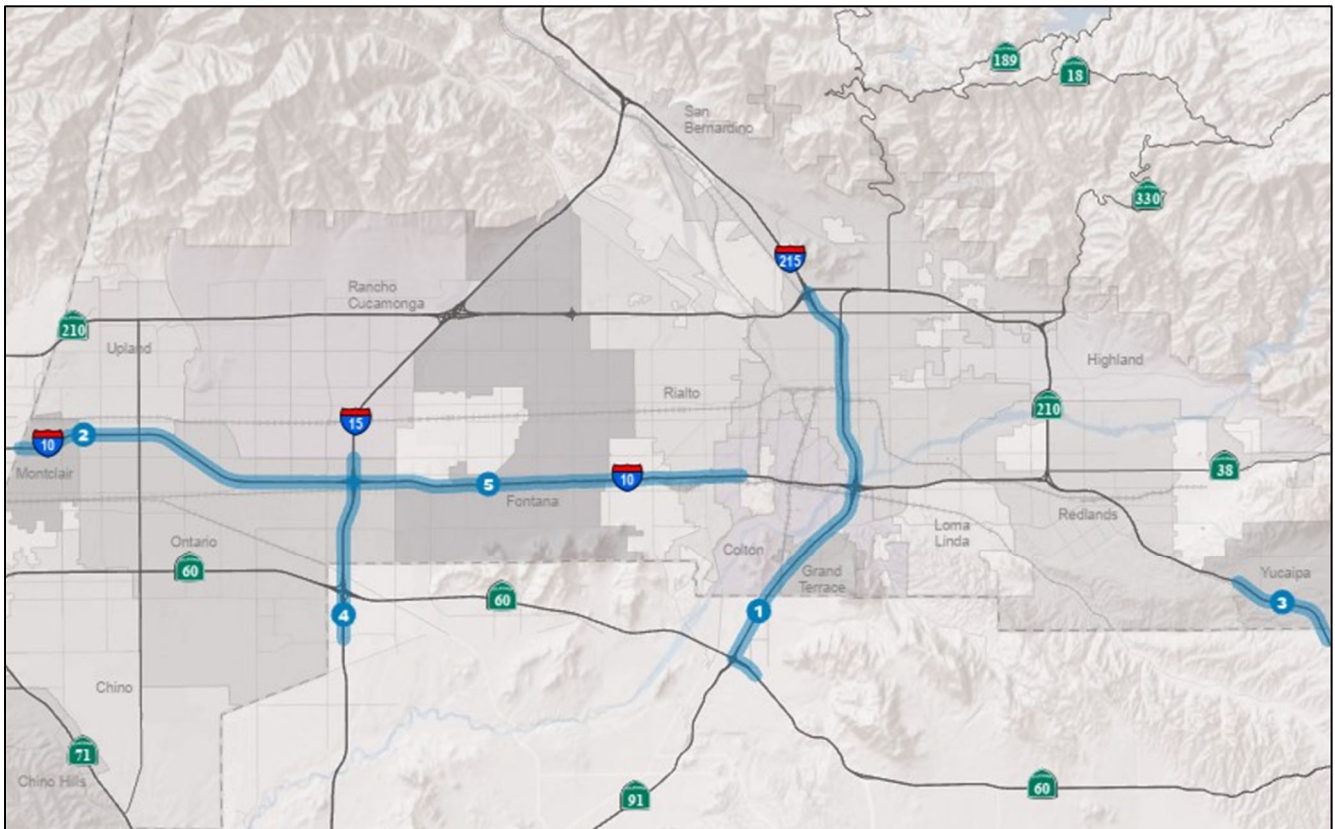
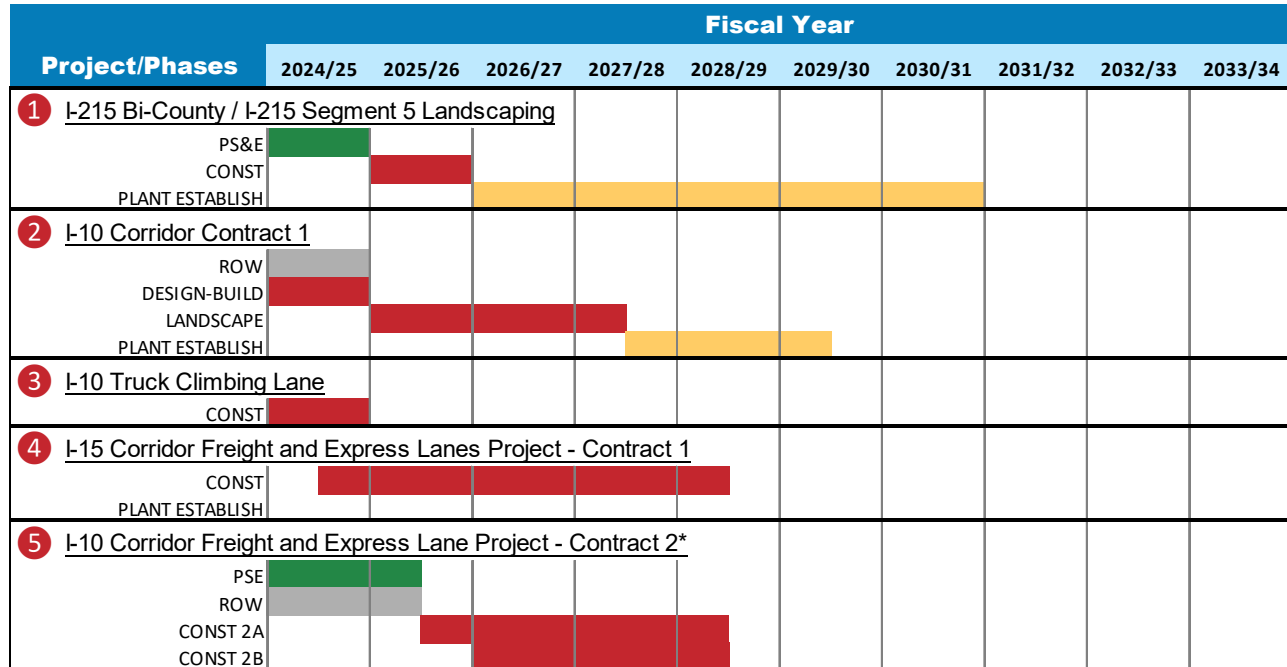
SAN BERNARDINO VALLEY FREEWAY PROJECTS PROGRAM MAP


FIGURE 4.2.2

SAN BERNARDINO VALLEY FREEWAY PROJECTS PROGRAM SCHEDULE



* Schedule is dependent on securing additional funding.

4.2.3 PROJECT DETAILS

1 I-215 BI-COUNTY / I-215 SEGMENT 5 LANDSCAPING

Project Description: The project provides landscaping from Orange Show Road to the San Bernardino County/Riverside County line and from Massachusetts Avenue to SR 210/I-215 Interchange on I-215 and is follow-up corridor landscaping to projects that previously constructed HOV lanes in each direction on I-215. The landscaping is scheduled for completion in 2026 and will have a five-year plant establishment period ending in 2031.

- The corridor landscaping project includes a one-year plant establishment period for replacement landscape planting and a four-year extended plant establishment period.
- The Preliminary Engineer's Estimate is dated September 13, 2024. The cost estimate was validated and escalated as described in Sections 2.2 and 2.3.

Project Lead Agency: SBCTA

Current Development Phase: Pre-construction

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 4.2.2

I-215 BI-COUNTY / I-215 SEGMENT 5 LANDSCAPING (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$420	\$582	\$1,498	\$26	\$6,664	\$813	\$10,003
MEASURE I OLD	\$191	\$35	\$46		\$3	\$882	\$1,157
PNRS					\$572	\$51	\$623
STP					\$6,286	\$431	\$6,717
TOTAL	\$611	\$617	\$1,544	\$26	\$13,525	\$2,177	\$18,500

2 I-10 CORRIDOR CONTRACT 1

Project Description: The project provides two express lanes in each direction for ten miles from the Los Angeles County line to just east of I-15 in the City of Ontario. 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 the City of Redlands. A Project and Construction Management services consultant has been procured to manage the project through completion. Design-build contracts for both the express lanes construction and the toll services provider were awarded by the SBCTA Board in June 2018. A toll revenue-backed federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan was secured for construction of the project in April 2019 and refinanced in June 2021 with interest cost savings of \$53.4 million over the life of the loan.

- SBCTA has contracted with the Transportation Corridor Agencies for shared customer service center services.
- The geometric alternative included in the 10-Year Delivery Plan includes both standard and nonstandard features, primarily to minimize community impacts while accommodating the project improvements.
- Caltrans pavement rehabilitation and safety lighting work was added through a cooperative agreement with Caltrans that is funded with State Highway Operation and Protection Program funds.
- The cost for interchange and arterial improvements resulting from this project will be paid by the Measure I Freeway Interchange Projects Program and Major Street Projects Program, respectively, and required local contributions. Details of those improvements are included in Sections 4.3 and 4.4 and funding is shown in table below.
- The Board has approved an estimated \$93 million Measure I investment for debt service and operations costs through 2040 or the TIFIA loan repayment period, whichever is sooner, which allowed SBCTA to maximize the TIFIA loan amount. Any use of these investment funds will be repaid with interest from toll revenue.
- The 10-Year Delivery Plan bond model includes an assumption that \$30 million is required for investment over the next ten years, with repayment of the investment beginning in 2030.

Project Lead Agency: SBCTA

Current Development Phase: Landscaping

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.2.3

I-10 CORRIDOR CONTRACT 1 (1,000s)

FUNDING	PHASE								TOTAL
	PM*	PA/ED	PCM	ROW	CON/ TSP	LANDSCAPE	PLANT ESTABLISH	FINANCE/ RESERVES	
MEASURE I	\$36,653	\$7,945	\$4,548	\$10,910	\$12,561	\$14,938	\$1,600	\$3,225	\$92,380
TIFIA LOAN					\$225,000				\$225,000
STP	\$24,600		\$59,736		\$83,857				\$168,193
CMAQ			\$3,862	\$28,953	\$88,051				\$120,866
STIP					\$39,745				\$39,745
LPP (FORMULA)					\$6,169				\$6,169
TCEP					\$117,831				\$117,831
TCIF					\$4,973				\$4,973
SHOPP			\$11,000		\$106,755				\$117,755
MEASURE I IC	\$1,383	\$670	\$1,094	\$7,764	\$22,756				\$33,667
MEASURE I ART	\$1,049		\$781	\$722	\$9,439				\$11,991
DIF CITY	\$1,524	\$213	\$291	\$2,165	\$17,612				\$21,805
PRIVATE					\$2,668				\$2,668
TOTAL	\$65,209	\$8,828	\$81,312	\$50,514	\$737,417	\$14,938	\$1,600	\$3,225	\$963,043

* The PM phase includes SBCTA and CT oversight and project development costs

3 I-10 TRUCK CLIMBING LANE

Project Description: The project will construct a truck climbing lane on eastbound I-10 from west of the 16th Street Bridge in the City of Yucaipa through east of County Line Road Bridge at the San Bernardino and Riverside County lines. This project will extend the existing eastbound truck climbing lane. The addition of the truck climbing lane will separate slow moving trucks climbing the steep grade from general traffic.

- The project was designed to integrate with a State Highway Operations and Protection Program pavement rehabilitation project that was just completed. Coordination between both projects led to an estimated overall cost savings from the initial concept estimate of \$45 million.
- Full funding for construction was achieved with the award of a Trade Corridor Enhancement Program grant in December 2020.
- The construction contract was awarded in December 2023.

Project Lead Agency: SBCTA

Current Development Phase: Construction

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 4.2.4

I-10 TRUCK CLIMBING LANE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$1,058	\$1,979	\$398		\$7,966		\$11,401
STIP			\$2,890				\$2,890
TCEP					\$24,864		\$24,864
TOTAL	\$1,058	\$1,979	\$3,288		\$32,830		\$39,155

4 I-15 CORRIDOR FREIGHT AND EXPRESS LANES PROJECT - CONTRACT 1

Project Description: The initial Express Lane Study includes the entire scope of the I-15 Corridor project from SR 60 through the Cajon Pass to US 395. The final environmental document for the portion of the study area from Cantu Galleano Ranch Road to 1.2 miles north of Duncan Canyon Road was approved in December 2018. The project proposed for delivery in the next ten years is from the north terminus of the Riverside County Transportation Commission's express lanes project at Cantu Galleano Ranch Road in Riverside County to about Foothill Boulevard in the City of Rancho Cucamonga and includes the addition of two express lanes through most of the entire length of the project. The project also includes the addition of auxiliary lanes at key locations to improve freight corridor movement.

- Discussions are on-going with Riverside County Transportation Commission regarding reimbursement of capital costs for work in Riverside County as well as responsibility for operations and maintenance.
- Coordination with Brightline West High Speed Rail is ongoing from Rochester Overhead to Etiwanda Undercrossing to ensure project compatibility with Contract 1.
- The construction contract was awarded in November 2024.

Project Lead Agency: SBCTA

Current Development Phase: Construction

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 4.2.5

I-15 CORRIDOR FREIGHT AND EXPRESS LANES PROJECT - CONTRACT 1 (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$4,546	\$10,409	\$21,360	\$603	\$140,123	\$2,012	\$179,053
CMAQ					\$44,537		\$44,537
STIP					\$72,274		\$72,274
STP					\$38,966		\$38,966
TCEP					\$170,390		\$170,390
LPP (FORMULA)					\$11,554		\$11,554
HIP					\$2,506		\$2,506
MEASURE I LOAN			\$6,900		\$8,822		\$15,722
TOTAL	\$4,546	\$10,409	\$28,260	\$603	\$489,172	\$2,012	\$535,002

5 I-10 CORRIDOR FREIGHT AND EXPRESS LANE PROJECT - CONTRACT 2

Project Description: The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in the City of Colton, connecting to the I-10 Corridor Contract 1 express lanes west of I-15. 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 the City of Redlands.

- To expedite Project delivery, the Project will be divided into two construction contracts: Contract 2A from Interstate 15 to Sierra Avenue and Contract 2B from Sierra Avenue to Pepper Avenue.
- Contract 2A received a Senate Bill 1 Trade Corridor Enhancement Program grant through the California Transportation Commission and Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program grants through Southern California Association of Governments and is fully funded.
- Contract 2B received a Surface Transportation Block Grant grant through Southern California Association of Governments and because of recent cost estimate increases is not fully funded. SBCTA will continue to seek grant opportunities to fill the funding gap.
- The project will improve eastbound acceleration lanes between Cherry Avenue and Citrus Avenue and between Sierra Avenue and Cedar Avenue and adds auxiliary lanes in both directions from Riverside Avenue to Pepper Avenue.
- The project includes interchange ramp modifications at Etiwanda Avenue, Cherry Avenue, Citrus Avenue, Sierra Avenue, Cedar Avenue, Riverside Avenue, and Pepper Avenue.
- The Preliminary Engineer's Estimates are dated July 26, 2024 (Contract 2A) and September 20, 2024 (Contract 2B). The cost estimate were validated and escalated as described in Sections 2.2 and 2.3.

Project Lead Agency: SBCTA

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2028, pending funding availability

Funding Plan: The project is funded as shown in the table below.

TABLE 4.2.6

I-10 CORRIDOR FREIGHT AND EXPRESS LANE PROJECT - CONTRACT 2 (1,000s)

FUNDING	PHASE							TOTAL
	PM	PS&E	ROW	CON 2A	CON 2B*	TSP	OTHER / LANDSCAPE	
MEASURE I	\$13,880	\$40,511	\$9,400	\$323,969	\$295,411	\$16,300	\$35,100	\$734,571
STP		\$20,000		\$9,008	\$6,992			\$36,000
STIP					\$72,889			\$72,889
STIP-CRRSAA		\$11,949						\$11,949
TCEP				\$75,000				\$75,000
CMAQ				\$7,000				\$7,000
LPP (FORMULA)				\$12,731				\$12,731
UNFUNDED*					\$30,000			\$30,000
TOTAL	\$13,880	\$72,460	\$9,400	\$427,708	\$405,292	\$16,300	\$35,100	\$980,140

* Project is not fully funded

4.3 SAN BERNARDINO VALLEY FREEWAY INTERCHANGE PROJECTS PROGRAM

4.3.1 BACKGROUND

The Measure I Expenditure Plan included, but was not limited to, improvements for 31 freeway interchanges along I-10, I-15, SR 60, I-215, and SR 210 corridors. The total cost for these improvements was estimated at \$862 million. Funding consisted of a combination of Measure I, development fees, and State and Federal funds. Through the development of the Strategic Plan, the interchange project list was further defined to a total of 38 interchanges.

The Expenditure Plan requires that new development pay its fair share of interchange projects. The fair share for each interchange project was established by the Nexus Study adopted by the Board in 2005. The Nexus Study is updated occasionally based on amendments approved by the Board with the most recent update approved in April 2024.

Forty percent of the Measure I San Bernardino Valley Freeway Interchange Projects Program revenue was allocated toward the reimbursement to jurisdictions that entered into Project Advancement Agreement (PAA) commitments for the advancement of three interchange projects until the PAA obligation was fulfilled. The three interchanges were I-10/Live Oak, I-10/Riverside (Phase 1), and I-10/Pepper (Phase 1). The total PAA commitment was \$17.5 million.

The Strategic Plan identified that bonding was required to meet the Measure I obligation for the I-10/Cherry, I-10/Citrus, and I-10/Riverside Interchange projects to avoid loss of other State grant funds. The remaining interchanges were to be developed on a pay-as-you-go basis. However, more recently the Board has been supportive of plans to advance delivery of the top interchanges, which requires bonding.

4.3.2 CURRENT STATUS

All PAA commitments have been repaid, and consistent with Board direction, project development has commenced on the ten highest priority interchanges with public share funding available through construction. Additionally, the Board approved an exception to policy to allow the lower-ranked I-10/Pepper Interchange Phase 2 to proceed with the majority of funding coming from a federal earmark. In addition to the top ten interchanges, several Tier 2 interchanges were added to the 10-Year Delivery Plan in the 2017 Update with the construction of the I-10 Corridor Contract 1 Project, which resulted in improvements to the I-10/Monte Vista, I-10/Euclid, and I-10/Vineyard Interchanges. The Board approved Advance Expenditure Agreements (AEA) with the

City of Ontario for the SR 60/Euclid Interchange, the City of Rancho Cucamonga for the I-15/Base Line Interchange, and San Bernardino County for the I-15/Sierra Interchange, which allowed the projects to proceed using local funds with a guarantee of future Measure I reimbursement prior to beginning construction on a lower ranked interchange. Because the I-10/Vineyard Interchange is ranked lower than these interchanges, reimbursement of these AEAs has occurred. Additionally, since the 2021 Update, construction has been completed on five interchanges: I-10/Alabama Street, I-10/University Street, SR 60/Archibald Avenue, SR 60/Central Avenue, and SR 210/Base Line. Information regarding completed projects is included in Section 12.

The 2021 Update included a \$25 million reserve for an interchange phasing program adopted in 2016. Since adoption of the program, the City of Yucaipa has begun preliminary studies on partial improvements that could be made toward a future I-10/Wildwood Canyon Interchange. Additionally SBCTA is beginning construction of improvements to the SR 210/Waterman Avenue Interchange to complement improvements funded by Caltrans at the interchange, and the cities of Highland and Ontario are beginning development of improvements to the SR 210/5th Street and SR 60/Euclid Avenue Interchanges, respectively. After surveying San Bernardino Valley Subarea jurisdictions about the potential of additional phased improvements, the reserve is no longer maintained as no interest was expressed for additional projects.

In developing the interchange project schedules, it was assumed that the local agency would pay its fair share of the project costs. If the local agency cannot commit its fair share when project development of the interchange project is scheduled, project development will commence on the next highest priority project on which a local agency can commit its fair share.

The current revenue estimate for the next ten years is \$260 million. Consistent with the Strategic Plan, cash flow borrowing between Programs and bonding are used to accelerate the projects. Assurance of the availability of local share funding for capital phases will be considered before future bond issuances. Freeway interchange projects included in the 2025 Update and the overall cost and revenue requirements for the San Bernardino Valley Freeway Interchange Program are shown in Table 4.3.1. Project details are presented in Section 4.3.3. The estimated uncommitted balance through 2040 is \$220 million for this Program.

TABLE 4.3.1

SAN BERNARDINO VALLEY FREEWAY INTERCHANGE PROJECTS PROGRAM (COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT	COST	FUNDING SOURCE	REVENUE
1 I-10/Cedar Avenue Interchange	\$112,668	Measure I	\$209,837
2 I-215/University Parkway Interchange	\$25,696	State/Federal Formula Funds	\$12,751
3 I-10/Mount Vernon Avenue Interchange	\$97,487	State/Federal Grant Funds	\$6,985
4 SR 210/Waterman Avenue Interchange	\$9,810	Local/Private Funds	\$59,461
5 SR 210/5th Street Interchange	\$18,827	Unfunded	\$29,800
6 SR 60/Euclid Avenue Interchange	\$6,030		
7 I-10/Wildwood Canyon Road Interchange	\$3,000		
8 I-10/Riverside Avenue Interchange Phase 2*	\$45,316		
9 I-10/Euclid Avenue Interchange**	\$0		
10 I-10/Monte Vista Avenue Interchange**	\$0		
11 I-10/Mineyard Avenue Interchange**	\$0		
TOTAL:	\$318,834	TOTAL:	\$318,834

*Project is not fully funded.

**Project costs are included in the I-10 Corridor Contract 1 project.

The project locations are depicted in Figure 4.3.1. The project schedules are included as Figure 4.3.2.

FIGURE 4.3.1

SAN BERNARDINO VALLEY FREEWAY INTERCHANGE PROJECTS PROGRAM MAP

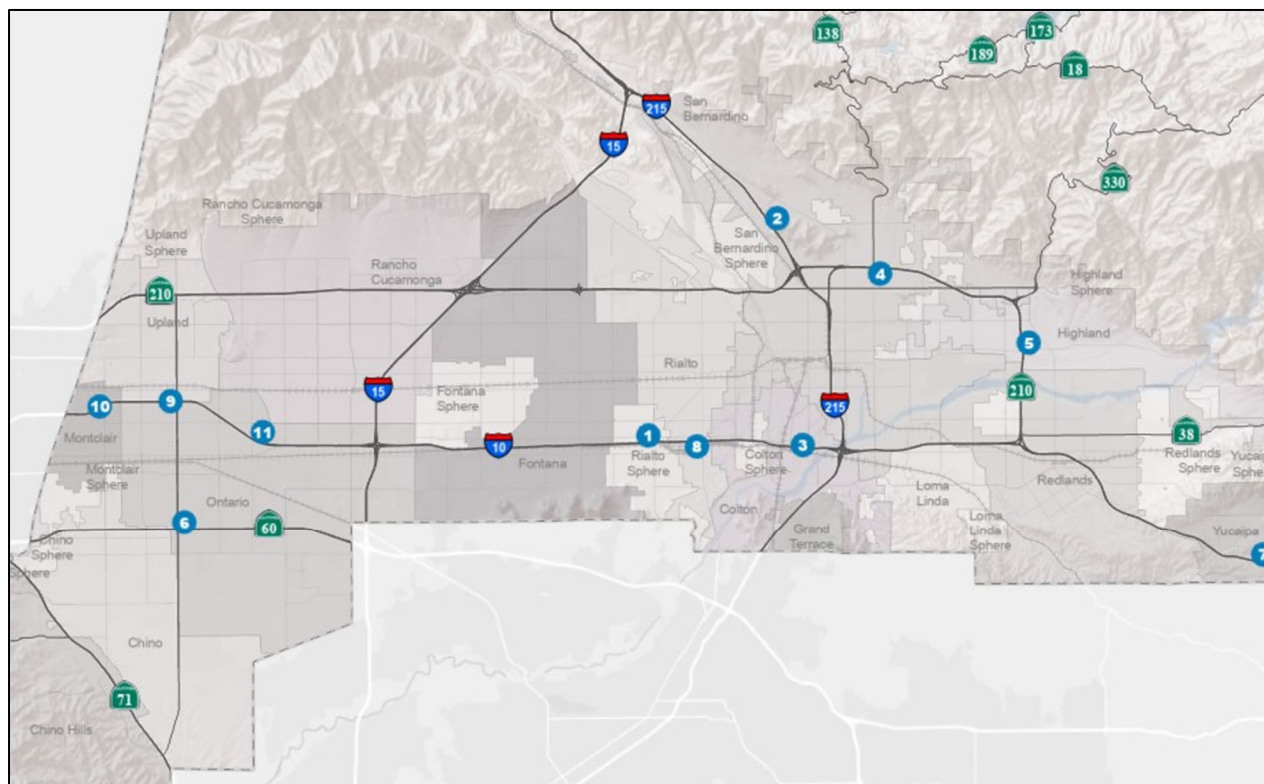
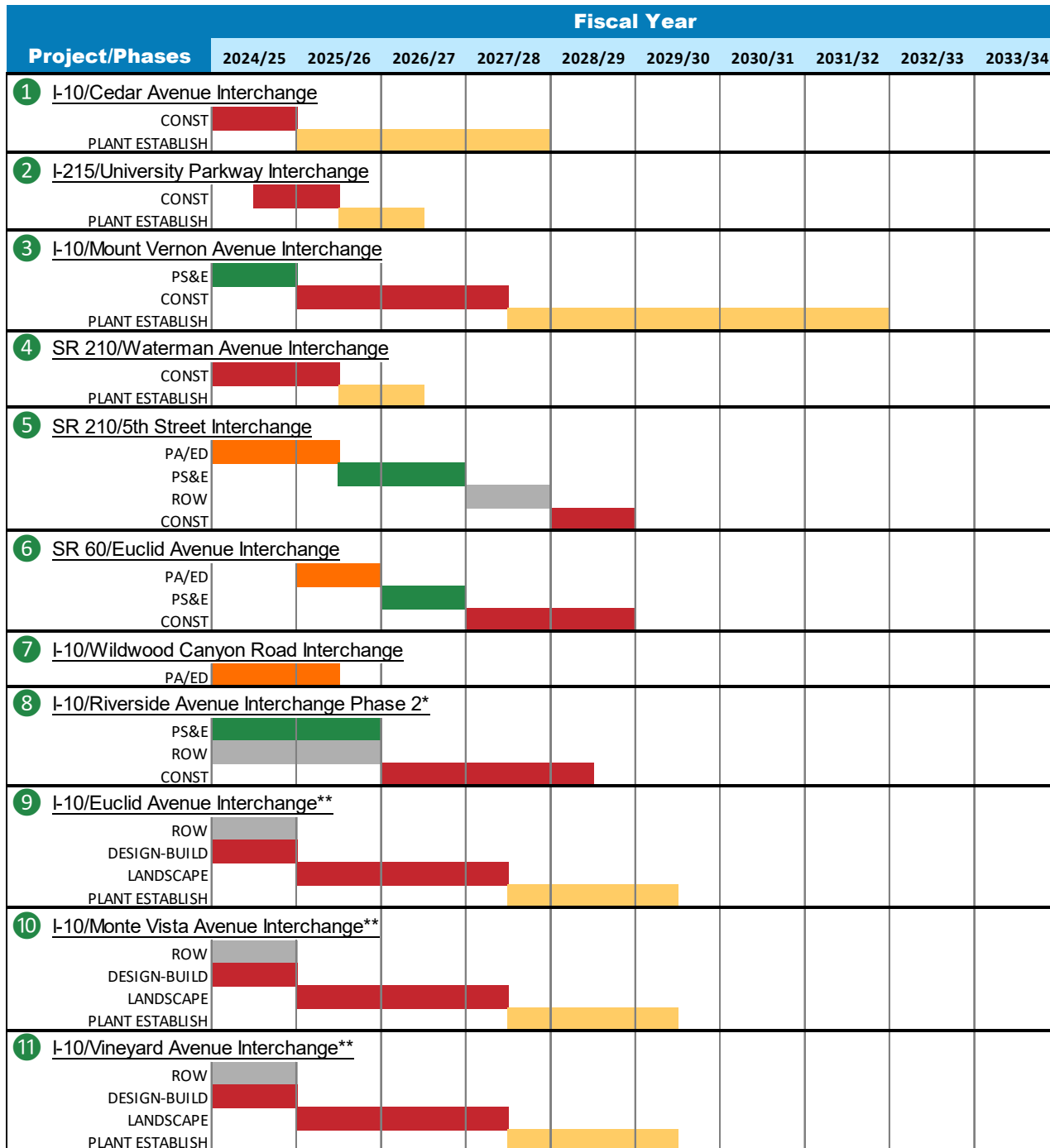


FIGURE 4.3.2

SAN BERNARDINO VALLEY FREEWAY INTERCHANGE PROJECTS PROGRAM SCHEDULE

*Schedule is dependent on securing additional funding.

**Schedule is consistent with the I-10 Corridor Contract 1 project.

4.3.3 PROJECT DETAILS

1 I-10/CEDAR AVENUE INTERCHANGE

Project Description: The project will reduce congestion and improve traffic operations along Cedar Avenue and the on/off-ramps of the I-10 Interchange. The project will improve Cedar Avenue generally between Slover Avenue and Bloomington Avenue, including left and right turn lanes, and modify the existing entrance and exit ramps. The project is located in the unincorporated area of Bloomington in San Bernardino County.

- Interchange Program Priority Rank 1
- The construction contract was awarded in October 2022.

Project Lead Agency: San Bernardino County (PS&E) / SBCTA (ROW and Construction)

Current Development Phase: Construction

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.2

I-10/CEDAR AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$82		\$1,000	\$6,970	\$63,140	\$231	\$71,423
HIP			\$3,552				\$3,552
DIF COUNTY	\$600	\$559	\$175		\$27,060	\$99	\$28,493
STP			\$4,000	\$200			\$4,200
PUC					\$5,000		\$5,000
TOTAL	\$682	\$559	\$8,727	\$7,170	\$95,200	\$330	\$112,668

2 I-215/UNIVERSITY PARKWAY INTERCHANGE

Project Description: The project will improve freeway access from University Parkway and improve local street traffic operations through a reconfiguration of the existing tight diamond interchange to a Diverging Diamond Interchange (DDI) configuration. The project includes ramp improvements, driveway modifications, new traffic signals, overhead signs, drainage improvements, and aesthetic improvements.

- Interchange Program Priority Rank 5
- The construction contract was awarded in August 2024.

Project Lead Agency: SBCTA

Current Development Phase: Construction

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.3

I-215/UNIVERSITY PARKWAY INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$49	\$101	\$118	\$1,376	\$14,692		\$16,336
DEMO		\$735					\$735
HIP			\$71				\$71
STP		\$298	\$939	\$612	\$3,079		\$4,928
DIF CITY	\$570	\$19	\$22	\$258	\$2,757		\$3,626
TOTAL	\$619	\$1,153	\$1,150	\$2,246	\$20,528		\$25,696

3 I-10/MOUNT VERNON AVENUE INTERCHANGE

Project Description: The project will improve local traffic operations associated with the I-10/Mount Vernon Avenue Interchange in the City of Colton. Improvements include lane additions, restriping, signal retiming, and the widening of the overcrossing, which will accommodate additional modes of travel.

- Interchange Program Priority Rank 8
- The cost estimate is based on the Engineer's Estimate dated November 2024. The cost estimate was validated and escalated as described in Sections 2.2 and 2.3.

Project Lead Agency: SBCTA

Current Development Phase: Pre-construction

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.4

I-10/MOUNT VERNON AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I	\$902	\$2,252	\$2,567	\$4,824	\$81,145	\$826	\$92,516
DIF CITY	\$48	\$121	\$138	\$259	\$4,361	\$44	\$4,971
TOTAL	\$950	\$2,373	\$2,705	\$5,083	\$85,506	\$870	\$97,487

4 SR 210/WATERMAN AVENUE INTERCHANGE PHASED IMPROVEMENTS

Project Description: The project will improve local traffic operations associated with the SR 210/Waterman Avenue Interchange in the City of San Bernardino. Improvements include widening the eastbound on-ramp to two lanes and re-striping the Waterman Avenue overcrossing to provide for dual left turn lanes in both the northbound and southbound directions at 30th Street and at the eastbound entrance ramp. Concurrently Caltrans will widen the eastbound off-ramp to provide for a right turn lane.

- Initiated through the Interchange Phasing Program
- The construction contract was awarded in October 2024.

Project Lead Agency: SBCTA

Current Development Phase: Construction

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.5

SR 210/WATERMAN AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I		\$180	\$400		\$7,281		\$7,861
DIF CITY	\$200	\$40	\$89		\$1,620		\$1,949
TOTAL	\$200	\$220	\$489		\$8,901		\$9,810

5 SR 210/5TH STREET INTERCHANGE PHASED IMPROVEMENTS

Project Description: The project will improve local traffic operations associated with the SR 210/5th Street Interchange in the City of Highland. Improvements include widening the eastbound and westbound on/off-ramps and widening 5th Street to ultimate width from the City Creek Bridge to the westbound ramps.

- Initiated through the Interchange Phasing Program
- SBCTA contribution is capped at the public share (55.9%) of a \$10 million project cost.
- The cost and schedule are based on the City of Highland's Capital Project Needs Analysis submitted September 2024.

Project Lead Agency: City of Highland

Current Development Phase: PA/ED

Complete for Beneficial Use: 2029

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.6

SR 210/5TH STREET INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I		\$259	\$890	\$56	\$4,385		\$5,590
DIF CITY		\$260	\$703	\$44	\$10,980		\$11,987
SHOPP					\$1,250		\$1,250
FED EARMARK					\$3,000		\$3,000
TOTAL		\$519	\$1,593	\$100	\$16,615		\$18,827

6 SR 60/EUCLID AVENUE INTERCHANGE PHASED IMPROVEMENTS

Project Description: The project will improve local traffic operations associated with the SR 60/Euclid Avenue Interchange in the City of Ontario. Improvements include adding northbound dual left turn lanes at the westbound ramps, a northbound through lane at the eastbound ramps, and southbound dual left turn lanes at the eastbound ramps.

- Initiated through the Interchange Phasing Program
- SBCTA contribution is capped at the public share (55.5%) of a \$10 million project cost.

Project Lead Agency: City of Ontario

Current Development Phase: Planning

Complete for Beneficial Use: 2029

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.7

SR 60/EUCLID AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I		\$150	\$210		\$2,987		\$3,347
DIF CITY		\$120	\$168		\$2,395		\$2,683
TOTAL		\$270	\$378		\$5,382		\$6,030

7 I-10/WILDWOOD CANYON ROAD INTERCHANGE PHASED IMPROVEMENTS

Project Description: The new I-10/Wildwood Canyon Interchange is conceptually anticipated to be constructed in three construction phases. The first phase is to add westbound on and off-ramps to provide access to areas north of the freeway and is the scope of this phased improvement. The second phase would construct a bridge spanning 1-10 and add the eastbound off-ramp. The third and final phase is to add the eastbound on-ramp, which would span Wildwood Creek.

- Initiated through the Interchange Phasing Program
- SBCTA contribution is capped at the public share (50%) of a \$10 million project cost.

Project Lead Agency: City of Yucaipa

Current Development Phase: PA/ED

Complete for Beneficial Use: 2030, pending funding availability

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.8

I-10/WILDWOOD CANYON ROAD INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I		\$1,500					\$1,500
DIF CITY		\$1,500					\$1,500
TOTAL		\$3,000					\$3,000

8 I-10/RIVERSIDE AVENUE INTERCHANGE PHASE 2

Project Description: The second phase of the I-10/Riverside Avenue Interchange project includes widening of the existing Riverside Avenue bridge structure over the UPRR railway to match the configuration of the completed I-10/Riverside Avenue Interchange Phase 1 project. The project will add two lanes in the northbound direction to connect to the existing two left turn lanes on the overcrossing as well as provide for sidewalks and a Class II bike lane in each direction.

- The City of Rialto has partnered with Caltrans on a Trade Corridor Enhancement Program grant application for construction phase funding with awards to be announced in June 2025.
- The cost estimate and schedule is based on the preliminary project cost estimate provided by the City of Rialto. The cost estimate was escalated as described in Sections 2.2 and 2.3.

Project Lead Agency: City of Rialto

Current Development Phase: PS&E

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.9

I-10/RIVERSIDE AVENUE INTERCHANGE PHASE 2 (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PS&E	ROW	CON	Plant Establish	
MEASURE I			\$2,504	\$3,358	\$5,402		\$11,264
DIF CITY			\$945	\$1,268	\$2,039		\$4,252
UNFUNDED*					\$29,800		\$29,800
TOTAL			\$3,449	\$4,626	\$37,241		\$45,316

*Schedule is contingent on securing grant funding for construction

9 I-10/EUCLID AVENUE INTERCHANGE

Project Description: The project will widen the existing ramps, widen Euclid Avenue, reconstruct the Euclid Avenue overcrossing structure, and provide additional turn lanes to accommodate the interchange, ramp, and local street movements.

- Interchange Program Priority Rank 13
- The project is being delivered with the I-10 Corridor Contract 1 project.
- A cooperative agreement with the Cities of Upland and Ontario has been executed for all phases of project delivery in accordance with the Measure I San Bernardino Valley Freeway Interchange Projects Program.

Project Lead Agency: SBCTA

Current Development Phase: Landscaping, as part of the I-10 Corridor Contract 1 project.

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.10

I-10/EUCLID AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	PCM	ROW	DESIGN-BUILD	Plant Establish	
MEASURE I	\$330	\$198	\$377	\$820	\$5,687		\$7,412
UPLAND DIF	\$42	\$25	\$47	\$104	\$719		\$937
ONTARIO DIF	\$28	\$17	\$32	\$69	\$479		\$625
TOTAL	\$400	\$240	\$456	\$993	\$6,885		\$8,974

10 I-10/MONTE VISTA AVENUE INTERCHANGE

Project Description: The project will reduce congestion and improve traffic operations along Monte Vista Avenue, Palo Verde Street and the on/off-ramps in the vicinity of the I-10 Interchange in the City of Montclair. The project improvements include widening the eastbound and westbound on/off-ramps, Monte Vista Avenue, and Palo Verde Street as well as reconstructing the bridge undercrossing structure.

- Interchange Program Priority Rank 10
- The project is being delivered with the I-10 Corridor Contract 1 project.
- A cooperative agreement with the City of Montclair has been executed for all phases of project delivery, in accordance with the Measure I San Bernardino Valley Freeway Interchange Projects Program.

Project Lead Agency: SBCTA

Current Development Phase: Landscaping, as part of the I-10 Corridor Contract 1 project.

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.11

I-10/MONTE VISTA AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE					Plant Establish	TOTAL
	PM	PA/ED	PCM	ROW	DESIGN-BUILD		
MEASURE I	\$607	\$671	\$1,341	\$3,036	\$19,396		\$25,051
MONTCLAIR DIF	\$142	\$213	\$257	\$708	\$4,527		\$5,847
UPLAND DIF	\$51		\$169	\$256	\$1,632		\$2,108
MONTCLAIR LOCAL			\$20		\$119		\$139
TOTAL	\$800	\$884	\$1,787	\$4,000	\$25,674		\$33,145

11 I-10/VINEYARD AVENUE INTERCHANGE

Project Description: The project will reduce congestion and improve traffic operations along Vineyard Avenue and the on/off-ramps in the vicinity of the I-10 Interchange. The project will widen portions of Vineyard Avenue, including left and right turn lanes and modify the existing entrance and exit ramps.

- Interchange Program Priority Rank 22
- The project is being delivered with the I-10 Corridor Contract 1 project.
- A cooperative agreement with the City of Ontario has been executed for all phases of project delivery in accordance with the Measure I San Bernardino Valley Freeway Interchange Projects Program.

Project Lead Agency: SBCTA

Current Development Phase: Landscaping, as part of the I-10 Corridor Contract 1 project.

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.3.12

I-10/VINEYARD AVENUE INTERCHANGE (1,000s)

FUNDING	PHASE					Plant Establish	TOTAL
	PM	PA/ED	PCM	ROW	DESIGN-BUILD		
MEASURE I	\$40	\$32	\$64	\$111	\$956		\$1,203
DIF CITY	\$60	\$48	\$97	\$166	\$1,434		\$1,805
TOTAL	\$100	\$80	\$161	\$277	\$2,390		\$3,008

4.4 SAN BERNARDINO VALLEY MAJOR STREET PROJECTS PROGRAM

4.4.1 BACKGROUND

The Measure I Expenditure Plan included improvements to major streets that connect communities, serve major destinations, and provide freeway access. The total cost for the anticipated major street project improvements in the Measure I Expenditure Plan was estimated at \$1.3 billion, which would be funded from a combination of Measure I, development fees, and State and Federal funds. Projects eligible to receive funding allocations must be included in the current adopted SBCTA Development Mitigation Nexus Study, and the local jurisdiction must have the project included in their development mitigation program.

The Program initially receives 20% of revenue collected in the San Bernardino Valley until March 31, 2020. Beginning ten years after initial revenue collection, the Measure I Expenditure Plan requires the SBCTA Board to increase the amount of Measure I revenue dedicated to the Measure I San Bernardino Valley Express Bus/Bus Rapid Transit (BRT) Service Program to at least 5%, but no more than 10%, of the San Bernardino Valley Subarea funding with the Major Street Projects Program being reduced by a like amount. On January 9, 2019, the Board took action to reduce the Major Street Projects Program to 17% effective April 1, 2020, to allow for a 5% allocation to the San Bernardino Valley Express Bus/BRT Service Program.

Through the development of the Strategic Plan, the Major Street Projects Program was further divided into an Arterial Sub-program and a Rail-Highway Grade Separation Sub-program. These sub-programs consist of approximately 400 projects, including 19 grade separations, with a total estimated cost of \$1.6 billion.

The Strategic Plan policies defined the reimbursement to jurisdictions that entered into a Project Advancement Agreement (PAA) commitment for the advancement of major street projects. Forty percent of the revenue was allocated to the reimbursement of PAA commitments until the PAA obligation was fulfilled. The Strategic Plan policies also defined the split of Measure I revenue between the two sub-programs. After the PAA allocation, 80% of the balance is apportioned to the Arterial Sub-program and 20% is apportioned to the Grade Separation Sub-program. In 2006, the passage of Proposition 1B brought additional State grants for goods movement projects. Six grade separation projects in San Bernardino County received Proposition 1B Trade Corridors Improvement Fund (TCIF) funds totaling \$50

million. The stakeholders, including SBCTA, local jurisdictions, and State entities, entered into project Baseline Agreements to demonstrate their commitment to the delivery of these projects. The California Transportation Commission (CTC) TCIF guidelines required all TCIF projects to be under construction no later than December 2013. Because TCIF funds would be lost if deadlines were not met, the Strategic Plan determined that bonding was required. Substantial construction award savings have occurred in the TCIF program; therefore, the CTC extended this deadline to December 2019 so that additional projects could be delivered.

The 2012 10-Year Delivery Plan initial financial analysis was performed based on the 80%-20% split between the sub-programs established in the Strategic Plan. This initial analysis determined that the amount of revenue for the Grade Separation Sub-program expenditure plan would not support the bonds required to deliver the grade separation projects on schedule so as not to jeopardize the TCIF funds. Keeping SBCTA's PAA reimbursement commitment, options were considered to address the funding shortfall, including the cancellation of projects, which would result in the loss of State and Federal grants; supplementing revenue with additional local funding; and the adjustment of distribution percentages between the two sub-programs. Ultimately the Board amended Policy 40006, San Bernardino Valley Major Street Program Measure I 2010-2040 Strategic Plan to reflect the revenue funding splits described below:

- After the 40% PAA distribution, the Arterial Sub-program will receive 67% of Measure I Major Street Projects Program funds for the first ten years, 70% for the second ten years, and 78% for the last ten years.
- After the 40% PAA distribution, the Rail-Highway Grade Separation Sub-program will receive 33% for the first ten years, 30% for the second ten years, and 22% for the last ten years.
- The revenue funding splits described above are limited to the completion of the grade separation projects funded with TCIF funds. Any additional revenues or savings that are not required for the completion of these grade separations shall be transferred to the Arterial Sub-program until the Arterial Sub-program reaches 80% of the revenue allocated to the Major Street Projects Program.

4.4.2 CURRENT STATUS

SBCTA and other project sponsors successfully delivered all of the initial TCIF projects by the December 2013 deadline. Phase 1 of the Glen Helen Grade Separation has been completed and closed out, but \$2.8 million of Rail-Highway Grade Separation Sub-program funds remain programmed for Phase 2 construction necessary to tie in the completed grade separation with the future Glen Helen Parkway Bridge replacement project over Cajon Wash. Additionally, savings in the initial program allowed the addition of the Monte Vista Grade Separation to the program, which was completed in 2019. Bonding was necessary to support the matching requirements of the TCIF program and the Proposition 1B State-Local Partnership program funds that have played a large role in the ability to fully fund these projects. Based on favorable bid results where most bids came in below the engineer's estimate and current revenue projections, there is no further adjustment between sub-programs and the split between sub-programs has returned to 80% for the Arterial Sub-program and 20% for the Rail-Highway Grade Separation Sub-program on an annual basis with possible further reductions to the Rail-Highway Grade Separation Sub-program after 2030 to ensure no more than 20% is allocated to that sub-program through 2040. All PAA commitments have been fulfilled, and no other agreements are outstanding under this program.

In 2016 a cooperative agreement with the City of San Bernardino was approved to have SBCTA take over lead agency status of the Mount Vernon Viaduct bridge replacement project. After extensive negotiation with

Caltrans, a High Cost Agreement was executed in July 2021 to provide funding through Caltrans that covers a large share of the \$245 million project cost, including financing costs to cover the deferred reimbursement from Caltrans. The bridge was completely deconstructed in 2021 and is expected to be complete in 2025.

The current revenue estimate for the next ten years is \$402 million, with \$80 million available for the Rail-Highway Grade Separation Sub-program and \$322 million available for the Arterial Sub-program. No further bonding is expected for the Rail-Highway Grade Separation Sub-program as most of the future revenue is dedicated to debt service on prior bonds. The estimated uncommitted balance through 2040 is \$76 million for this sub-program. The Arterial Sub-program is a pay-as-you-go, reimbursement program with project selection consistent with the Nexus Study but at the local level. Only projects where SBCTA is acting as the lead agency are included in the 10-Year Delivery Plan at this time. Consistent with the Strategic Plan, cash flow borrowing from the Major Street Projects Program to the Valley Freeway Projects Program will be used to reduce bonding costs. All cash flow borrowing between Measure I programs includes repayment, including interest, to the loaning fund. The overall cost and revenue requirements for the projects included in this 2025 Update are shown in Table 4.4.1. Project details are presented in Section 4.4.3. More information about Rail-Highway Grade Separation Sub-Program projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 4.4.1

SAN BERNARDINO VALLEY MAJOR STREET PROJECTS PROGRAM (COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT	COST	FUNDING SOURCE	REVENUE
① Mount Vernon Viaduct	\$244,811	Measure I	\$24,470
② I-10/Fourth Street Bridge Undercrossing*	\$0	State/Federal Grant Funds	\$176,613
TOTAL:	\$244,811	Local/Private Funds	\$43,728
		TOTAL:	\$244,811

* Project costs are included in the I-10 Corridor Contract 1 project.

The project locations are depicted in Figure 4.4.1. The project schedules are included as Figure 4.4.2.

FIGURE 4.4.1

SAN BERNARDINO VALLEY MAJOR STREET PROJECTS PROGRAM MAP

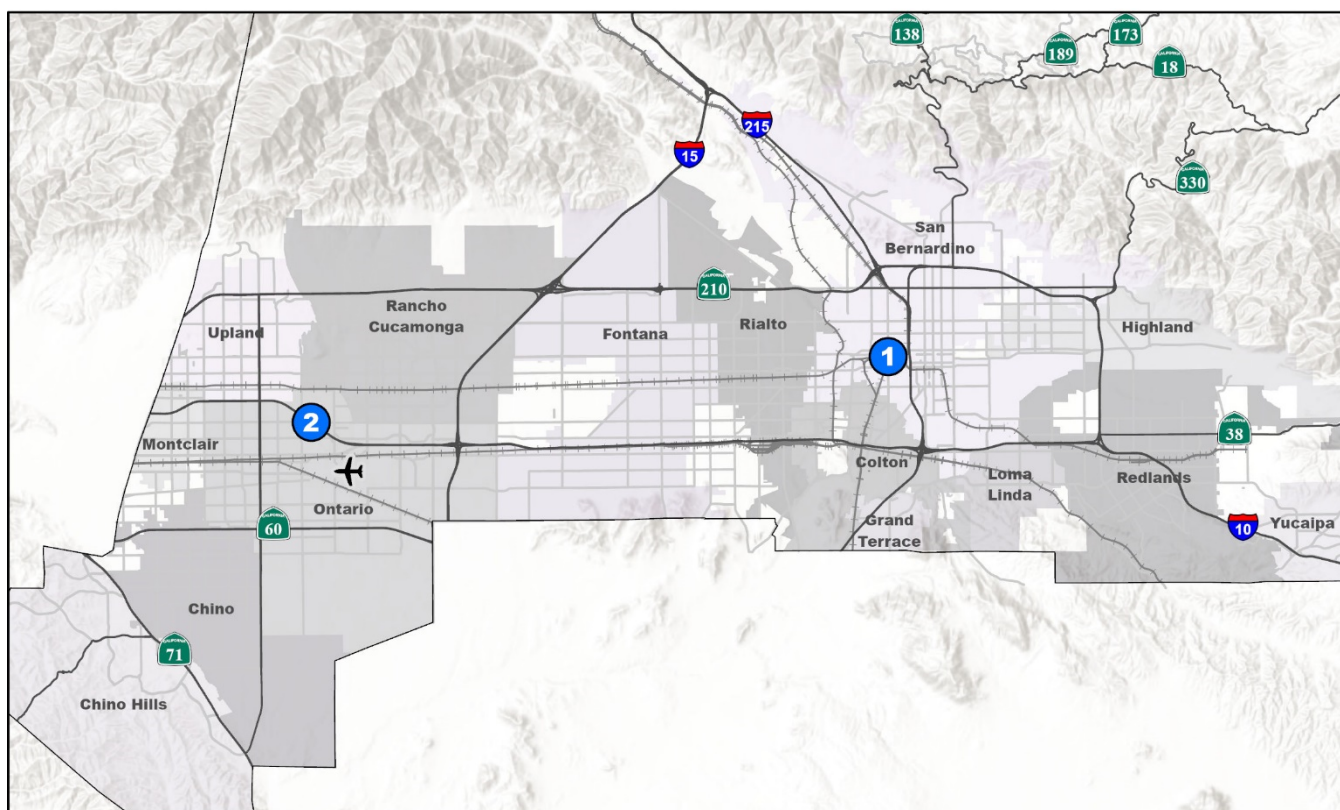


FIGURE 4.4.2

SAN BERNARDINO VALLEY MAJOR STREET PROJECTS PROGRAM SCHEDULE

Project/Phases	Fiscal Year									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
① Mount Vernon Viaduct										
DESIGN-BUILD										
② I-10/Fourth Street Bridge Undercrossing*										
ROW										
DESIGN-BUILD										
LANDSCAPE										
PLANT ESTABLISH										

*Schedule is consistent with the I-10 Corridor Contract 1 project.

4.4.3 PROJECT DETAILS

1 MOUNT VERNON VIADUCT

Project Description: The project will replace the Mount Vernon Avenue Bridge over the BNSF tracks and intermodal facility and Metrolink tracks from Rialto Avenue to 5th Street in the City of San Bernardino.

- A contract with a design-builder was executed in June 2020.
- Deconstruction of the existing bridge started at the end of 2020 and was completed in May 2021.
- The Highway Bridge Program (HBP) will fund up to \$5 million in short-term financing costs due to HBP deferred reimbursement.

Project Lead Agency: SBCTA

Current Development Phase: Design-Build

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 4.4.2

MOUNT VERNON VIADUCT (1,000s)

FUNDING	PHASE					TOTAL
	PM	PA/ED	ROW	DESIGN-BUILD	FINANCING	
MEASURE I	\$11	\$7,298	\$2,392	\$14,597	\$172	\$24,470
DIF CITY	\$2,489	\$3,520	\$1,297	\$6,841	\$82	\$14,228
HBP		\$10,878	\$58,571	\$78,295	\$1,920	\$149,665
BNSF			\$9,865	\$19,415	\$220	\$29,500
PROP 1B				\$3,453		\$3,453
HIP				\$23,495		\$23,495
TOTAL	\$2,500	\$21,696	\$72,125	\$146,096	\$2,394	\$244,811

2 I-10/FOURTH STREET BRIDGE UNDERCROSSING

Project Description: The project will reconstruct the I-10/Fourth Street undercrossing bridge structure in the City of Ontario and provide related roadway, drainage, and operational improvements to widen Fourth Street for an additional lane in each direction, including traffic signal modifications and related turning lanes.

- The project is being delivered with the I-10 Corridor Contract 1 project.
- A cooperative agreement with the City of Ontario has been executed for all phases of project delivery in accordance with the Measure I San Bernardino Valley Major Street Projects Program.

Project Lead Agency: SBCTA

Current Development Phase: Landscaping, as part of the I-10 Corridor Contract 1 project.

Complete for Beneficial Use: 2024

Funding Plan: The project is funded as shown in the table below.

TABLE 4.4.3

I-10/FOURTH STREET BRIDGE UNDERCROSSING (1,000s)

FUNDING	PHASE					TOTAL
	PM	PA/ED	PCM	ROW	DESIGN-BUILD	
MEASURE I	\$222	\$348	\$610	\$1,163	\$9,648	\$11,991
DIF CITY	\$178	\$277	\$487	\$928	\$7,705	\$9,575
CITY LOCAL			\$77		\$693	\$770
TOTAL	\$400	\$625	\$1,174	\$2,091	\$18,046	\$22,336

4.5 SAN BERNARDINO VALLEY METROLINK / RAIL SERVICE PROGRAM

4.5.1 BACKGROUND

The Measure I Expenditure Plan identified two rail projects, the extension of passenger rail to Redlands and Gold Line Extension to Montclair, and other expansions of the current Metrolink service estimated at \$692 million to be funded with a combination of Measure I, State, and Federal funds. During development of the Measure I Strategic Plan in 2008, the SBCTA Transit Committee (formerly the Commuter Rail and Transit Committee) recommended approving the use of bonding, re-scoping, and prioritization of the Metrolink/Rail Service Program based on funding availability. The Measure I Expenditure Plan and Strategic Plan identify the Metrolink line and facility improvements necessary to increase service for San Bernardino County, the purchase of expansion commuter rail passenger cars and locomotives, the Redlands Passenger Rail Project, and the Gold Line Extension to Montclair as projects to be funded from this Program. In February 2014, the SBCTA Board approved maintaining commitment to the following projects: the extension of passenger rail to Redlands, Metrolink San Bernardino Line Double Track – control point (CP) Lilac Avenue to CP Rancho Avenue, and the Gold Line Extension to Montclair.

4.5.2 CURRENT STATUS

The 2021 Update included estimated Metrolink/Rail Service Program project and operations costs over the 10-year period of \$726 million with \$236 million from Measure I, \$7 million from local funds, \$17 million anticipated from fare revenues from operations, and \$370 million from State and Federal funds, including \$135 million from competitive grant awards. There was an unfunded need of \$97 million for the Gold Line to Montclair and San Bernardino Line Double Track projects.

Since the adoption of the 2021 Update, construction reached completion on the Redlands Passenger Rail Project with passenger service beginning in October 2022, and full funding has been identified for a reduced scope of the San Bernardino Line Double Track project.

Primarily funded by Measure I Metrolink/Rail Service Program funds and using Diesel Multiple Unit (DMU) rail vehicles, the Arrow passenger rail service runs from the San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino to the University of Redlands in

the City of Redlands. The DMU to Zero Emission Multiple Unit (ZEMU) Vehicle Project, which includes the design and procurement of a ZEMU, is currently underway; the ZEMU is anticipated to operate in revenue service on Arrow by summer 2025. More information about this project can be found in Section 10.

The San Bernardino Line Double Track Project is fully funded due to the adoption by the California Transportation Commission (CTC) of the 2024 State Transportation Improvement Program (STIP), which included the Project, and approval by the California State Transportation Agency (CalSTA) of a Senate Bill 125 (SB125) Program fund allocation. Due to funding constraints and further analysis of operational benefits, the scope of the project has been reduced from Control Point (CP) Lilac to CP Rancho (three miles) to CP Lilac to CP Sycamore (0.7 miles).

Initial bids for the Gold Line Extension between Glendora and Montclair came in above the funding that had been secured for the project, prompting the Foothill Gold Line Construction Authority (GLA) to re-bid options for a phased construction approach. Construction on the portion from Glendora to Pomona started in July 2020 and was substantially completed in January 2025. In November 2024, the GLA and Los Angeles County Metropolitan Transportation Authority (LACMTA) approved a funding agreement to provide \$798 million to complete the Los Angeles County portion of the Pomona to Montclair segment. In May 2024, the SBCTA Board approved \$80 million in total funding for the San Bernardino County portion of the extension to Montclair. Bids for the Pomona to Montclair extension are scheduled to come in early 2025 and a construction contract award is scheduled for summer 2025.

The current revenue estimate for the Measure I Metrolink/Rail Service Program for the next ten years is \$189 million. The estimated uncommitted balance through 2040 for this Program is \$33 million. Rail projects included in the 2025 Update and the overall cost and revenue requirements for the San Bernardino Valley Metrolink/Rail Service Program are shown in Table 4.5.1. Project details are presented in Section 4.5.3. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 4.5.1

**SAN BERNARDINO VALLEY METROLINK/RAIL SERVICE PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT	COST	FUNDING SOURCE	REVENUE
1 Arrow - Operations	\$184,890	Measure I	\$181,328
2 San Bernardino Line Double Track	\$89,750	State/Federal Formula Funds	\$146,080
3 Gold Line to Montclair	\$80,000	State/Federal Grant Funds	\$41,000
Gold Line to Montclair - Operations	\$13,768		
TOTAL:	\$368,408	TOTAL:	\$368,408

The project locations are depicted in Figure 4.5.1. The project schedules are included as Figure 4.5.2.

FIGURE 4.5.1

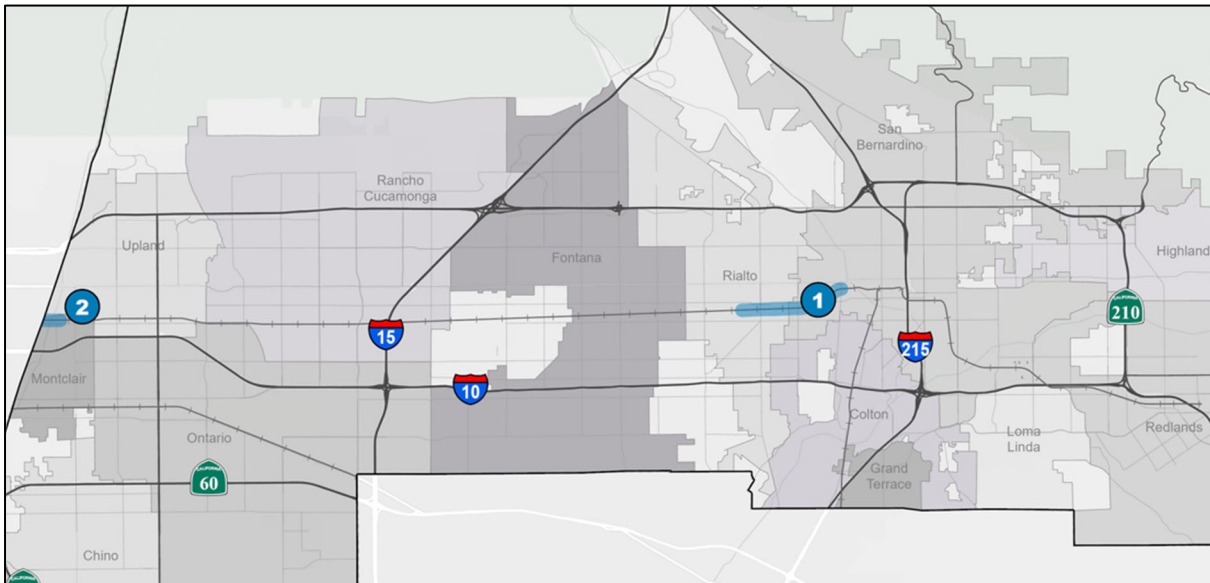
SAN BERNARDINO VALLEY METROLINK/ RAIL SERVICE PROGRAM MAP


FIGURE 4.5.2

SAN BERNARDINO VALLEY METROLINK/RAIL SERVICE PROGRAM SCHEDULE

Project/Phases	Fiscal Year									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
1 Arrow - Operations										
2 San Bernardino Line Double Track										
PS&E										
ROW										
CONST										
3 Gold Line to Montclair*										
PA/ED										
ROW										
DESIGN-BUILD										

* Schedule is contingent on execution of design-build contract and SBCTA Board approval of cost increases, if any.

4.5.3 PROJECT DETAILS

1 ARROW - OPERATIONS

Project Description: Using DMU rail vehicles, the Arrow passenger rail service runs from the San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino to the University of Redlands in the City of Redlands. Metrolink also provides one round-trip serving the Downtown Redlands Station during the commute hours. SCRRA, who operates the Metrolink service, operates the Arrow commuter rail service, maintains the DMUs, and provides dispatching and maintenance-of-way services.

- Operating costs are primarily funded by Measure I Metrolink/Rail Service Program funds.
- Revenue service began in October 2022.
- A ZEMU vehicle is anticipated to operate in revenue service on Arrow by summer 2025.

Project Lead Agency: Services provided by Metrolink, operated by SCRRA.

Current Development Phase: Operations

Complete for Beneficial Use: Ongoing

Funding Plan: Operations are funded as shown in the table below.

TABLE 4.5.2

ARROW - OPERATIONS (1,000s)

FUNDING	PHASE	
	OPERATIONS*	TOTAL
MEASURE I	\$161,413	\$161,413
STA	\$18,562	\$18,562
LTF	\$162	\$162
FTA 5337	\$4,753	\$4,753
TOTAL	\$184,890	\$184,890

* Operations represents the costs of operating between Fiscal Years 2024/2025 and 2033/2034.

2 SAN BERNARDINO LINE DOUBLE TRACK

Project Description: This Project will complete the construction of a 0.7-mile segment of double track on Metrolink's San Bernardino Line (SBL) from CP Lilac to just west of Sycamore Avenue in Rialto. 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 eight 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 (GHG). The Project segment has been identified as a critical early project for Metrolink's Southern California Optimized Rail Expansion (SCORE) Program.

- Preliminary engineering and CEQA clearance is complete.
- Since the 2021 Update, the double track segment has been reduced from CP Lilac to CP Rancho (three miles) to the most critical segment, CP Lilac to CP Sycamore (0.7 miles).

Project Lead Agency: SCRRA

Current Development Phase: Design

Complete for Beneficial Use: 2029

Funding Plan: The project is funded as shown in the table below.

TABLE 4.5.3

SAN BERNARDINO LINE DOUBLE TRACK (1,000s)

FUNDING	PHASE					TOTAL
	PM	PA/ED	PS&E	ROW	CON	
MEASURE I			\$733	\$460	\$3,262	\$4,455
PTMISEA		\$1,584				\$1,584
STA	\$298	\$347	\$10,208			\$10,853
STIP					\$56,348	\$56,348
SB125					\$16,510	\$16,510
TOTAL	\$298	\$1,931	\$10,941	\$460	\$76,120	\$89,750

3 GOLD LINE TO MONTCLAIR

Project Description: The Metro Foothill Gold Line Phase 2B Project (Gold Line to Montclair) includes 12.3 miles of light-rail track construction between Azusa and Montclair, primarily in Los Angeles County, except for 0.6 miles of construction in San Bernardino County, which contains the planned eastern terminus at the Montclair Transit Center. Through state legislation, the GLA was formed for the purposes of overseeing all design and construction contracts for completion of the Los Angeles to Pasadena Metro Gold Line, now known as the “A” Line, as well as any future extension eastward to Claremont.

- The project is not currently federalized, which limits the types of funding available to fund the project.
- Final project costs in San Bernardino County will not be known until bids are received for the design-build contract, currently scheduled for spring 2025.
- The portion of the project in San Bernardino County will be included as a contract option, thereby giving SBCTA a few months to determine if there are sufficient funds available to increase the Project allocation, subject to SBCTA Board approval.
- The LACMTA will be responsible for operating all completed phases of the Project, including the portion in San Bernardino County contingent upon the approval of the SBCTA Board, demonstrated via execution of an operations and maintenance agreement with LACMTA.

Project Lead Agency: Foothill Gold Line Construction Authority

Current Development Phase: Design-build contract pending execution

Complete for Beneficial Use: 2031, subject to execution of design-build contract and SBCTA Board approval of cost increases.

Funding Plan: The project is funded as shown in the table below. Any cost increases would be subject to SBCTA Board approval.

TABLE 4.5.4

GOLD LINE TO MONTCLAIR (1,000s)

FUNDING	PHASE					OPERATIONS**	TOTAL
	SBCTA PM	PA/ED	ROW	DESIGN-BUILD	CAPITAL TOTAL*		
MEASURE I	\$73	\$1,807	\$5,000	\$8,580	\$15,460		\$15,460
LTF	\$727	\$393		\$17,420	\$18,540	\$13,768	\$32,308
LCTOP				\$5,000	\$5,000		\$5,000
TIRCP				\$41,000	\$41,000		\$41,000
TOTAL	\$800	\$2,200	\$5,000	\$72,000	\$80,000	\$13,768	\$93,768

*Total cost impacts unknown until GLA selection of design-build contractor. Any cost increases would be subject to SBCTA Board approval.

**Operations cost reflects net cost and is based on assumption of operating between Fiscal Year 2030/2031 and 2033/2034.

4.6 SAN BERNARDINO VALLEY EXPRESS BUS/BUS RAPID TRANSIT SERVICE PROGRAM

4.6.1 BACKGROUND

The Measure I San Bernardino Valley Express Bus/Bus Rapid Transit (BRT) Service Program provides specific funding for development, implementation, and operation of express bus and BRT in high density corridors. In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, this program initially received 2% of revenue collected in the Valley until March 31, 2020. Effective April 1, 2020, the SBCTA Board approved an increase to 5% through the end of the Measure in 2040, with the 3% coming from the Valley Major Street Projects Program. The Measure I Expenditure Plan estimated that \$301 million in Measure I, State, and Federal funds would be available to this Program over the life of the Measure.

4.6.2 CURRENT STATUS

In October 2010, Omnitrans developed a system of ten planned BRT corridors identified as the sbX System Corridors. In 2014 the E Street sbX BRT corridor, or Green Line, in San Bernardino and Loma Linda was the first of the ten corridors implemented. After studying additional BRT corridors with high ridership, Omnitrans began developing the West Valley Connector project, taking into account the highest ridership sections of the Holt and Foothill Corridors. In January 2017, the SBCTA Board designated SBCTA as the lead agency for the project. The 2021 Update included estimated project and operations costs over the 10-year period for the West Valley Connector Project of \$328 million with \$69 million from Measure I, \$16 million from local and private funds, \$8 million anticipated from fare revenues from operations, and \$235 million from State and Federal funds, including \$193 million from competitive grant awards. Since the adoption of the 2021 Update, design was completed on the West Valley Connector Project, and construction is underway. SBCTA has been successful in securing additional grants, including an additional \$19 million from the Transit and Intercity Rail Capital Program and \$8 million from the Affordable Housing and Sustainable Communities Program. The project is fully funded with a current estimated capital project cost of \$320 million.

The Ontario International Airport (ONT) Connector Project, formerly the ONT Loop Project, will serve as an innovative four-mile sub-surface bi-directional tunnel system that will operate as an on-demand direct connection between ONT and the Cucamonga Metrolink Station. The proposed project includes the construction of a 4.2-mile-long transit service tunnel, stations to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4; a maintenance and storage facility to store and maintain vehicles; and an emergency access and ventilation shaft to provide a means of emergency passenger egress and first responder access.

The Project will seamlessly integrate into the Cucamonga Metrolink Station, which will also serve as the terminus for the privately-funded Brightline West electrified high-speed rail connection between Las Vegas and Southern California, as well as the West Valley Connector bus rapid transit service, which is expected to commence in 2026.

Due to the operational characteristics of the project, it has been determined that this project would be considered an eligible project for the use of Valley Express Bus/Bus Rapid Transit Service Program funds. While there is no recommendation to allocate these funds to this project at this time, the project has been added to this section of the 2025 Update for tracking purposes. Since the 2021 Update, the capital cost of the project has increased from \$132 million to \$696 million, which will require a significant infusion of grant funding as SBCTA does not currently have the financial resources to meet that shortfall.

Per Board direction in December 2024, SBCTA staff is conducting an evaluation of the application of Transit Signal Priority and other strategies to enhance local bus service, in conjunction with the development of smart corridors in the Valley, with an investment plan to be brought back to the Board by spring 2025. Additionally, staff is continuing to collaborate with local jurisdictions to identify the priority of routes for further development of the Bus Rapid Transit network as identified in the Omnitrans Systemwide Plan (updated in 2019), to be further refined and incorporated into the Long Range Multimodal Transportation Plan, scheduled for approval by spring 2025. Any investments of Valley Express Bus/Bus Rapid Transit Service Program funds for these purposes would be brought to the Board for approval or incorporated in future Delivery Plan updates.

The current revenue estimate for the Measure I Express Bus/Bus Rapid Transit Service Program for the next ten years is \$118 million. The estimated uncommitted balance through 2040 for this Program is \$102 million. Projects included in the 2025 Update and the overall cost and revenue requirements for the San Bernardino Valley Express Bus/Bus Rapid Transit Service Program are shown in Table 4.6.1. Project details are presented in Section 4.6.3. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 4.6.1

**SAN BERNARDINO VALLEY EXPRESS BUS/BUS RAPID TRANSIT SERVICE PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT	COST	FUNDING SOURCE	REVENUE
1 West Valley Connector - Capital	\$320,333	Measure I	\$105,274
West Valley Connector - Operations	\$79,162	State/Federal Formula Funds	\$257,612
2 Ontario International Airport (ONT) Connector-Capital*	\$695,991	State/Federal Grant Funds	\$219,781
Ontario International Airport (ONT) Connector-Operations	\$28,206	Local/Private Funds	\$45,296
TOTAL:	\$1,123,692	Fare Revenue	\$13,051
		Unfunded	\$482,678
		TOTAL:	\$1,123,692

* Project is not fully funded.

The project locations are depicted in Figure 4.6.1. The project schedules are included as Figure 4.6.2.

FIGURE 4.6.1

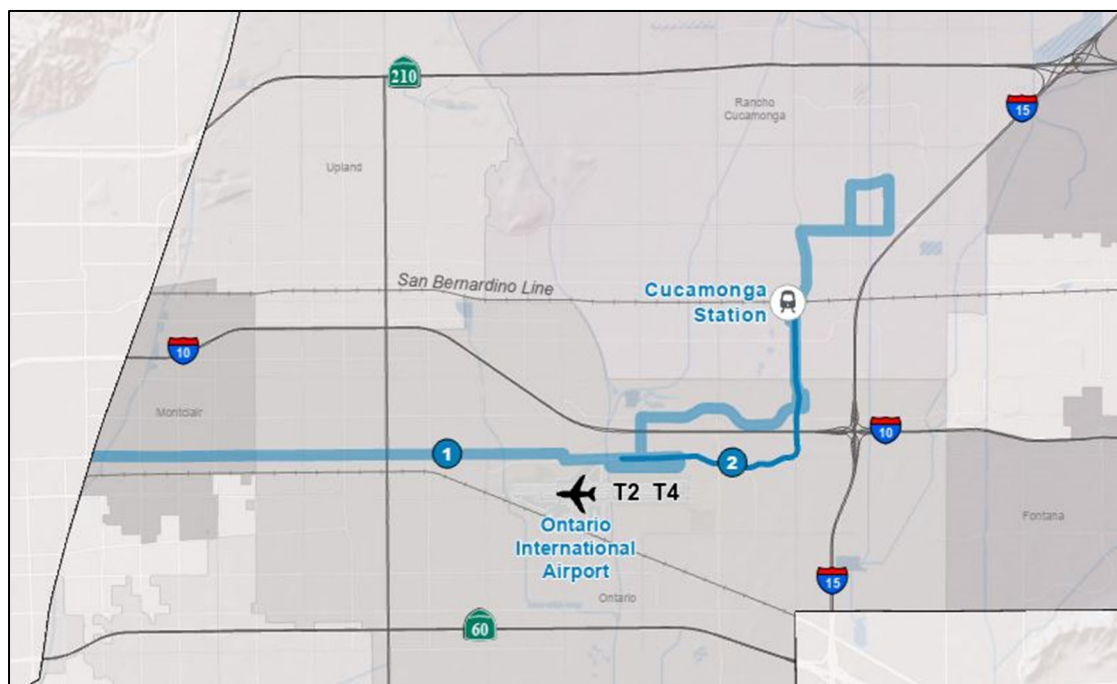
SAN BERNARDINO VALLEY EXPRESS BUS/BUS RAPID TRANSIT SERVICE PROGRAM MAP


FIGURE 4.6.2

SAN BERNARDINO VALLEY EXPRESS BUS/BUS RAPID TRANSIT SERVICE PROGRAM SCHEDULE

Project/Phases	Fiscal Year									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
1 West Valley Connector - Capital										
CONST										
2 Ontario International Airport (ONT) Connector - Capital*										
PA/ED										
ROW										
DESIGN-BUILD										

* Schedule is dependent on securing additional funding.

4.6.3 PROJECT DETAILS

1 WEST VALLEY CONNECTOR

Project Description: The West Valley Connector (WVC) Project is a 19-mile BRT project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The WVC will serve the cities of Pomona, Montclair, Ontario and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens as well as other mixed-use development in Rancho Cucamonga. The proposed project includes the purchase of 18 battery electric buses and improvements to Omnitrans west Operations & Maintenance facility needed to operate and maintain the battery electric buses.

- Intersection improvements at Holt Boulevard/Mountain Avenue and Holt Boulevard/Grove Avenue within the City of Ontario are included in the overall project cost, with the City as lead agency for the funding and construction.
- The WVC bus rapid transit service will integrate with the services to be provided by the ONT Connector Project and the privately-funded Brightline West electrified high-speed rail connection between Las Vegas and Southern California.

Project Lead Agency: SBCTA

Current Development Phase: Construction

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 4.6.2

WEST VALLEY CONNECTOR (1,000s)

FUNDING	PHASE					CAPITAL TOTAL	OPERATIONS*	TOTAL
	PM	PA/ED	PS&E	ROW	CON			
MEASURE I	\$7,353	\$2,139	\$1,864	\$5,490	\$28,115	\$44,961	\$60,313	\$105,274
FTA SMALL STARTS				\$44,180	\$42,570	\$86,750		\$86,750
FTA ARP STIMULUS			\$5,004	\$21,085		\$26,089		\$26,089
SCCP					\$65,000	\$65,000		\$65,000
TIRCP					\$33,778	\$33,778		\$33,778
CITY LOCAL					\$12,615	\$12,615		\$12,615
AHSC					\$8,165	\$8,165		\$8,165
OMNITRANS Other	\$3,228	\$4,579	\$4,484	\$17,386	\$2,023	\$31,700		\$31,700
CMAQ					\$11,275	\$11,275		\$11,275
LTF							\$6,939	\$6,939
LCTOP							\$4,500	\$4,500
FARE REVENUE							\$7,410	\$7,410
TOTAL	\$10,581	\$6,718	\$11,352	\$88,141	\$203,541	\$320,333	\$79,162	\$399,495

*Operations costs represent the costs of startup and operations between Fiscal Year 2025/2026 and 2033/2034.

2 ONTARIO INTERNATIONAL AIRPORT (ONT) CONNECTOR

Project Description: The ONT Connector Project (formerly the ONT Loop Project) will provide new passenger service between the Cucamonga Metrolink Station and the ONT Terminals 2 and 4 using fully autonomous, all-electric, rubber-tired transit vehicles. The proposed project includes the construction of a 4.2-mile-long transit service tunnel; stations to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4; a maintenance and storage facility to store and maintain vehicles; and an emergency access and ventilation shaft to provide a means of emergency passenger egress and first responder access. This new connection will increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the deployment of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. Construction will primarily use public right-of-way involving coordination with partner agencies, including the cities of Rancho Cucamonga and Ontario, the Ontario International Airport Authority (OIAA), Caltrans, Metropolitan Water District, and Union Pacific Railroad.

- The project delivery concept is Design-Build (DB) using multiple notices to proceed to advance the project based on available funding.
- SBCTA will pursue grant funds to fill the funding gap.
- In July 2024, the Board approved moving forward with the next phase of the procurement process by shortlisting two DB teams. Final proposals could affect the schedule and total project and operations cost.
- Right-of-way acquisition is limited and mostly in the form of above-ground easements for the tunnel and ventilation shafts.
- Omnitrans is anticipated to be the lead agency for the service.
- SBCTA estimates operating costs of \$6.7 million per year, escalated at 3.6% annually.

Project Lead Agency: SBCTA

Current Development Phase: PA/ED

Complete for Beneficial Use: 2031

Funding Plan: The project is funded as shown in the table below.

TABLE 4.6.3

ONTARIO INTERNATIONAL AIRPORT (ONT) CONNECTOR (1,000s)

FUNDING	PHASE						TOTAL
	PM	PA/ED	ROW	DESIGN-BUILD	CAPITAL TOTAL	OPERATIONS*	
LTF	\$20,151		\$1,493	\$109,847	\$131,491	\$22,565	\$154,056
STA	\$31,720	\$24,142			\$55,862		\$55,862
RAIL ASSETS		\$980			\$980		\$980
FTA 5307				\$21,000	\$21,000		\$21,000
LCTOP				\$2,000	\$2,000		\$2,000
CMAQ				\$1,980	\$1,980		\$1,980
UNFUNDED				\$482,678	\$482,678		\$482,678
FARE REVENUE						\$5,641	\$5,641
TOTAL	\$51,871	\$25,122	\$1,493	\$617,505	\$695,991	\$28,206	\$724,197

*Operations costs represent the costs of startup and operations between Fiscal Year 2030/2031 and 2033/2034.

4.7 SAN BERNARDINO VALLEY SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

4.7.1 BACKGROUND

Within the San Bernardino Valley Subarea, the amount of Measure I revenue apportioned to the Senior and Disabled Transit Service Program is 8%, of which a minimum of 25% is made available for the creation and operation of a Consolidated Transportation Services Agency (CTSA) that is responsible for the coordination of social service transportation for elderly individuals, individuals with disabilities, and families of limited financial means. The Measure I Expenditure Plan estimated \$362 million of Measure I revenue would be available for the Program, of which \$90.5 million was for the CTSA. In October 2010, Valley Transportation Services (VTrans) was created and designated as the CTSA for the San Bernardino Valley by the SBCTA Board. In November 2015, the Board concluded that consolidation of the CTSA operations under Omnitrans would be more cost-effective, thereby increasing the funding available for programs that benefit senior citizens and persons with disabilities.

The remaining \$271.5 million (75%) of Program revenue may be expended to reduce fares and support existing, new, expanded, or enhanced transportation services, including capital projects, for senior citizens and individuals with disabilities.

4.7.2 CURRENT STATUS

In July 2018, the SBCTA Board approved a revision to Policy 40009 to allow all San Bernardino Valley Senior and Disabled Transit Service Program funds approved for allocation to be passed through monthly to Omnitrans as the transit operator and CTSA for the San Bernardino Valley Subarea. Program funds are used on services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with Omnitrans' Short Range Transit Plan (SRTP). The current revenue estimate for the next ten years is \$189 million.

In addition to these pass-through Program funds, SBCTA passes through and/or allocates shares of Senate Bill 1 State of Good Repair funds, Low Carbon Transit Operations Program funds, State Transit Assistance funds, Local Transportation Funds, and Federal formula funds to Omnitrans for additional needs identified in its SRTP as part of annual capital and operating subsidies.

4.8 SAN BERNARDINO VALLEY TRAFFIC MANAGEMENT SYSTEMS PROGRAM

4.8.1 BACKGROUND

The San Bernardino Valley Traffic Management Systems Program is funded by 2% of the revenue collected within the San Bernardino Valley Subarea, which was estimated to be \$90 million in total revenue. The amount is not intended to deliver sizeable infrastructure projects. The Traffic Management Systems Program funds are to provide seed money to support transportation planning, creation of transportation management programs, implementation of traffic operational improvements on regional facilities, and environmental enhancements. The Traffic Management System Program funding can be used to strategically leverage State, Federal, local, and private funding.

Measure I defines a non-comprehensive list of eligible projects under this category that include signal synchronization, systems to improve traffic flow, rideshare and multimodal interconnectivity programs, and the freeway service patrol. Additional project types that are consistent with traffic management systems and environmental enhancement include corridor greenbelts, high occupancy vehicle inducements, bike and pedestrian trails, open space development, and air quality-related inducements, including alternative fuel programs.

4.8.2 CURRENT STATUS

This Program will be managed on a pay-as-you-go basis. This program annually supports SBCTA staff subregional planning and project development, commuter assistance, rideshare, and multimodal interconnectivity efforts as well as commuter assistance, rideshare, and multimodal programs such as freeway service patrol, motorist information, incentives for rideshare commuters, and subsidies for zero-emission vanpools.

Funds from this Program also contributed towards project management costs associated with the coordination of approximately 1,250 signals on major arterial corridors in the San Bernardino Valley, with total investments from all sources that exceeded \$15 million and involved coordination with sixteen separate local agencies and Caltrans. At system “turn-on” the project showed significant improvements in arterial travel times and reductions in stops and delays. On-going maintenance and operations of the system relies on grants, contributions from local agencies, and Traffic Management System Program funds, which are primarily used as incentive funds for local agencies that ensure their signals are operational and coordinated.

In July 2021, the Board approved continuing to support on-going maintenance through 2026. Additionally, the Board approved the use of \$1 million in Program funds for a Haven Avenue Corridor Technology Enhancement Pilot Project in coordination with the City of Ontario and the City of Rancho Cucamonga, which synchronized 40 intersections in the corridor and provided software and hardware to optimize corridor signal performance. At the same time the Board approved \$5 million for a competitive application process for other corridor pilot projects subject to local jurisdiction financial contributions and mechanisms to ensure system maintenance, with \$3 million available to East Valley jurisdictions and \$2 million available to West Valley jurisdictions. The application process was halted pending the outcome of the Smart County Master Plan. The Smart County Master Plan contains an initiative to develop multiple “smart corridors” in the Valley in conjunction with further development of Priority Transit Corridors that are identified by Omnitrans and SBCTA in the Long Range Multimodal Transportation Plan. The identification of the specific corridors for development will be made through outreach to the local jurisdictions and Omnitrans in 2025.

The current revenue estimate for the next ten years is \$47 million.



VICTOR VALLEY SUBAREA PROGRAMS

**VICTOR VALLEY
LOCAL STREET PROJECTS
PROGRAM**

**VICTOR VALLEY
MAJOR LOCAL HIGHWAY PROJECTS
PROGRAM**

**VICTOR VALLEY
SENIOR AND DISABLED
TRANSIT SERVICE PROGRAM**

**VICTOR VALLEY
PROJECT DEVELOPMENT AND
TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

5.1 VICTOR VALLEY LOCAL STREET PROJECTS PROGRAM

5.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$579 million of Measure I revenue would be available for local street projects. Seventy percent (less 2% retained by SBCTA for the Project Development and Traffic Management Systems Program) of the funds collected in the Subarea would be distributed on a monthly basis to the jurisdictions based on population (50%) and tax generation (50%). Note beginning in Fiscal Year 2015/2016 and every five years thereafter, the Local Street Projects Program decreases by 0.5% and the Senior and Disabled Transit Service Program increases by 0.5% up to a total of 7.5% of the Measure I Revenue in the Victor Valley Subarea unless each local jurisdiction within the Subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users.

The Strategic Plan established policies for eligible expenditures, funding allocations, and adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans. Detailed information can be found in the Victor Valley Strategic Plan Local Street Projects Program Policy 40012.

5.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and the Strategic Plan, the Measure I funds apportioned to the Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan.

In March 2019, the SBCTA Board accepted direction from the Mountain/Desert Policy Committee that no finding should be made against the increase to the Senior and Disabled Transit Service Program; therefore, beginning April 2020, the Senior and Disabled Transit Service Program increased 0.5% from 5.5% to 6.0% of the Victor Valley Subarea revenue, which caused a decrease in the Local Streets Projects Program of 0.5% from 67.5% to 67% of the Measure I Revenue in the Victor Valley Subarea. The 2025 Update assumes the Program revenues will further decrease to 66.5% and 66% in April 2025 and April 2030, respectively. The current estimate for the Program over the next ten years is \$192 million.

5.2 VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM

5.2.1 BACKGROUND

The Measure I Expenditure Plan included contributions to projects along major streets and highways serving as current or future primary routes of travel within the Subarea, which may include interchanges and freeway improvements along I-15, SR 138, US 395, and the proposed High Desert Corridor. The total cost for the contribution was estimated at \$413 million, which will be funded from a combination of Measure I, development fees, and State and Federal funds.

Through the development of the Strategic Plan, candidate project lists were developed with the assistance of the Victor Valley Subarea jurisdiction representatives that included interchange projects, arterial projects, grade separation projects, state highway projects, and highway corridor projects. Measure I allocation to projects within this Program is at the full discretion of Victor Valley Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Advanced Expenditure Program is available for projects meeting the eligibility detailed in the Victor Valley Strategic Plan Policy 40011 and Policy 40013.

5.2.2 CURRENT STATUS

Significant progress is being made in the delivery of the priorities identified for development in Measure I 2010- 2040. Since the 2021 Update the Green Tree Boulevard section of the Yucca Loma Corridor, Apple Valley Road/SR 18

Realignment, Stoddard Wells Road widening, and Bear Valley Road Overhead at BNSF have been completed, and US 395 Phase 2 received grant funding to fill the unfunded need. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

The current revenue estimate for the Program over the next ten years is \$72 million. During the development of the 2021 Update, the Victor Valley Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board established and approved a prioritized list of regional/interregional projects for consideration in future plans, two of which are included in this plan: US 395 Phase 2 and SR 18 Operational Improvements. The overall cost and revenue requirements for the Major Local Highway Projects Program are shown in Table 5.2.1. Project details are presented in Section 5.2.3. Consistent with the Strategic Plan, bonding has been used in the past to accelerate projects, but no further bonding is anticipated as short-term funding needs can be fulfilled with internal cashflow borrowing. The estimated uncommitted balance through 2040 is \$73 million for this Program. The estimated uncommitted balance of State and Federal funds through 2040 is \$194 million for this Program. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today.

TABLE 5.2.1

VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT		COST	FUNDING SOURCE	REVENUE
1	El Mirage Road from US 395 to Koala Road	\$13,586	Measure I	\$93,886
2	Bartlett Avenue from Aster Road to Richardson Road	\$9,621	State/Federal Formula Funds	\$56,636
3	Bellflower Street from Chamberlaine Way to Air Expressway	\$8,255	State/Federal Grant Funds	\$111,895
4	Bellflower Street from Cactus Road to Air Expressway	\$6,992	Local/Private Funds	\$136,365
5	Bear Valley Road Bridge Over Mojave River	\$50,662	Unfunded	\$38,351
6	Central Road Widening from SR 18 to Bear Valley Road	\$4,318	TOTAL:	\$437,133
7	Dale Evans Parkway Phase 1 (Waalew Realignment)	\$2,891		
8	Yucca Loma Road Widening from Apple Valley Road to 1200' East	\$3,250		
9	Yucca Loma Road Widening from 1200' East of Apple Valley Road to Rincon Road	\$6,909		
10	Yucca Loma Road Widening from Rincon Road to Navajo Road*	\$13,864		
11	Widen SR18 to 6 lanes from Apple Valley Road to Tao Road*	\$30,718		
12	Deep Creek Road from Bear Valley Road to Tussing Ranch Road	\$4,814		
13	Ranchero Road Corridor Widening	\$54,696		
14	Main Street Widening from I-15 to Fuente Avenue and Aqueduct Bridge	\$16,503		
15	Mojave Drive Widening from US 395 to 7th Avenue*	\$41,521		
16	Bear Valley Road Widening from Monte Vista Road to US 395*	\$14,131		
17	Rock Springs Road Bridge over Mojave River	\$34,938		
18	Phelan Road Widening from SR 138 to Hesperia City Limits**	\$5,181		
19	US 395 - Phase 2 Freight Mobility and Safety Project	\$102,283		
20	SR 18 Safety and Operational Improvements - Project Development**	\$12,000		
TOTAL:		\$437,133		

* Project is not fully funded.

** Project development only.

The project locations are depicted in Figure 5.2.1. The project schedules are included as Figure 5.2.2.

FIGURE 5.2.1

VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM MAP

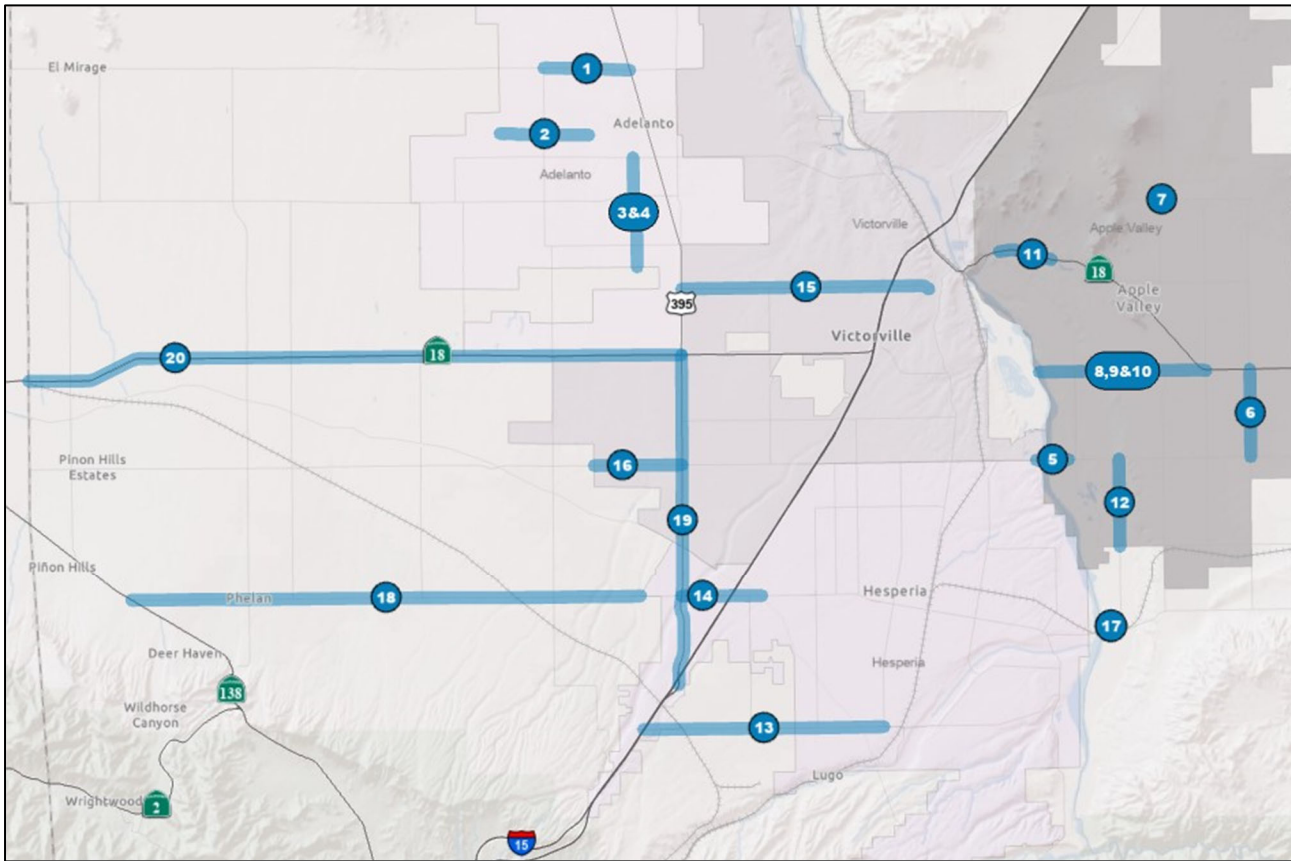
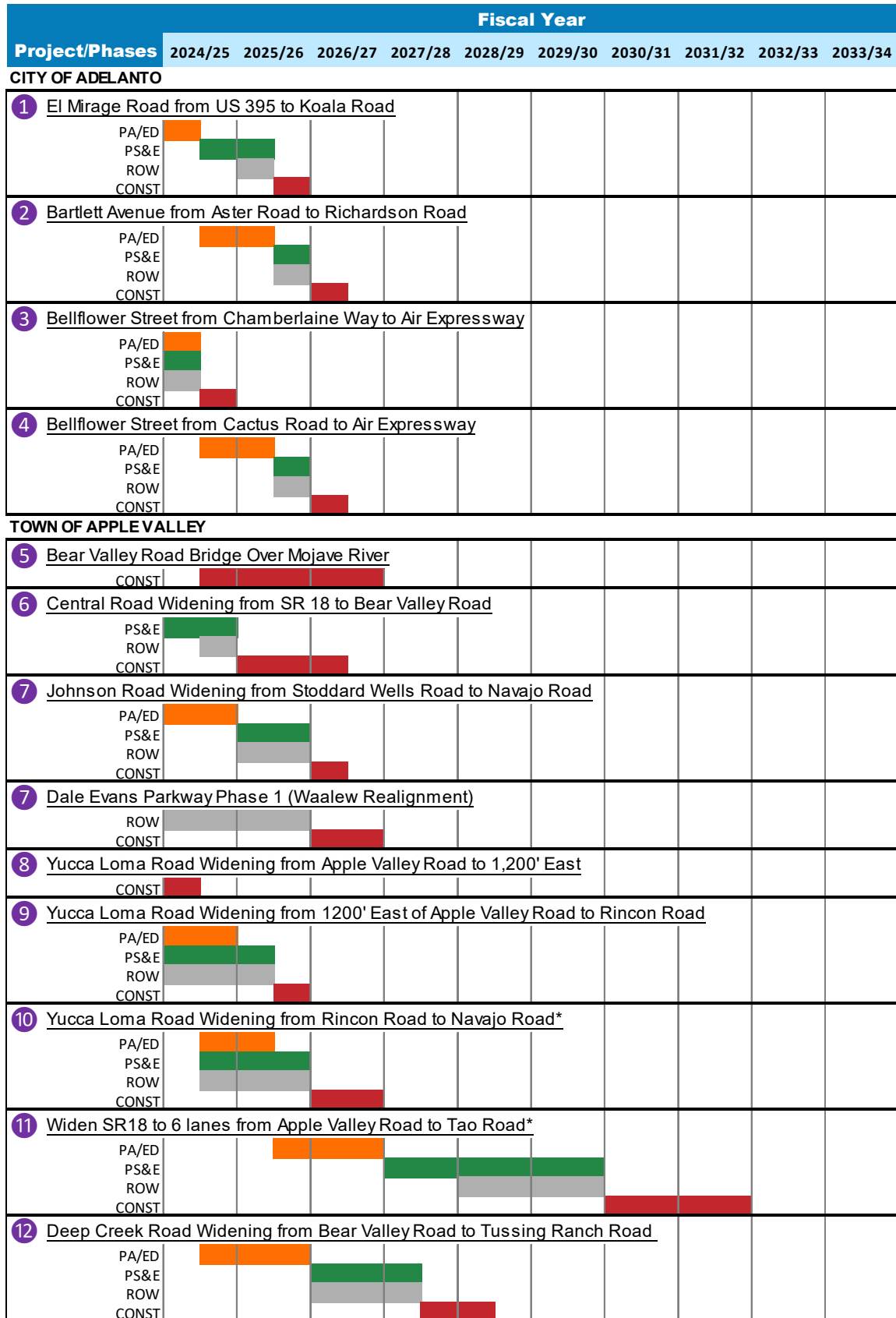


FIGURE 5.2.2

VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE

* Schedule is dependent on securing additional funding.

FIGURE 5.2.2

VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE (CONT.)

		Fiscal Year									
Project/Phases		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
CITY OF HESPERIA											
13	Ranchero Road Corridor Widening										
	CONST										
14	Main Street Widening from I-15 to Fuente Avenue and Aqueduct Bridge										
	PA/ED										
	PS&E										
	ROW										
	CONST										
CITY OF VICTORVILLE											
15	Mojave Drive Widening from US 395 to 7th Avenue*										
	PA/ED										
	PS&E										
	ROW										
	CONST										
16	Bear Valley Road Widening from Monte Vista Road to US 395*										
	PA/ED										
	PS&E										
	ROW										
	CONST										
COUNTY OF SAN BERNARDINO											
17	Rock Springs Road Bridge over Mojave River										
	PS&E										
	ROW										
	CONST										
18	Phelan Road Widening from SR 138 to Hesperia City Limits										
	PA/ED										
REGIONAL/INTERREGIONAL PROJECTS											
19	US 395 - Phase 2 Freight Mobility and Safety Project										
	PS&E										
	ROW										
	CONST										
20	SR 18 Safety and Operational Improvements - Project Development										
	PA/ED										

* Schedule is dependent on securing additional funding.

5.2.3 PROJECT DETAILS

CITY OF ADELANTO PROJECTS

1 EL MIRAGE ROAD FROM US 395 TO RICHARDSON ROAD

Project Description: The project will widen El Mirage Road from two to four lanes from US 395 to Richardson Road in the City of Adelanto.

Project Lead Agency: City of Adelanto

Current Development Phase: Environmental

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.2

EL MIRAGE ROAD, US 395 TO RICHARDSON ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$110	\$365		\$4,484	\$4,959
DIF CITY	\$191	\$635		\$7,801	\$8,627
TOTAL	\$301	\$1,000		\$12,285	\$13,586

2 BARTLETT AVENUE FROM ASTER ROAD TO RICHARDSON ROAD

Project Description: The project will widen Bartlett Avenue from two to four lanes from Aster Road to Richardson Road in the City of Adelanto.

Project Lead Agency: City of Adelanto

Current Development Phase: Planning

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.3

BARTLETT AVENUE, ASTER ROAD TO RICHARDSON ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$82	\$246		\$3,183	\$3,511
DIF CITY	\$143	\$429		\$5,538	\$6,110
TOTAL	\$225	\$675		\$8,721	\$9,621

3 BELLFLOWER STREET FROM CHAMBERLAINE WAY TO AIR EXPRESSWAY

Project Description: The project will widen Bellflower Street from two to four lanes from Chamberlaine Way to Air Expressway in the City of Adelanto.

Project Lead Agency: City of Adelanto

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.4

BELLFLOWER STREET, CHAMBERLAINE WAY TO AIR EXPRESSWAY (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$73	\$219		\$2,721	\$3,013
DIF CITY	\$127	\$381		\$4,734	\$5,242
TOTAL	\$200	\$600		\$7,455	\$8,255

4 BELLFLOWER STREET FROM CACTUS ROAD TO AIR EXPRESSWAY

Project Description: The project will widen Bellflower Street from two to four lanes from Cactus Road to Air Expressway in the City of Adelanto.

Project Lead Agency: City of Adelanto

Current Development Phase: Planning

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.5

BELLFLOWER STREET, CACTUS ROAD TO AIR EXPRESSWAY (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$62	\$185		\$2,306	\$2,552
DIF CITY	\$107	\$321		\$4,011	\$4,440
TOTAL	\$169	\$506		\$6,317	\$6,992

TOWN OF APPLE VALLEY PROJECTS

5 BEAR VALLEY BRIDGE OVER MOJAVE RIVER

Project Description: The project will consist of rehabilitation and replacement of Bear Valley Road Bridge over the Mojave River.

Project Lead Agency: Town of Apple Valley

Current Development Phase: Pre-construction

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.6

BEAR VALLEY BRIDGE OVER MOJAVE RIVER (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
HBP	\$1,018	\$1,729	\$2,582	\$34,928	\$40,257
CITY FUNDED	\$132	\$224	\$231		\$587
MEASURE I			\$46	\$4,372	\$4,418
DIF CITY			\$57	\$5,343	\$5,400
TOTAL	\$1,150	\$1,953	\$2,916	\$44,643	\$50,662

6 CENTRAL ROAD WIDENING FROM SR 18 TO BEAR VALLEY ROAD

Project Description: The project will widen Central Road to one lane in each direction with a continuous left turn lane and bike paths.

Project Lead Agency: Town of Apple Valley

Current Development Phase: PS&E

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.7

CENTRAL ROAD WIDENING, SR 18 TO BEAR VALLEY ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED		\$376	\$156		\$532
MEASURE I				\$1,704	\$1,704
DIF CITY				\$2,082	\$2,082
TOTAL		\$376	\$156	\$3,786	\$4,318

7 DALE EVANS PARKWAY PHASE 1 (WAALEW REALIGNMENT)

Project Description: The project will realign the intersection of Dale Evans Parkway and Waalew Road.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: ROW

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.8

DALE EVANS PARKWAY PHASE 1 (WAALEW REALIGNMENT) (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED		\$160	\$400		\$560
MEASURE I				\$1,049	\$1,049
DIF CITY				\$1,282	\$1,282
TOTAL		\$160	\$400	\$2,331	\$2,891

8 YUCCA LOMA ROAD FROM APPLE VALLEY ROAD TO 1,200' EAST

Project Description: The project will widen Yucca Loma Road from two to four lanes from Apple Valley Road to 1,200' east.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: Construction

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.9

YUCCA LOMA ROAD, APPLE VALLEY ROAD TO 1,200' EAST (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED		\$250			\$250
MEASURE I				\$1,350	\$1,350
DIF CITY				\$1,650	\$1,650
TOTAL		\$250		\$3,000	\$3,250

9 YUCCA LOMA ROAD FROM 1,200' EAST OF APPLE VALLEY ROAD TO RINCON ROAD

Project Description: The project will widen Yucca Loma Road from two to four lanes from 1,200' east of Apple Valley Road to Rincon Road.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: Planning

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.10

YUCCA LOMA ROAD, 1,200' EAST OF APPLE VALLEY ROAD TO RINCON ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED	\$26	\$290	\$104		\$420
MEASURE I				\$2,920	\$2,920
DIF CITY				\$3,569	\$3,569
TOTAL	\$26	\$290	\$104	\$6,489	\$6,909

10 YUCCA LOMA ROAD FROM RINCON ROAD TO NAVAJO ROAD

Project Description: The project will widen Yucca Loma Road from two to four lanes from Rincon Road to Navajo Road.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: Planning

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.11

YUCCA LOMA ROAD, RINCON ROAD TO NAVAJO ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$47	\$234	\$117		\$398
UNFUNDED				\$5,841	\$5,841
DIF CITY	\$57	\$286	\$143	\$7,139	\$7,625
TOTAL	\$104	\$520	\$260	\$12,980	\$13,864

11 SR 18 WIDENING FROM APPLE VALLEY ROAD TO TAO ROAD

Project Description: The project will widen SR 18 to three lanes in each direction from Apple Valley Road to Tao Road.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: Planning

Complete for Beneficial Use: 2032

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.12

SR 18, APPLE VALLEY ROAD TO TAO ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$730		\$411		\$1,141
UNFUNDED		\$1,579		\$11,103	\$12,682
DIF CITY	\$892	\$1,930	\$502	\$13,571	\$16,895
TOTAL	\$1,622	\$3,509	\$913	\$24,674	\$30,718

12 DEEP CREEK ROAD WIDENING FROM BEAR VALLEY ROAD TO TUSSING RANCH ROAD

Project Description: The project will widen Deep Creek Road from two to four lanes from Bear Valley Road to Tussing Ranch Road.

Project Lead Agencies: Town of Apple Valley

Current Development Phase: Planning

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.13

DEEP CREEK ROAD, BEAR VALLEY ROAD TO TUSSING RANCH ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$70	\$177	\$76	\$1,843	\$2,166
DIF CITY	\$86	\$217	\$93	\$2,252	\$2,648
TOTAL	\$156	\$394	\$169	\$4,095	\$4,814

CITY OF HESPERIA PROJECTS

13 RANCHERO ROAD CORRIDOR WIDENING

Project Description: The project will widen and reconstruct Ranchero Road from four to six lanes with a center median from 0.3 miles east of Mariposa to 7th Street at various locations. Improvements include widening of the bridge over the California Aqueduct and at-grade UPRR railroad crossing improvements.

Project Lead Agencies: City of Hesperia and County of San Bernardino

Current Development Phase: Construction

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.14

RANCHERO ROAD CORRIDOR WIDENING (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED		\$2,099			\$2,099
COUNTY FUNDED		\$864			\$864
MEASURE I	\$76		\$522	\$11,837	\$12,435
LPP (FORMULA)				\$12,678	\$12,678
DIF CITY	\$21		\$558	\$14,339	\$14,918
DIF COUNTY	\$43		\$94	\$7,665	\$7,802
LPP (COMP)				\$3,900	\$3,900
TOTAL	\$140	\$2,963	\$1,174	\$50,419	\$54,696

14 MAIN STREET WIDENING FROM I-15 TO FUENTE AVENUE AND AQUEDUCT BRIDGE

Project Description: The project will widen the Main Street from four to six lanes from I-15 to Fuente Avenue, including the bridge over the California Aqueduct, in the City of Hesperia.

Project Lead Agency: City of Hesperia

Current Development Phase: Environmental

Complete for Beneficial Use: 2031

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.15

MAIN STREET WIDENING, I-15 TO FUENTE AVENUE (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
CITY FUNDED	\$173	\$1,274			\$1,447
MEASURE I			\$981	\$5,207	\$6,188
DIF CITY			\$1,406	\$7,462	\$8,868
TOTAL	\$173	\$1,274	\$2,387	\$12,669	\$16,503

CITY OF VICTORVILLE PROJECTS

15 MOJAVE DRIVE WIDENING FROM US 395 TO 7TH AVENUE

Project Description: This project will widen Mojave Drive from two and three lanes in each direction to three lanes in each direction from US 395 to 7th Avenue in the City of Victorville.

Project Lead Agency: City of Victorville

Current Development Phase: Planning

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.16

MOJAVE DRIVE, US 395 to 7TH AVENUE (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
ATP Caltrans				\$2,737	\$2,737
MEASURE I	\$807	\$2,517	\$403		\$3,727
UNFUNDED				\$16,053	\$16,053
DIF CITY	\$775	\$2,418	\$387	\$15,424	\$19,004
TOTAL	\$1,582	\$4,935	\$790	\$34,214	\$41,521

16 BEAR VALLEY ROAD WIDENING FROM MONTE VISTA ROAD TO US 395

Project Description: This project will widen Bear Valley Road from two to three lanes in each direction from Monte Vista Road to US 395.

Project Lead Agency: City of Victorville

Current Development Phase: Planning

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.17

BEAR VALLEY ROAD, MONTE VISTA TO US 395 (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
ATP Caltrans				\$2,847	\$2,847
HSIP				\$1,139	\$1,139
MEASURE I	\$258	\$805	\$336		\$1,399
UNFUNDED				\$3,775	\$3,775
DIF CITY	\$248	\$774	\$322	\$3,627	\$4,971
TOTAL	\$506	\$1,579	\$658	\$11,388	\$14,131

SAN BERNARDINO COUNTY PROJECTS

17 ROCK SPRINGS BRIDGE OVER MOJAVE RIVER

Project Description: The project will replace an existing two-lane low-water crossing with a new two-lane bridge.

Project Lead Agency: San Bernardino County

Current Development Phase: PS&E

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.18

ROCK SPRINGS ROAD BRIDGE OVER MOJAVE RIVER (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
HBP			\$808	\$20,555	\$21,363
COUNTY FUNDED	\$1,654				\$1,654
MEASURE I		\$457	\$455	\$4,190	\$5,102
DIF COUNTY		\$611	\$609	\$5,599	\$6,819
TOTAL	\$1,654	\$1,068	\$1,872	\$30,344	\$34,938

18 PHELAN ROAD WIDENING FROM SR 138 TO HESPERIA CITY LIMITS

Project Description: The project is located on Phelan Road from SR 138 to Los Banos Avenue (12.1 miles) in the Phelan area. The project will widen Phelan Road from two to five lanes, which includes one continuous left turn lane, and will mill and overlay the existing pavement with asphalt concrete.

- Funding is for completion of the environmental document, which is scheduled for 2026.

Project Lead Agency: San Bernardino County

Current Development Phase: Environmental

Complete for Beneficial Use: Project development only

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.19

PHELAN ROAD WIDENING, SR 138 TO HESPERIA CITY LIMITS (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$5,181				\$5,181
TOTAL	\$5,181				\$5,181

REGIONAL/INTERREGIONAL PROJECTS

19 US 395 – PHASE 2 FREIGHT MOBILITY AND SAFETY PROJECT

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

- The Subarea has determined this project to be the #1 Regional Priority.
- SBCTA received \$30 million Trade Corridor Enhancement Program fund in Jun 2023
- Caltrans will contribute State Highway Operation and Protection Program funds for construction.
- The Preliminary Engineer's Estimate is dated March 2024. The cost estimate was validated and escalated as described in Sections 2.2 and 2.3.

Project Lead Agency: SBCTA

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.20

US 395 – PHASE 2 FREIGHT MOBILITY AND SAFETY PROJECT (1,000s)

FUNDING	PHASE				TOTAL
	PM	PS&E	ROW	CON	
SHOPP	\$0	\$0	\$0	\$7,652	\$7,652
MEASURE I	\$625	\$54	\$0	\$17,994	\$18,673
CRRSAA	\$0	\$7,815	\$2,146	\$0	\$9,961
STP	\$0	\$0	\$11,788	\$22,209	\$33,997
TCEP	\$0	\$0	\$0	\$30,000	\$30,000
FED EARMARK	\$0	\$0	\$0	\$2,000	\$2,000
TOTAL	\$625	\$7,869	\$13,934	\$79,855	\$102,283

20 SR 18 SAFETY AND OPERATIONAL IMPROVEMENTS – PROJECT DEVELOPMENT

Project Description: The project will complete the environmental studies for safety and operational improvements on SR 18 west of US 395. Proposed improvements could include a continuous center median, operational enhancements such as adding left and/or right turn channelization, and complete street improvements such as bike lanes, sidewalks, and crosswalks.

Project Lead Agency: SBCTA
Current Development Phase: Planning
Complete for Beneficial Use: Project development only
Funding Plan: The project is funded as shown in the table below.

TABLE 5.2.21
SR 18 SAFETY AND OPERATIONAL IMPROVEMENTS – PROJECT DEVELOPMENT (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$12,000				\$12,000
TOTAL	\$12,000				\$12,000

5.3 VICTOR VALLEY SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

5.3.1 BACKGROUND

The Measure I Expenditure Plan included \$43 million estimated revenue for the Victor Valley Senior and Disabled Transit Service Program. Note beginning in Fiscal Year 2015/2016 and every five years thereafter, the Local Street Projects Program decreases by 0.5% and the Senior and Disabled Transit Service Program increases by 0.5% up to a total of 7.5% of the Measure I Revenue in the Victor Valley Subarea unless each local jurisdiction within the Subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users.

Detailed implementation policies can be found in the Victor Valley Strategic Plan Policy 40014.

5.3.2 CURRENT STATUS

In September 2017, the SBCTA Board approved a Strategic Plan update including a revision to Policy 40014 to allow funds approved for allocation to be passed through monthly to the Victor Valley Transit Authority (VVTa) as the transit operator for the Victor Valley Subarea. Program funds are

used on services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with VVTa's Short Range Transit Plan (SRTTP). In March 2019, the SBCTA Board accepted direction from the Mountain/Desert Policy Committee that no finding should be made against the Program increase; therefore, beginning April 2020, the Program increased 0.5% from 5.5% to 6.0% of the Victor Valley Subarea revenue. The 2025 Update assumes the Program revenues will increase to 6.5% in April 2025 and 7.0% in April 2030. Unlike the San Bernardino Valley Subarea, there is no set-aside for a Consolidated Transportation Services Agency (CTSA) required in the Victor Valley Subarea, although VVTa is designated as the CTSA for their service area. The current revenue estimate for the next ten years is \$19 million.

In addition to these pass-through Program funds, SBCTA passes through and/or allocates shares of Senate Bill 1 State of Good Repair funds, Low Carbon Transit Operations Program funds, State Transit Assistance funds, and Local Transportation Funds to VVTa for additional needs identified in its SRTTP as part of annual capital and operating subsidies.

5.4 VICTOR VALLEY PROJECT DEVELOPMENT AND TRAFFIC MANAGEMENT SYSTEMS PROGRAM

5.4.1 BACKGROUND

The Victor Valley Project Development and Traffic Management Systems Program is funded by 2% of the revenue collected within the Victor Valley Subarea, which was estimated to be \$17 million, and reserved in this special account. Allocation to projects within this Program is at the full discretion of Victor Valley Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Program funds may be used for costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects that contribute to environmental enhancement associated with highway facilities. Detailed policies such as project eligibility can be found in the Victor Valley Strategic Plan Policy 40015.

5.4.2 CURRENT STATUS

The total cost of the Program is to be covered by the anticipated revenue allowing for the Program to be run on a pay-as-you-go basis. The current revenue estimate for the next ten years is \$6 million. This program also annually supports SBCTA staff subregional planning and project development efforts. Additionally, \$500,000 of Program funds were allocated for a SR 18/SR 138 Corridor Study. The Study was a joint effort of SBCTA, Los Angeles Metropolitan Transportation Authority, and Caltrans to identify a possible near-term improvement to east-west flows between the Antelope and Victor Valleys while waiting for funding to materialize for the full High Desert Corridor project. Now that the Study is complete, SBCTA is initiating project development on a first phase of improvements funded by Measure I Victor Valley Major Local Highway Projects Program funds.



NORTH DESERT SUBAREA PROGRAMS

**NORTH DESERT
LOCAL STREET PROJECTS
PROGRAM**

**NORTH DESERT
MAJOR LOCAL HIGHWAY PROJECTS
PROGRAM**

**NORTH DESERT
SENIOR AND DISABLED
TRANSIT SERVICE PROGRAM**

**NORTH DESERT
PROJECT DEVELOPMENT AND
TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

6.1 NORTH DESERT LOCAL STREET PROJECTS PROGRAM

6.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$65 million of Measure I revenue would be available for local street projects. Seventy percent (less 2% retained by SBCTA for the Project Development and Traffic Management Systems Program) of the funds collected in the Subarea would be distributed on a monthly basis to the jurisdictions based on population (50%) and tax generation (50%).

The Strategic Plan established policies for eligible expenditures, funding allocations, and adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans. Detailed information can be found in the Rural Mountain/Desert Strategic Plan Policy 40016.

6.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and the Strategic Plan, the Measure I funds apportioned to the Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan. The current estimate for the Program over the next ten years is \$40 million.

6.2 NORTH DESERT MAJOR LOCAL HIGHWAY PROJECTS PROGRAM

6.2.1 BACKGROUND

The Measure I Expenditure Plan included contributions to projects along major streets and highways serving as current or future primary routes of travel within the Subarea, which may include but are not limited to contributions to SR 58 widening and improvements, US 395 widening and improvements, and grade separations at Lenwood Road in Barstow and Vista Road/Shadow Mountain Road in Helendale. The total Measure I available for these projects was estimated at \$24 million, which would need to be supplemented with a combination of development fees and State and Federal funds.

Through the development of the Strategic Plan, candidate project lists were developed with the assistance of the North Desert Subarea jurisdiction representatives that included arterial projects, grade separation projects, and bridge replacement projects. Measure I allocation to projects within this Program is at the full discretion of North Desert Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board.

6.2.2 CURRENT STATUS

The current estimate for the Program over the next ten years is \$15 million. During development of the 2025 Update, the North Desert Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board established and approved a list of priority projects for inclusion in the 10-Year Delivery Plan. Additionally, in 2021 the SBCTA Board adopted a prioritized list of regional/interregional projects for consideration in future plans with the first of these priorities being included in the 2025 Update. The overall cost and revenue requirements for the Major Local Highway Projects Program are shown in Table 6.2.1. Project details are presented in Section 6.2.3. The estimated uncommitted balance through 2040 is \$29 million for this Program. The estimated uncommitted balance of State and Federal funds through 2040 is \$11 million for this Program. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 6.2.1

NORTH DESERT MAJOR LOCAL HIGHWAY PROJECTS PROGRAM (COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT	COST	FUNDING SOURCE	REVENUE
1 North First Avenue Bridges over Mojave River & Overflow*	\$89,895	Measure I	\$6,882
2 Rimrock Road Rehabilitation from Barstow Road to Avenue J	\$1,244	State/Federal Formula Funds	\$85,416
3 Baker Boulevard Bridge Replacement over Mojave River*	\$29,872	State/Federal Grant Funds	\$79,701
4 National Trails Highway Bridges Replacements*	\$111,631	Local/Private Funds	\$10,776
TOTAL:	\$232,642	Unfunded	\$49,867
		TOTAL:	\$232,642

* Project is not fully funded.

The project locations are depicted in Figure 6.2.1. The project schedules are included as Figure 6.2.2.

FIGURE 6.2.1

NORTH DESERT MAJOR LOCAL HIGHWAY PROJECTS PROGRAM MAP

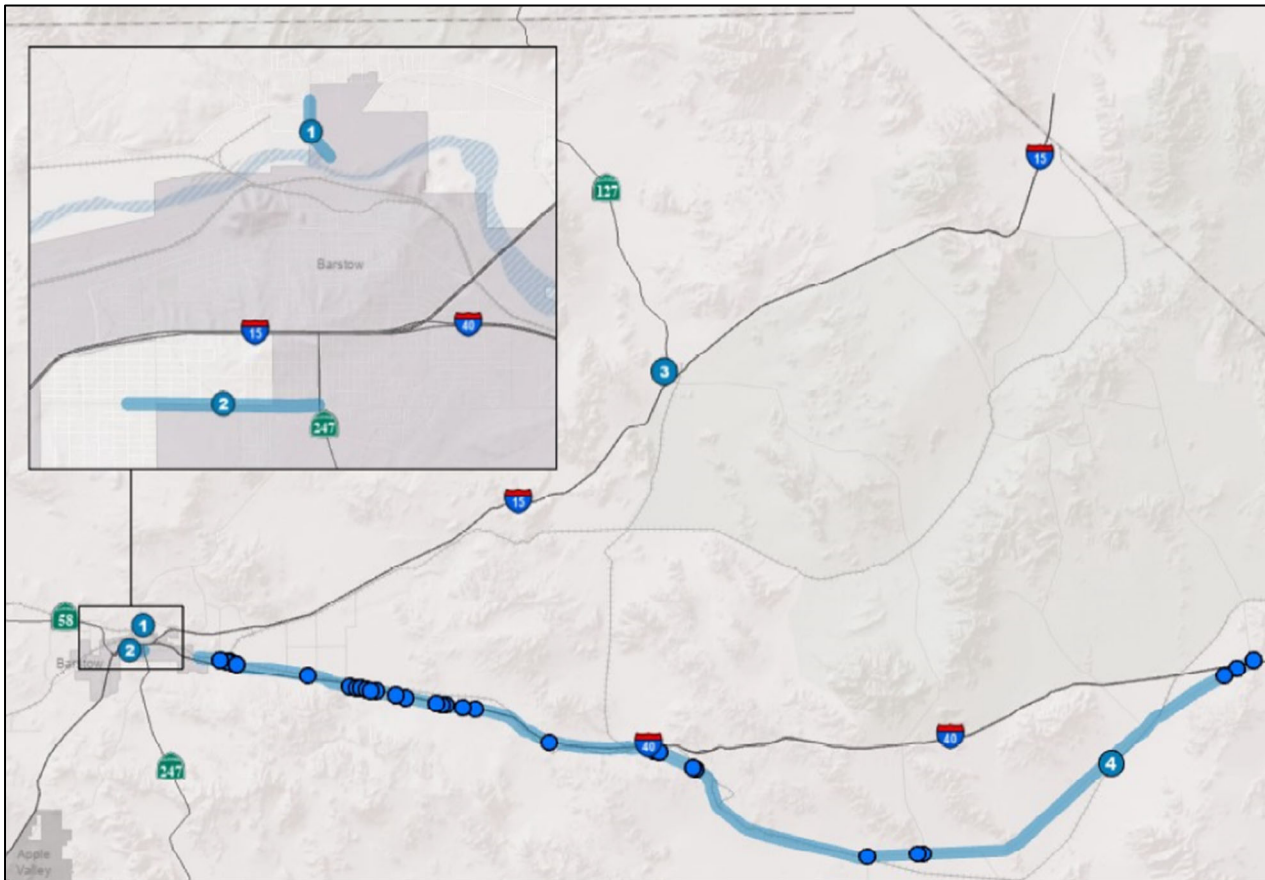


FIGURE 6.2.2

NORTH DESERT MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE

		Fiscal Year									
Project/Phases		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
CITY OF BARSTOW											
1	North First Avenue Bridges over Mojave River & Overflow*										
	PS&E										
	ROW										
	CONST										
2	Rimrock Road Rehabilitation from Barstow Road to Avenue J										
	PS&E										
	ROW										
	CONST										
SAN BERNARDINO COUNTY											
3	Baker Boulevard Bridge Replacement over Mojave River*										
	PA/ED										
	PS&E										
	ROW										
	CONST										
REGIONAL/INTERREGIONAL											
4	National Trails Highway Bridges Replacements*										
	PA/ED										
	PS&E										
	ROW										
	CONST										

*Schedule is dependent on securing additional funding.

6.2.3 PROJECT DETAILS

CITY OF BARSTOW

1 NORTH FIRST AVENUE BRIDGES OVER MOJAVE RIVER & OVERFLOW

Project Description: This project will replace existing bridges on North First Avenue over the Mojave River and the Mojave River Overflow.

- Currently the bridge over the Mojave River Overflow is not approved for funding through the Highway Bridge Program. The Project cannot proceed without both bridges being replaced. The funding table below assumes that the bridge over the Mojave River Overflow is added to the Highway Bridge Program.

Project Lead Agency: City of Barstow

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2031

Funding Plan: The project is funded as shown in the table below.

TABLE 6.2.2

NORTH FIRST AVENUE BRIDGES OVER MOJAVE RIVER & OVERFLOW (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
HBP	\$2,258	\$5,525	\$4,262	\$67,539	\$79,584
PROP 1B LSSRP				\$117	\$117
MEASURE I	\$292	\$716	\$552	\$2,135	\$3,695
UNFUNDED				\$6,499	\$6,499
TOTAL	\$2,550	\$6,241	\$4,814	\$76,290	\$89,895

2 RIMROCK ROAD REHABILITATION FROM BARSTOW ROAD TO AVENUE J

Project Description: The project consists of pavement rehabilitation and resurfacing on Rimrock Road from Barstow Road to Avenue J.

Project Lead Agency: City of Barstow

Current Development Phase: PS&E

Complete for Beneficial Use: 2025

Funding Plan: The project is funded as shown in the table below.

TABLE 6.2.3

RIMROCK ROAD REHABILITATION, BARSTOW ROAD TO AVENUE J (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I		\$100		\$1,144	\$1,244
TOTAL		\$100		\$1,144	\$1,244

SAN BERNARDINO COUNTY

3 BAKER BOULEVARD BRIDGE REPLACEMENT OVER MOJAVE RIVER

Project Description: The project is located 0.2 miles southwest of Death Valley Road in the community of Baker and will replace a two-lane bridge with a four-lane bridge to improve local traffic circulation.

- SBCTA and San Bernardino County have partnered on a Trade Corridor Enhancement Program grant application for construction phase funding with awards to be announced in June 2025.

Project Lead Agency: San Bernardino County

Current Development Phase: PA/ED

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 6.2.4
BAKER BOULEVARD BRIDGE REPLACEMENT OVER MOJAVE RIVER (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$885	\$1,057			\$1,942
STP				\$9,561	\$9,561
UNFUNDED				\$18,369	\$18,369
TOTAL	\$885	\$1,057		\$27,930	\$29,872

REGIONAL/INTERREGIONAL

4 NATIONAL TRAILS HIGHWAY BRIDGES REPLACEMENTS

Project Description: The project will replace 33 bridges less than 20 feet in length on National Trails Highway.

- Project anticipated to be constructed in six phases pending funding availability:
 - three bridges between 0.96 miles east of Amboy Road and 0.55 miles east of Kelbaker Road
 - three bridges between 3.25 mile east of Goffs Road and 9.72 miles east of Goffs Road
 - five bridges between 17.74 miles east of Crucero Road and 19.92 miles east of Crucero Road
 - nine bridges between 0.6 miles east of Dagget-Yermo Road and 0.35 miles west of Hidden Springs Road
 - eight bridges between 0.92 miles west of Fort Cady Road and 8.47 miles east of Hector Road
 - five bridges between 2.15 miles east of Crucero Road and 6.75 miles east of Crucero Road

Project Lead Agency: San Bernardino County

Current Development Phase: PA/ED

Complete for Beneficial Use: 2026 to 2032

Funding Plan: The project is funded as shown in the table below.

TABLE 6.2.5

NATIONAL TRAILS HIGHWAY BRIDGES REPLACEMENTS (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
STP				\$14,929	\$14,929
LPP (FORMULA)	\$2,888	\$2,888		\$14,850	\$20,626
STIP-RIP				\$40,300	\$40,300
UNFUNDED				\$25,000	\$25,000
COUNTY LOCAL	\$2,888	\$2,888			\$5,776
BNSF				\$5,000	\$5,000
TOTAL	\$5,776	\$5,776		\$100,079	\$111,631

6.3 NORTH DESERT SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

6.3.1 BACKGROUND

The Measure I Expenditure Plan included \$5 million estimated revenue for the North Desert Senior and Disabled Transit Service Program. The amount of Measure I revenue apportioned to this Program will be 5% initially. Jurisdictions in the Rural Mountain/Desert Subareas have the option to increase the revenue to the Senior and Disabled Transit Service Program, although that has not been done to date. All increases above the initial 5% shall come from the North Desert Local Street Projects Program.

Detailed implementation policies can be found in the Rural Mountain/Desert Strategic Plan Policy 40018.

6.3.2 CURRENT STATUS

In September 2017, the SBCTA Board approved a Strategic Plan update including a revision to Policy 40018 to allow funds approved for allocation to be passed through monthly to the transit operator and/or Consolidated Transportation Services Agency (CTSA) within each of the Rural Mountain/Desert Subareas. Program funds in the North Desert Subarea are passed through to Victor Valley Transit Authority (VVTA), which provides transit service to Barstow and unincorporated rural areas of the North Desert Subarea, to be used on services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with the operator's Short Range Transit Plans. Unlike the San Bernardino Valley Subarea, there is no set-aside for a CTSA required in the North Desert Subarea, although VVTA is designated as the CTSA for their service area. The current revenue estimate for the next ten years is \$3 million.

6.4 NORTH DESERT PROJECT DEVELOPMENT AND TRAFFIC MANAGEMENT SYSTEMS PROGRAM

6.4.1 BACKGROUND

The North Desert Project Development and Traffic Management Systems Program is funded by 2% of the revenue collected within the North Desert Subarea, which was estimated to be \$2 million, and reserved in this special account. Allocation to projects within this Program is at the full discretion of North Desert Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Program funds may be used for costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects that contribute to environmental enhancement associated with highway facilities.

Detailed policies such as project eligibility can be found in the Rural Mountain/Desert Strategic Plan Policy 40019.

6.4.2 CURRENT STATUS

The total cost of the Program is to be covered by the anticipated revenue allowing for the Program to be run on a pay-as-you-go basis. The current revenue estimate for the next ten years is \$1 million. This program also annually supports SBCTA staff subregional planning and project development efforts.



MOUNTAINS SUBAREA PROGRAMS

**MOUNTAINS
LOCAL STREET PROJECTS
PROGRAM**

**MOUNTAINS
MAJOR LOCAL HIGHWAY PROJECTS
PROGRAM**

**MOUNTAINS
SENIOR AND DISABLED
TRANSIT SERVICE PROGRAM**

**MOUNTAINS
PROJECT DEVELOPMENT AND
TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

7.1 MOUNTAINS LOCAL STREET PROJECTS PROGRAM

7.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$81 million of Measure I revenue to be available for local street projects. Seventy percent (less 2% retained by SBCTA for the Project Development and Traffic Management Systems Program) of the funds collected in the Subarea would be distributed on a monthly basis to the jurisdictions based on population (50%) and tax generation (50%).

The Strategic Plan established policies for eligible expenditures, funding allocations, and adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans. Detailed information can be found in the Rural Mountain/Desert Strategic Plan Policy 40016.

7.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and the Strategic Plan, the Measure I funds apportioned to the Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan. The current estimate for the Program over the next ten years is \$21 million.

7.2 MOUNTAINS MAJOR LOCAL HIGHWAY PROJECTS PROGRAM

7.2.1 BACKGROUND

The Measure I Expenditure Plan included contributions to projects along major streets and highways serving as current or future primary routes of travel within the Subarea, which may include but are not limited to contributions to SR 18, SR 38 and SR 330 safety and traffic flow improvements, SR 138 and SR 18 safety and intersection improvements, and realignment and rehabilitation of Daley Canyon Road and Kuffle Canyon Road. The total Measure I available for these projects was estimated at \$30 million, which would need to be supplemented with a combination of development fees and State and Federal funds.

Through the development of the Strategic Plan, candidate project lists were developed with the assistance of the Mountains Subarea jurisdiction representatives that included arterial projects and bridge replacement projects. Measure I allocation to projects within this Program is at the full discretion of the Mountains Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board.

7.2.2 CURRENT STATUS

The stakeholders in the Mountains Subarea completed the Mountain Area Transportation Study (MATS) in 2017. Its goal was to identify the transportation needs of the mountain areas including Wrightwood, Lake Arrowhead, Crestline, Running Springs, and Big Bear Lake. The mountain areas experience different trends in transportation than the rest of the county. This is due to the seasonal nature of the traffic

and to dealing with the mountainous terrain. This study identified deficiencies in the current system and developed potential solutions to these problems. It provided guidelines for local agencies to use in collaboration on funding, responsibility, and project schedules with a list of priority projects for implementation. In 2021 the SBCTA Board adopted a prioritized list of regional/interregional projects from this study for consideration in future plans. Further discussions will occur on these recommendations and some of these projects could ultimately be included in the 10-Year Delivery Plan and/or Caltrans, SBCTA, and local programming documents for implementation. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

The current revenue estimate for the next ten years is \$8 million. During the development of the 2025 Update, the Mountains Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board established and approved a list of priority projects for inclusion in the 10-Year Delivery Plan. The overall cost and revenue requirements for the Major Local Highway Projects Program are shown in Table 7.2.1. Project details are presented in Section 7.2.3. The estimated uncommitted balance through 2040 is \$10 million for this Program. The estimated uncommitted balance of State and Federal funds through 2040 is \$45 million for this Program. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today.

TABLE 7.2.1
MOUNTAINS MAJOR LOCAL HIGHWAY PROJECTS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)

PROJECT	COST	FUNDING SOURCE	REVENUE
1 Moonridge Road Realignment and Roundabouts - AEA	\$9,318	Measure I	\$7,427
2 Stanfield Cutoff Roundabout	\$6,682	State/Federal Grant Funds	\$300
TOTAL:	\$16,000	Local/Private Funds	\$8,273
		TOTAL:	\$16,000

The project locations are depicted in Figure 7.2.1. The project schedules are included as Figure 7.2.2.

FIGURE 7.2.1
MOUNTAINS MAJOR LOCAL HIGHWAY PROJECTS PROGRAM MAP

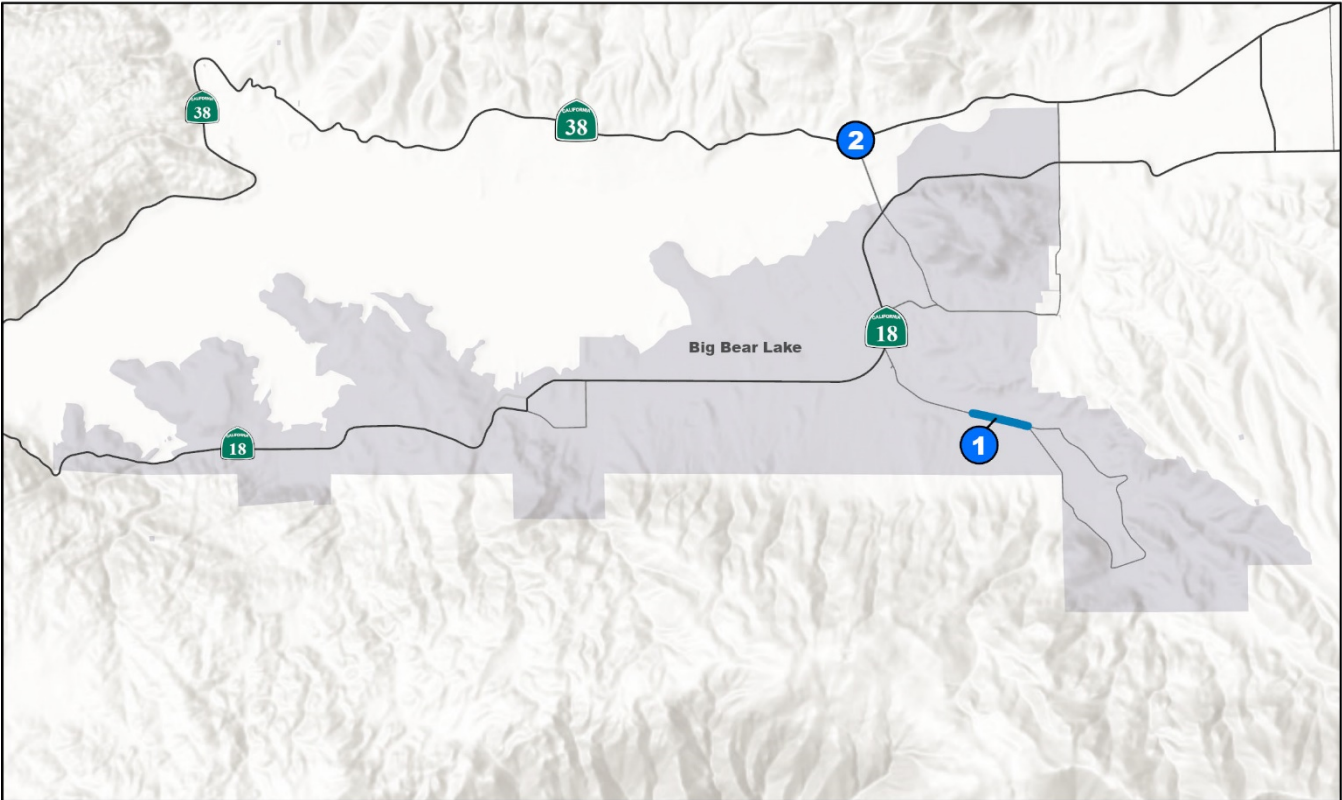


FIGURE 7.2.2
MOUNTAINS MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE

Project/Phases	Fiscal Year									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
CITY OF BIG BEAR LAKE										
1 Moonridge Road Realignment and Roundabouts - AEA										
AEA Reimbursement										
SAN BERNARDINO COUNTY										
2 Stanfield Cutoff Roundabout										
CONST										

7.2.3 PROJECT DETAILS

CITY OF BIG BEAR LAKE

1 MOONRIDGE ROAD REALIGNMENT AND ROUNDABOUTS – ADVANCE EXPENDITURE AGREEMENT

Project Description: The project is primary arterial reconstruction, including two roundabouts, bicycle and pedestrian facilities, bus stops, and lighting. An Advance Expenditure Agreement (AEA) is executed between SBCTA and City of Big Bear Lake in which the City will advance the funds necessary to complete the project with the understanding that SBCTA will repay its contribution when sufficient Mountains Subarea Major Local Highway Projects Program funds become available. The estimated year of full AEA reimbursement is Fiscal Year 2028/2029.

Project Lead Agency: City of Big Bear Lake

Current Development Phase: Construction

Complete for Beneficial Use: 2022

Funding Plan: The project is funded as shown in the table below.

TABLE 7.2.2

MOONRIDGE ROAD REALIGNMENT AND ROUNDABOUTS – AEA (1,000s)

FUNDING	PHASE					TOTAL
	PA/ED	PS&E	ROW	CON	AEA	
MEASURE I					\$3,200	\$3,200
CITY FUNDED		\$300		\$5,818		\$6,118
TOTAL		\$300		\$5,818	\$3,200	\$9,318

SAN BERNARDINO COUNTY

2 STANFIELD CUTOFF ROUNDABOUT

Project Description: The project is located at the intersection of Stanfield Cutoff and SR 38 (North Shore Drive) in the unincorporated area north of Big Bear Lake and will construct a roundabout at the current offset intersection near the North Shore Elementary School and the Big Bear Animal Shelter to optimize traffic circulation and improve safety. Other project work includes constructing Americans with Disabilities Act compliant ramps on both sides of the marked crosswalk.

Project Lead Agency: San Bernardino County

Current Development Phase: Pre-construction

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 7.2.3

STANFIELD CUTOFF ROUNDABOUT (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
SHOPP			\$50	\$250	\$300
MEASURE I	\$550	\$358	\$327	\$2,992	\$4,227
COUNTY LOCAL				\$2,155	\$2,155
TOTAL	\$550	\$358	\$377	\$5,397	\$6,682

7.3 MOUNTAINS SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

7.3.1 BACKGROUND

The Measure I Expenditure Plan included \$6 million estimated revenue for the Mountains Senior and Disabled Transit Service Program. The amount of Measure I revenue apportioned to this Program will be 5% initially. Jurisdictions in the Rural Mountain/Desert Subareas have the option to increase the revenue to the Senior and Disabled Transit Service Program, although that has not been done to date. All increases above the initial 5% shall come from the Mountains Local Street Projects Program.

Detailed implementation policies can be found in the Rural Mountain/Desert Strategic Plan Policy 40018.

7.3.2 CURRENT STATUS

In September 2017, the SBCTA Board approved a Strategic Plan update including a revision to Policy 40018 to allow

funds approved for allocation to be passed through monthly to the transit operator and/or Consolidated Transportation Services Agency (CTSA) within each of the Rural Mountain/Desert Subareas. Program funds in the Mountains Subarea are passed through to Mountain Transit to be used on services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with the operator's Short Range Transit Plans (S RTP). Unlike the San Bernardino Valley Subarea, there is no set-aside for a CTSA required in the Mountains Subarea. The current revenue estimate for the next ten years is \$1 million.

In addition to these pass through Program funds, SBCTA passes through and/or allocates shares of Senate Bill 1 State of Good Repair funds, Low Carbon Transit Operations Program funds, State Transit Assistance funds, and Local Transportation Funds to Mountain Transit for additional needs identified in its S RTP as part of annual capital and operating subsidies.

7.4 MOUNTAINS PROJECT DEVELOPMENT AND TRAFFIC MANAGEMENT SYSTEMS PROGRAM

7.4.1 BACKGROUND

The Mountains Project Development and Traffic Management Systems Program is funded by 2% of the revenue collected within the Mountains Subarea, which was estimated to be \$2 million, and reserved in this special account. Allocation to projects within this Program is at the full discretion of Mountains Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Program funds may be used for costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects that contribute to environmental enhancement associated with highway facilities.

Detailed policies such as project eligibility can be found in the Rural Mountain/Desert Strategic Plan Policy 40019.

7.4.2 CURRENT STATUS

The total cost of the Program is to be covered by the anticipated revenue allowing for the Program to be run on a pay-as-you-go basis. This program supported the development of the Mountain Area Transportation Study discussed in Section 7.2.2 and also annually supports SBCTA staff subregional planning and project development efforts. The current revenue estimate for the next ten years is \$608,000.



8

MORONGO BASIN SUBAREA PROGRAMS

**MORONGO BASIN
LOCAL STREET PROJECTS
PROGRAM**

**MORONGO BASIN
MAJOR LOCAL HIGHWAY PROJECTS
PROGRAM**

**MORONGO BASIN
SENIOR AND DISABLED TRANSIT SERVICE
PROGRAM**

**MORONGO BASIN
PROJECT DEVELOPMENT
AND TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

8.1 MORONGO BASIN LOCAL STREET PROJECTS PROGRAM

8.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$85 million of Measure I revenue would be available for local street projects. Seventy percent (less 2% retained by SBCTA for the Project Development and Traffic Management Systems Program) of the funds collected in the Subarea would be distributed on a monthly basis to the jurisdictions based on population (50%) and tax generation (50%).

The Strategic Plan established policies for eligible expenditures, funding allocations, and adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans. Detailed information can be found in the Rural Mountain/Desert Strategic Plan Policy 40016.

8.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and the Strategic Plan, the Measure I funds apportioned to the Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan. The current estimate for the Program over the next ten years is \$24 million.

8.2 MORONGO BASIN MAJOR LOCAL HIGHWAY PROJECTS PROGRAM

8.2.1 BACKGROUND

The Measure I Expenditure Plan included contributions to projects along major streets and highways serving as current or future primary routes of travel within the Subarea, which may include but are not limited to contributions to SR 62 and SR 247 widening and safety improvements and SR 62 widening and safety improvements between Morongo Basin and the Coachella Valley. The total Measure I available for these projects was estimated at \$31 million, which would need to be supplemented with a combination of development fees and State and Federal funds.

Through the development of the Strategic Plan, candidate project lists were developed with the assistance of the Morongo Basin Subarea jurisdiction representatives that included arterial projects and intersection improvements and signalization. Measure I allocation to projects within this Program is at the full discretion of Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board.

8.2.2 CURRENT STATUS

The stakeholders in the Morongo Basin Subarea completed the Morongo Basin Area Transportation Study (MBATS) in 2015. This study identified deficiencies in the current system

and developed potential solutions to these problems. An implementation schedule was identified that recommends segment prioritization and recommended implementation dates in order to provide sufficient capacity for the future traffic demand. In 2021 the SBCTA Board adopted a prioritized list of regional/interregional projects from this study for consideration in future plans with the first three of these priorities being included in the 2025 Update. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

The current revenue estimate for the next ten years is \$9 million. During development of the 2025 Update, the Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board established and approved a list of priority projects for inclusion in the 10-Year Delivery Plan. The overall cost and revenue requirements for the Major Local Highway Projects Program are shown in Table 8.2.1. Project details are presented in Section 8.2.3. The estimated uncommitted balance through 2040 is \$9.3 million for this Program. The estimated uncommitted balance of State and Federal funds through 2040 is \$39 million for this Program. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today.

TABLE 8.2.1

**MORONGO BASIN MAJOR LOCAL HIGHWAY PROJECTS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT		COST	FUNDING SOURCE	REVENUE
1	Split Rock Avenue at Twentynine Palms Flood Control Channel	\$4,560	Measure I	\$9,710
2	Yucca Trail Widening from Palomar to La Contenta	\$5,406	State/Federal Formula Funds	\$18,750
3	SR 62 Street Improvements from Encelia Avenue to Larrea Avenue, Phase 2B Widening	\$5,937	State/Federal Grant Funds	\$4,038
4	SR 62 Widening from Sage Avenue to Airway Avenue*	\$41,700	Local/Private Funds	\$3,077
5	SR 62 Street Improvements from Larrea Avenue to Star Dune, Phase 3*	\$5,978	Unfunded	\$28,006
TOTAL:		\$63,581	TOTAL:	\$63,581

* Project is not fully funded.

The project locations are depicted in Figure 8.2.1. The Project schedules are included as Figure 8.2.2.

FIGURE 8.2.1

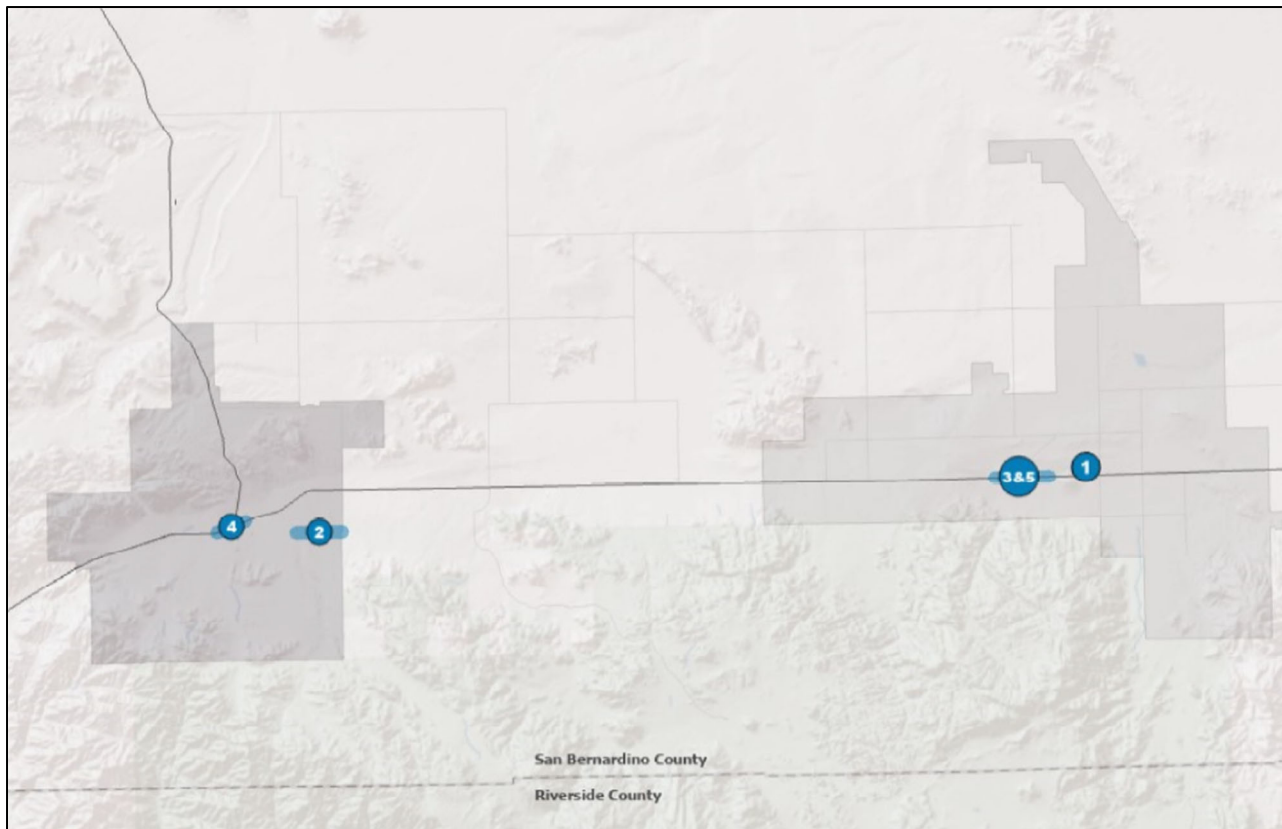
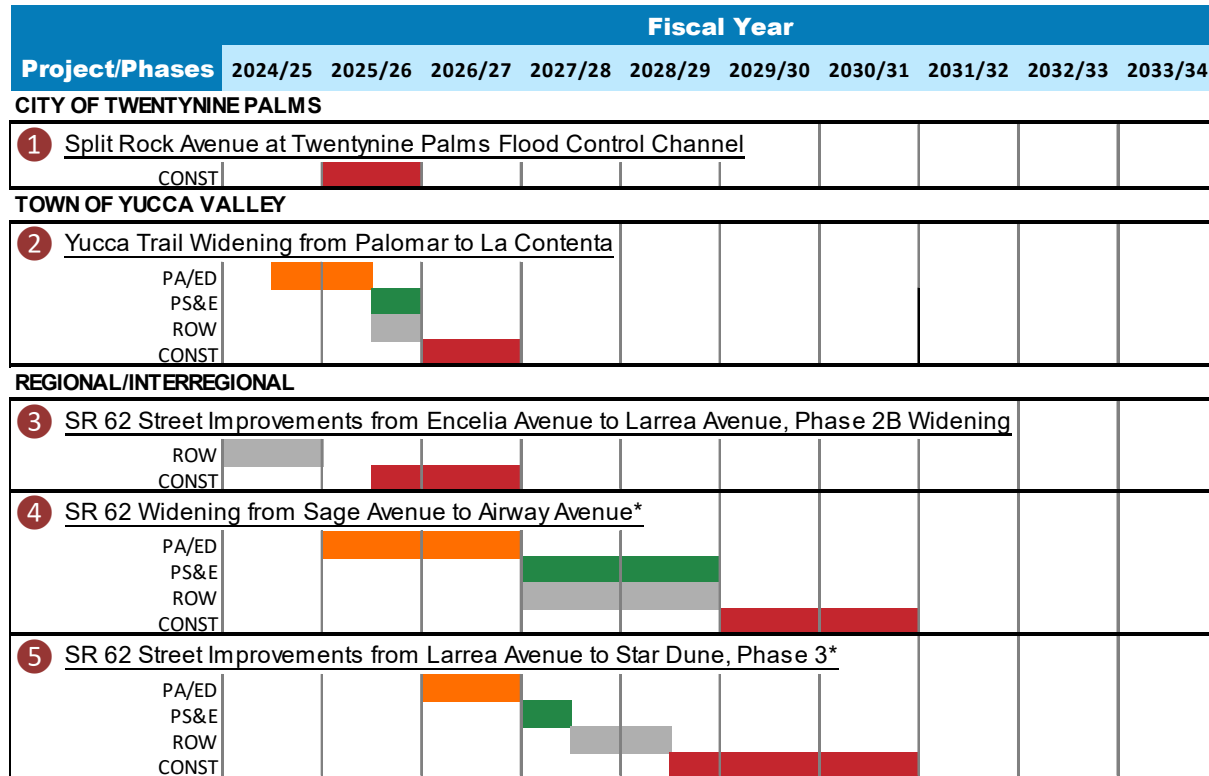
MORONGO BASIN MAJOR LOCAL HIGHWAY PROJECTS PROGRAM MAP


FIGURE 8.2.2

MORONGO BASIN MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE



*Schedule is dependent on securing additional funding.

8.2.3 PROJECT DETAILS

CITY OF TWENTYNINE PALMS

1 SPLIT ROCK AVENUE AT TWENTYNINE PALMS FLOOD CONTROL CHANNEL

Project Description: The project is to design and construct replacement of an existing two-lane low-water crossing with a new two-lane bridge on Split Rock Avenue across the Twentynine Palms flood control channel north of SR 62 from Buena Vista Drive to Bagley Avenue.

Project Lead Agency: City of Twentynine Palms

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 8.2.2

SPLIT ROCK AVENUE AT TWENTYNINE PALMS FLOOD CONTROL CHANNEL (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
HBP		\$512	\$27	\$3,499	\$4,038
MEASURE I				\$453	\$453
CITY LOCAL		\$66	\$3		\$69
TOTAL		\$578	\$30	\$3,952	\$4,560

TOWN OF YUCCA VALLEY

2 YUCCA TRAIL WIDENING FROM PALOMAR AVENUE TO LA CONTENTA ROAD

Project Description: The project will widen Yucca Trail from Palomar Avenue to La Contenta Road from two to four lanes, install new traffic signals, and relocate SCE utility poles.

Project Lead Agency: Town of Yucca Valley

Current Development Phase: Planning

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 8.2.3

YUCCA TRAIL WIDENING, PALOMAR AVENUE TO LA CONTENTA ROAD (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I		\$52		\$5,192	\$5,244
CITY LOCAL	\$52	\$110			\$162
TOTAL	\$52	\$162		\$5,192	\$5,406

REGIONAL/INTERREGIONAL

3 SR 62 STREET IMPROVEMENTS FROM ENCELIA AVENUE TO LARREA AVENUE, PHASE 2B WIDENING

Project Description: The project will construct curbs, gutters, sidewalks, and raised medians on SR 62 from Encelia Avenue to Larrea Avenue. 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 Subarea has determined this project to be the #1 Regional Priority.

Project Lead Agency: City of Twentynine Palms

Current Development Phase: PS&E and ROW

Complete for Beneficial Use: 2027

Funding Plan: The project is funded as shown in the table below.

TABLE 8.2.4

SR 62 IMPROVEMENTS, ENCELIA AVENUE TO LARREA AVENUE, PHASE 2B (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$25	\$350	\$125	\$562	\$1,062
STIP-RIP				\$4,500	\$4,500
CITY LOCAL	\$375				\$375
TOTAL	\$400	\$350	\$125	\$5,062	\$5,937

4 SR 62 WIDENING FROM SAGE AVENUE TO AIRWAY AVENUE

Project Description: The project will widen SR 62 from Sage Avenue to Airway Avenue from four to six lanes, install new traffic signals, and relocate SCE utility poles.

- The Subarea has determined this project to be the #2 Regional Priority.

Project Lead Agency: SBCTA

Current Development Phase: Planning

Complete for Beneficial Use: 2031

Funding Plan: The project is funded as shown in the table below.

TABLE 8.2.5

SR 62 WIDENING, SAGE AVENUE TO AIRWAY AVENUE (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$2,000				\$2,000
LPP (FORMULA)				\$14,250	\$14,250
UNFUNDED		\$2,375	\$1,900	\$19,000	\$23,275
CITY LOCAL	\$200	\$125	\$100	\$1,750	\$2,175
TOTAL	\$2,200	\$2,500	\$2,000	\$35,000	\$41,700

5 SR 62 STREET IMPROVEMENTS FROM LARREA AVENUE TO STAR DUNE, PHASE 3

Project Description: The project will add raised medians on SR 62 from Larrea Avenue to Star Dune.

- The Subarea has determined this project to be the #3 Regional Priority.

Project Lead Agency: City of Twentynine Palms

Current Development Phase: Planning

Complete for Beneficial Use: 2031

Funding Plan: The project is funded as shown in the table below.

TABLE 8.2.6

SR 62 IMPROVEMENTS, LARREA AVENUE TO STAR DUNE, PHASE 3 (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$169	\$526	\$256		\$951
UNFUNDED				\$4,731	\$4,731
CITY LOCAL				\$296	\$296
TOTAL	\$169	\$526	\$256	\$5,027	\$5,978

8.3 MORONGO BASIN SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

8.3.1 BACKGROUND

The Measure I Expenditure Plan included \$6 million estimated revenue for the Morongo Basin Senior and Disabled Transit Service Program. The amount of Measure I revenue apportioned to this Program will be 5% initially. Jurisdictions in the Rural Mountain/Desert Subareas have the option to increase the revenue to the Senior and Disabled Transit Service Program, although that has not been done to date. All increases above the initial 5% shall come from the Morongo Basin Local Street Projects Program.

Detailed implementation policies can be found in the Rural Mountain/Desert Strategic Plan Policy 40018.

8.3.2 CURRENT STATUS

In September 2017, the SBCTA Board approved a Strategic Plan update including a revision to Policy 40018 to allow funds approved for allocation to be passed through monthly to the transit operator and/or Consolidated Transportation Services Agency (CTSA) within each of the Rural

Mountain/Desert Subareas. Program funds in the Morongo Basin Subarea are passed through to Morongo Basin Transit Authority (MBTA) to be used on services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with the operator's Short Range Transit Plans (SRTP). Unlike the San Bernardino Valley Subarea, there is no set-aside for a CTSA required in the Morongo Basin Subarea. The current revenue estimate for the next ten years is \$1.8 million.

In addition to these pass through Program funds, SBCTA passes through and/or allocates shares of Senate Bill 1 State of Good Repair funds, Low Carbon Transit Operations Program funds, State Transit Assistance funds, and Local Transportation Funds funds to MBTA for additional needs identified in its SRTP as part of annual capital and operating subsidies. Historically a portion of the Local Transportation Fund allocated to MBTA is returned to the local jurisdictions for local streets and roads purposes; however as the need for fare subsidy increases at a rate higher than the revenue increases, this no longer occurs.

8.4 MORONGO BASIN PROJECT DEVELOPMENT AND TRAFFIC MANAGEMENT SYSTEMS PROGRAM

8.4.1 BACKGROUND

The Morongo Basin Project Development and Traffic Management Systems Program is funded by 2% of the revenue collected within the Morongo Basin Subarea, which was estimated to be \$3 million, and reserved in this special account. Allocation to projects within this Program is at the full discretion of Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Program funds may be used for costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects that contribute to environmental enhancement associated with highway facilities.

Detailed policies such as project eligibility can be found in the Rural Mountain/Desert Strategic Plan Policy 40019.

8.4.2 CURRENT STATUS

The total cost of the Program is to be covered by the anticipated revenue allowing for the Program to be run on a pay-as-you-go basis. The current revenue estimate for the next ten years is \$705,000. This Program supported the development of the Morongo Basin Area Transportation Study discussed in Section 8.2.2 and also annually supports SBCTA staff subregional planning and project development efforts.



COLORADO RIVER SUBAREA PROGRAMS

**COLORADO RIVER
LOCAL STREET PROJECTS
PROGRAM**

**COLORADO RIVER
MAJOR LOCAL HIGHWAY PROJECTS
PROGRAM**

**COLORADO RIVER
SENIOR AND DISABLED
TRANSIT SERVICE PROGRAM**

**COLORADO RIVER
PROJECT DEVELOPMENT AND
TRAFFIC MANAGEMENT SYSTEMS
PROGRAM**

9.1 COLORADO RIVER LOCAL STREET PROJECTS PROGRAM

9.1.1 BACKGROUND

The Measure I Expenditure Plan estimated \$40 million of Measure I revenue would be available for local street projects. Seventy percent (less 2% retained by SBCTA for the Project Development and Traffic Management Systems Program) of the funds collected in the Subarea would be distributed on a monthly basis to the jurisdictions based on population (50%) and tax generation (50%).

The Strategic Plan established policies for eligible expenditures, funding allocations, and adoption and development of the local jurisdictions' Five-Year Capital Improvement Plans. Detailed information can be found in the Rural Mountain/Desert Strategic Plan Policy 40016.

9.1.2 CURRENT STATUS

In accordance with the Expenditure Plan and the Strategic Plan, the Measure I funds apportioned to the Local Street Projects Program are included in the 10-Year Delivery Plan with the funds passed through monthly to the local jurisdictions. No individual projects are included in the 10-Year Delivery Plan. The current estimate for the Program over the next ten years is \$3.2 million.

9.2 COLORADO RIVER MAJOR LOCAL HIGHWAY PROJECTS PROGRAM

9.2.1 BACKGROUND

The Measure I Expenditure Plan included contributions to projects along major streets and highways serving as current or future primary routes of travel within the Subarea, which may include, but are not limited to, contributions to Needles Highway widening and realignment from I-40 to the Nevada State Line, reconstruction of J Street, and construction of a new bridge in Needles connecting I-40 to Arizona. The total Measure I contribution was estimated at \$15 million, which would need to be supplemented with a combination of development fees and State and Federal funds.

Through the development of the Strategic Plan, candidate project lists were developed with the assistance of the Colorado River Subarea jurisdiction representatives that included the projects above. Measure I allocation to projects within this Program is at the full discretion of Colorado River Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board.

9.2.2 CURRENT STATUS

The current revenue estimate for the next ten years is \$1.2 million. The reconstruction of J Street in the City of Needles has been completed and improvements to Needles Highway in both the City and the County portions of the Subarea are considered regional priorities in the Subarea. During the development of the 2021 Update, the Colorado River Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board approved the realignment and reconstruction of the first segment of Needles Highway for inclusion in the 10-Year Delivery Plan. Since adoption of the 2021 Update, the rehabilitation of the US 95 bridge over the Colorado River was completed in partnership with the City of Needles, the State of California, and the State of Arizona. The overall cost and revenue requirements for the Major Local Highway Projects Program are shown in Table 9.2.1. Project details are presented in Section 9.2.3. The estimated uncommitted balance through 2040 is \$1.6 million for this Program. The estimated uncommitted balance of State and Federal funds through 2040 is \$17.5 million for this Program. However, this assumes State and Federal reauthorization and distribution of funding in approximately the same structure and at the same level of funding that exists today. More information about projects completed since the inception of Measure I 2010-2040 can be found in Section 12.

TABLE 9.2.1

**COLORADO RIVER MAJOR LOCAL HIGHWAY PROJECTS PROGRAM
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT	COST	FUNDING SOURCE	REVENUE
① River Street from BNSF to North K Street*	\$569	Measure I	\$976
② River Road from North K Street to 600' West of Jack Smith Park*	\$1,946	State/Federal Formula Funds	\$8,000
③ US 95/Havasu Lake Rd. Intersection Improvement*	\$1,173	Local/Private Funds	\$513
④ Needles Highway Improvements, Segment 1C	\$8,900	Unfunded	\$3,099
TOTAL:	\$12,588	TOTAL:	\$12,588

* Project is not fully funded.

The project location is depicted in Figure 9.2.1. The project schedule is included as Figure 9.2.2.

FIGURE 9.2.1

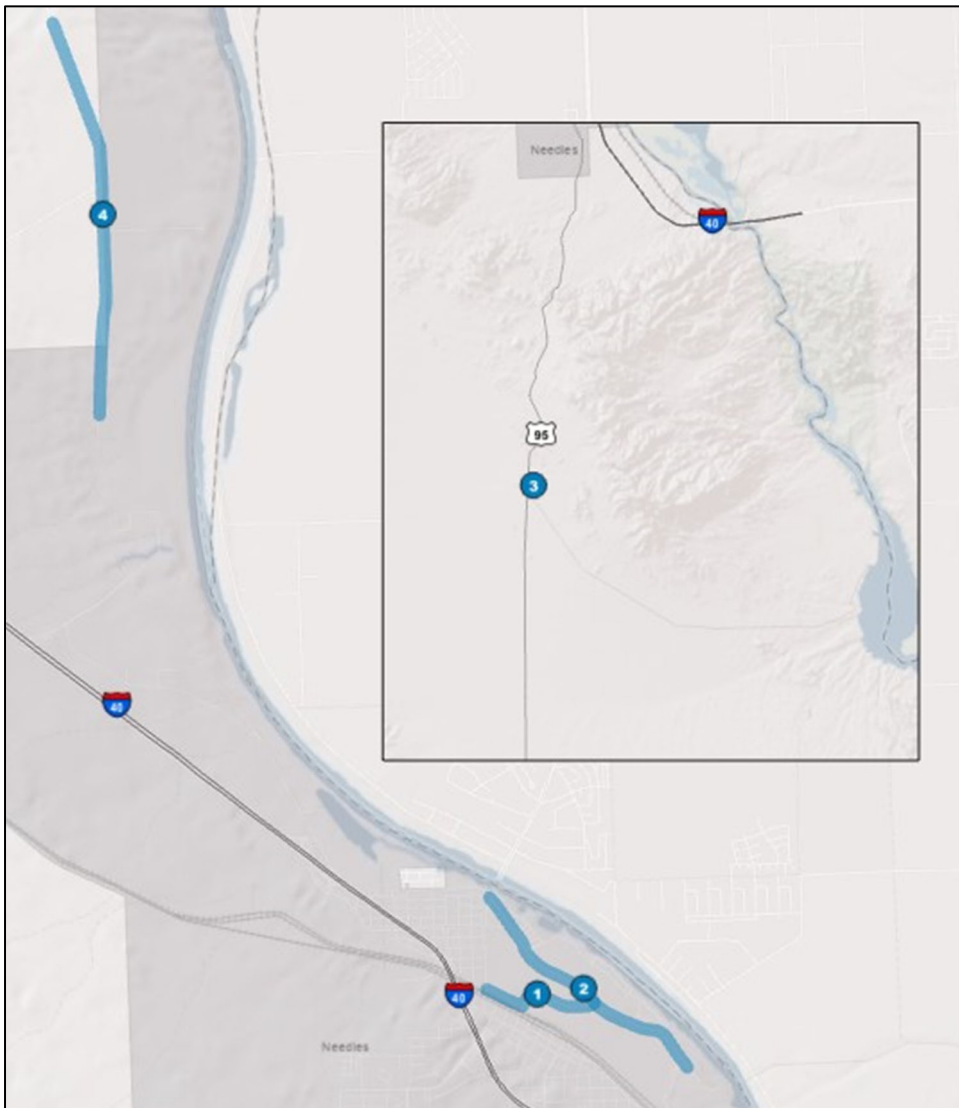
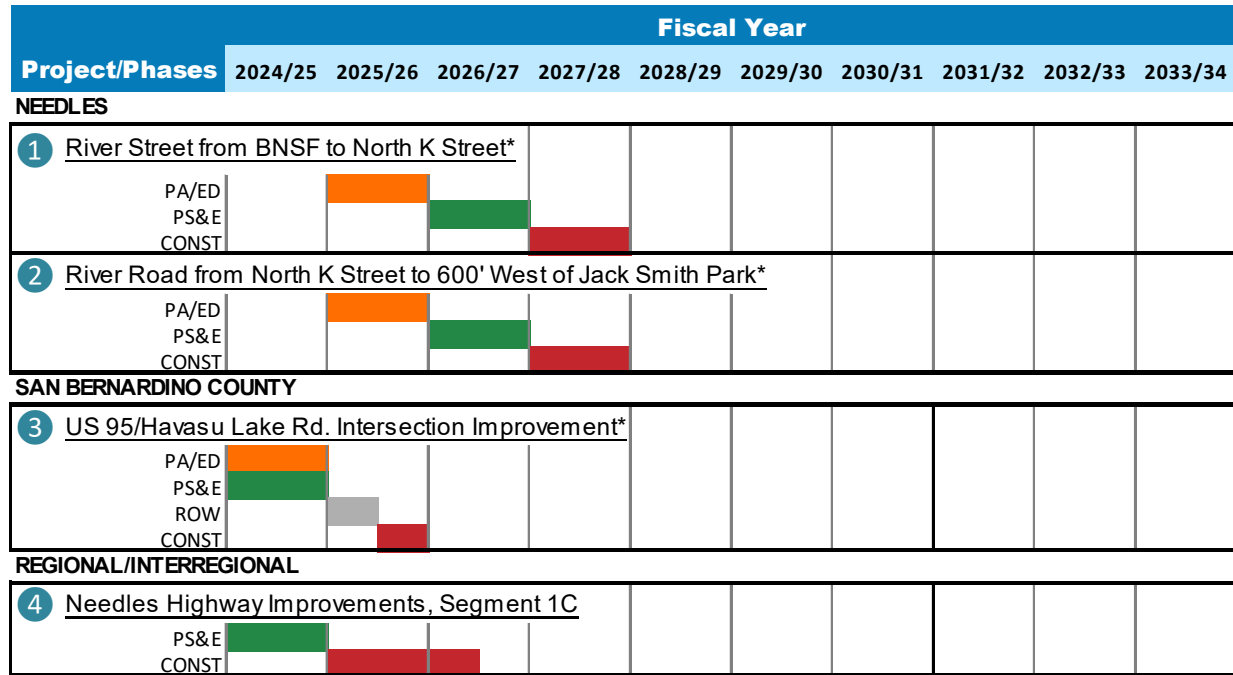
COLORADO RIVER MAJOR LOCAL HIGHWAY PROJECTS PROGRAM MAP


FIGURE 9.2.2

COLORADO RIVER MAJOR LOCAL HIGHWAY PROJECTS PROGRAM SCHEDULE



*Schedule is dependent on securing additional funding.

9.2.3 PROJECT DETAILS

CITY OF NEEDLES

1 RIVER STREET FROM BNSF TO NORTH K STREET

Project Description: The project will repave and widen River Street by 1 to 2 feet from BNSF to North K Street for fire access requirements.

Project Lead Agency: City of Needles

Current Development Phase: Planning

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 9.2.2

RIVER STREET, BNSF TO NORTH K STREET (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$14				\$14
UNFUNDED		\$49		\$506	\$555
TOTAL	\$14	\$49		\$506	\$569

2 RIVER ROAD FROM NORTH K STREET TO 600' WEST OF JACK SMITH PARK

Project Description: The project will repave and widen River Road by 1 to 2 feet from North K Street to 600' west of Jack Smith Park for fire access requirements.

Project Lead Agency: City of Needles

Current Development Phase: Planning

Complete for Beneficial Use: 2028

Funding Plan: The project is funded as shown in the table below.

TABLE 9.2.3

RIVER ROAD, NORTH K STREET TO 600' WEST OF JACK SMITH PARK (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I	\$62				\$62
UNFUNDED		\$152		\$1,732	\$1,884
TOTAL	\$62	\$152		\$1,732	\$1,946

SAN BERNARDINO COUNTY

3 US 95/HAVASU LAKE ROAD INTERSECTION IMPROVEMENTS

Project Description: The project will add turn lanes at the intersection of US 95 and Havasu Lake Road to ease traffic congestion and increase safety.

Project Lead Agency: San Bernardino County

Current Development Phase: Planning

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 9.2.4

US 95/HAVASU LAKE ROAD INTERSECTION IMPROVEMENTS (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
UNFUNDED				\$660	\$660
COUNTY LOCAL	\$208	\$104	\$104	\$97	\$513
TOTAL	\$208	\$104	\$104	\$757	\$1,173

REGIONAL/INTERREGIONAL

4 NEEDLES HIGHWAY IMPROVEMENTS, SEGMENT 1C

Project Description: The project will realign and reconstruct Needles Highway, Segment 1C, approximately 2.3 miles in length from David Drive to 0.1 mile north of Not'cho Road. Additionally, drainage improvements and other appurtenant work will be completed. An Advance Expenditure Agreement (AEA) has been executed between SBCTA and San Bernardino County in which the County will advance the funds necessary to ready the project for construction with the understanding that SBCTA will repay its contribution when sufficient Colorado River Subarea Major Local Highway Projects Program funds become available. The estimated year of full AEA reimbursement is Fiscal Year 2028/2029.

- The Subarea has determined this project to be the #1 Regional Priority.

Project Lead Agency: San Bernardino County

Current Development Phase: PS&E

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 9.2.5

NEEDLES HIGHWAY IMPROVEMENTS, SEGMENT 1C (1,000s)

FUNDING	PHASE				TOTAL
	PA/ED	PS&E	ROW	CON	
MEASURE I		\$900			\$900
STP				\$8,000	\$8,000
TOTAL		\$900		\$8,000	\$8,900

9.3 COLORADO RIVER SENIOR AND DISABLED TRANSIT SERVICE PROGRAM

9.3.1 BACKGROUND

The Measure I Expenditure Plan included \$3 million estimated revenue for the Colorado River Senior and Disabled Transit Service Program. The amount of Measure I revenue apportioned to this Program will be 5% initially. Jurisdictions in the Rural Mountain/Desert Subareas have the option to increase the revenue to the Senior and Disabled Transit Service Program, although that has not been done to date. All increases above the initial 5% shall come from the Colorado River Local Street Projects Program.

Detailed implementation policies can be found in the Rural Mountain/Desert Strategic Plan Policy 40018.

9.3.2 CURRENT STATUS

In September 2017, the SBCTA Board approved a Strategic Plan update including a revision to Policy 40018 to allow funds approved for allocation to be passed through monthly

to the transit operator and/or Consolidated Transportation Services Agency (CTSA) within each of the Rural Mountain/Desert Subareas. Program funds are passed through to the City of Needles to be used for transit services and projects identified as eligible expenditures for senior citizens and persons with disabilities, consistent with its Short Range Transit Plan (SRTP). Unlike the San Bernardino Valley Subarea, there is no set-aside for a CTSA required in the Colorado River Subarea. The current revenue estimate for the next ten years is \$236,000.

In addition to these pass through Program funds, SBCTA also passes through and/or allocates shares of Senate Bill 1 State of Good Repair funds, Local Transportation Funds, and State Transit Assistance funds to the City of Needles for additional needs identified in its SRTP as part of annual capital and operating subsidies.

9.4 COLORADO RIVER PROJECT DEVELOPMENT AND TRAFFIC MANAGEMENT SYSTEMS PROGRAM

9.4.1 BACKGROUND

The Colorado River Project Development and Traffic Management Systems Program is funded by 2% of the revenue collected within the Colorado River Subarea, which was estimated to be \$1 million and reserved in this special account. Allocation to projects within this Program is at the full discretion of Colorado River Subarea representatives, the Mountain/Desert Policy Committee, and the SBCTA Board. The Program funds may be used for costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects that contribute to environmental enhancement associated with highway facilities.

Detailed policies such as project eligibility can be found in the Rural Mountain/Desert Strategic Plan Policy 40019.

9.4.2 CURRENT STATUS

The total cost of the Program is to be covered by the anticipated revenue allowing for the Program to be run on a pay-as-you-go basis. This program also annually supports SBCTA staff subregional planning and project development efforts. The current revenue estimate for the next ten years is \$94,000.



OTHER PROJECTS OF INTEREST

OTHER PROJECTS OF INTEREST

10. OTHER PROJECTS OF INTEREST

10.1 BACKGROUND

As noted in the Introduction section, in April 2009, the SBCTA Board of Directors approved a Strategic Plan to provide a policy manual for the delivery of Measure I Programs by SBCTA and its member agencies for the 30-year life of the Measure. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan. The purpose of the 10-Year Delivery Plan is to provide a transparent list of projects that will be developed during the next ten years and to define the scope, schedule, and budget for these projects, given current information and assumptions. Although the requirement for including projects in the 10-Year Delivery Plan applies to Measure I 2010-2040 Program funds, SBCTA includes Section 10 to highlight other projects of significance in this 2025 Update.

10.2 CURRENT STATUS

There are four projects included in the Other Projects of Interest Section: 1) the Diesel Multiple Unit (DMU) to Zero or Low Emission (ZEMU) Vehicle Project, 2) the Replacement of Three Arrow DMUs Project (formerly ZEMU Conversion of Three Arrow DMUs), 3) the Zero Emission Bus (ZEB) Initiative, and 4) the Enterprise Resource Planning System Project. The 2021 Update included the Ontario International Airport (ONT) Connector Project (formerly the ONT Loop Project) in this section. However, this project is now included in Section 4.6 San Bernardino Valley Express Bus/Bus Rapid Transit Service Program.

Since the 2021 Update, the DMU to ZEMU Vehicle Project has received \$15.772 million of additional Transit and Intercity Rail Capital Program (TIRCP) funding and the project has progressed to the construction phase for the infrastructure that will support operations of the ZEMU. Additionally, the development and production of the ZEMU vehicle is complete with the vehicle currently in the testing and commissioning phase. Operation of the ZEMU vehicle on the Arrow service corridor is anticipated by summer 2025.

During discussions with the State regarding the DMU to ZEMU Vehicle Project, the State indicated the desire for SBCTA to convert the initial three DMUs purchased for the Arrow service using the same alternative propulsion technology. The 2021 Update included a new project to convert the three Arrow DMUs, with the ultimate goal of operating the entire Arrow corridor as a zero or low emission

revenue operation. The 2025 Update maintains this project and includes additional funding sources to advance the project once the initial ZEMU project is complete and operational. The project cost indicated in Table 10.3.2 is based on the purchase of additional ZEMU vehicles, rather than the conversion of the existing DMU vehicles, as procuring additional ZEMU vehicles is the feasible option. The cost of procuring ZEMU vehicles would be partially offset by the sale of the existing vehicles.

In December 2018, the California Air Resources Board adopted the Innovative Clean Transit (ICT) regulation. The ICT mandate requires all public transit agencies, regardless of size, to transition to a 100% ZEB fleet. Beginning in 2029, 100% of new bus purchases with a gross vehicle weight rating greater than 14,000 pounds must be ZEBs, with a goal for full transition by 2040. While the ZEB procurements and costs to meet the ICT will be expended by the transit operators in San Bernardino County, SBCTA directly receives the majority of transit funding and allocates these funds to the operators. By Board Policy 40001, Federal Congestion Mitigation and Air Quality (CMAQ) funds shall be considered a significant source to fund transit capital projects and start-up operating expenses in accordance with CMAQ criteria. With the allocation of CMAQ funds now under SCAG control, SBCTA intends to prioritize transit capital projects for award by SCAG in a manner consistent with SBCTA Board-approved priorities and the SBCTA Zero-Emission Bus Roll-out Plan. Since the costs are significant, it is important to maintain this as a project in the 2025 Update. SBCTA will continue to seek additional funding opportunities to support the ZEB Initiative.

The final project in this section is the Enterprise Resource Planning System Project. While this capital project is expected to be funded with Measure I 2010-2040 dollars, the funding comes from 1% of the annual net Measure I revenue for administration, prior to revenue allocations to Programs. SBCTA's current financial system, purchased in 2008, is nearing the end of its life cycle, and the agency will begin procurement for a replacement system. The overall cost and revenue requirements for these projects are shown in Table 10.2.1. Project details are presented in Section 10.3.

TABLE 10.2.1

**OTHER PROJECTS OF INTEREST
(COST AND REVENUE REQUIREMENTS) (1,000s)**

PROJECT	COST	FUNDING SOURCE	REVENUE
① DMU to ZEMU - Capital	\$62,819	Measure I	\$2,100
DMU to ZEMU - Operations	\$32,785	State/Federal Formula Funds	\$95,990
② ZEMU Vehicle Procurement*	\$62,107	State/Federal Grant Funds	\$47,434
③ Zero Emission Bus Initiative*	\$279,949	Local/Other Funds	\$19,500
④ Enterprise Resource Planning - Capital	\$1,200	Unfunded	\$274,736
Enterprise Resource Planning - Maintenance	\$900		
TOTAL:	\$439,760	TOTAL:	\$439,760

*Project is not fully funded.

The project schedules are included as Figure 10.2.1.

FIGURE 10.2.1

OTHER PROJECTS OF INTEREST SCHEDULE

Project/Phases	Fiscal Year									
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
① <u>DMU to ZEMU - Capital</u>										
CON - Infrastructure										
CON - Rolling Stock*										
② <u>ZEMU Vehicle Procurement**</u>										
PM										
CON										
③ <u>Zero Emission Bus Initiative</u>										
Ongoing Conversion to ZEB										
④ <u>Enterprise Resource Planning - Capital</u>										
Software Procurement										
System Implementation										

*Schedule includes commissioning and testing.

**Schedule is dependent on securing additional funding.

10.3 PROJECT DETAILS

1 DMU TO ZEMU

Project Description: This project will conduct the research and development efforts necessary to develop the technology for a zero emission rail vehicle, including the purchase of a vehicle, conversion of the DMU to a ZEMU vehicle, and construction of the necessary infrastructure to support the alternative propulsion technology. The project also includes testing the ZEMU vehicle on the Arrow service corridor. The ultimate goal of this project is to lead the way to eventually operate the entire Arrow corridor as a zero or low emission revenue operation. This conversion is anticipated as the introduction of ZEMUs in the United States, and possibly the entire continent.

- The project was awarded a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant and received \$15.772 million more in a subsequent funding cycle.
- The hydrogen fuel cell-battery hybrid was chosen as the preferred propulsion technology and approved by the SBCTA Board in July 2019.
- The ZEMU will be completed for beneficial use and operated in revenue service by summer 2025. Construction of the necessary infrastructure to support the vehicle will be completed in 2026.
- The Federal Railroad Administration is reviewing vehicle test results to ensure safe operation of hydrogen as an alternative fuel for passenger rail vehicles.
- The current Arrow Maintenance Facility is being retrofitted to safely maintain the hydrogen fuel cell-battery hybrid.
- A mobile hydrogen fueling facility will be developed and installed to support operation of ZEMU vehicles. A more permanent fueling facility may be necessary to support operation of additional ZEMU vehicles beyond the current fleet.

Project Lead Agency: SBCTA

Current Development Phase: Vehicle testing and commissioning and infrastructure construction

Complete for Beneficial Use: 2025, dependent on FRA.

Funding Plan: The project is funded as shown in the table below.

TABLE 10.3.1

DMU TO ZEMU (1,000s)

FUNDING	PHASE				CAPITAL TOTAL	OPERATIONS*	TOTAL
	PA&ED	PS&E	CON - INFRASTRUCTURE	CON - ROLLING STOCK			
TIRCP	\$414	\$5,121	\$12,691	\$27,546	\$45,772		\$45,772
HIPP			\$1,662		\$1,662		\$1,662
STA		\$5,752	\$537	\$2,137	\$8,426		\$8,426
SB1 SGR			\$2,506		\$2,506		\$2,506
SB 125		\$2,062	\$50	\$2,341	\$4,453		\$4,453
LTF						\$32,785	\$32,785
TOTAL	\$414	\$12,935	\$17,446	\$32,024	\$62,819	\$32,785	\$95,604

*Operations costs include mobilization, fuel, and maintenance through Fiscal Year 2033/2034.

2 ZEMU VEHICLE PROCUREMENT

Project Description: Formerly the ZEMU Conversion of Three Arrow DMUs, this project will procure three ZEMU vehicles for the Arrow service. When the State of California awarded a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant to develop the ZEMU technology, they indicated their excitement for the project and the desire to have SBCTA convert an additional vehicle once the prototype ZEMU project was complete. The ultimate goal of this project is to operate the entire Arrow corridor as a zero or low emission revenue operation.

- The initial ZEMU vehicle is in the testing and commissioning phase.
- A mobile hydrogen fueling facility will be developed and installed to support operation of the first ZEMU vehicle, including transition of the three DMUs to ZEMUs. A more permanent fueling facility may be necessary to support the operation of additional ZEMU vehicles beyond the current fleet.
- The project cost is based on the purchase of new ZEMU vehicles rather than the conversion of the existing DMU vehicles.
- The cost of procuring ZEMU vehicles would be partially offset by the sale of the existing vehicles.

Project Lead Agency: SBCTA

Current Development Phase: Not started

Complete for Beneficial Use: 2029, dependent on funding and timing of the initial DMU to ZEMU project

Funding Plan: The project is funded as shown in the table below.

TABLE 10.3.2

ZEMU VEHICLE PROCUREMENT (1,000s)

FUNDING	PHASE		TOTAL
	PM	PROCUREMENT	
STA	\$2,957		\$2,957
STIP		\$7,500	\$7,500
SB 125		\$9,201	\$9,201
DMU Credit/Sale		\$19,500	\$19,500
UNFUNDED		\$22,949	\$22,949
TOTAL	\$2,957	\$59,150	\$62,107

3 ZERO EMISSION BUS INITIATIVE

Project Description: This project will replace current transit buses with zero emission buses to meet the California Air Resources Board’s Innovative Clean Transit regulation mandate. While not the typical project included in the 10-Year Delivery Plan, it cannot be understated that the costs for vehicles and infrastructure associated with this mandate are significant with an estimated cost to meet the mandate at \$280 million through 2033/2034. While technology and costs for clean transit are ever-evolving, the current plan includes a mix of electric and hydrogen fuel cell technologies as the traditional electric vehicles do not meet the unique operating landscape and range needs to meet existing levels of service in all areas, especially in the Victor Valley and Mountain areas.

- SBCTA will continue to collaborate with the transit operators to explore funding opportunities.
- Bus and infrastructure procurements will be completed by the transit operators.
- 100% of new bus purchases over 14,000 pounds must be zero-emission by 2029.
- It is unclear if future replacement of zero emission buses will be eligible CMAQ costs.

Project Lead Agency: Transit Operators (Omnitrans, Victor Valley Transit Authority, Basin Transit, Mountain Transit, and Needles Area Transit)

Current Development Phase: Planning and Procurement

Complete for Beneficial Use: N/A, 2040 goal for full transition

Funding Plan: The project through 2034 is funded as shown in the table below.

TABLE 10.3.3

ZERO EMISSION BUS INITIATIVE (1,000s)

FUNDING	OPERATOR					TOTAL
	OMNITRANS	VVTA	BASIN TRANSIT	MOUNTAIN TRANSIT	NEEDLES TRANSIT	
CMAQ	\$17,978	\$7,444	\$904	\$1,572		\$27,898
SB 125			\$247		\$17	\$264
UNFUNDED	\$191,761	\$41,040	\$8,674	\$9,575	\$737	\$251,787
TOTAL	\$209,739	\$48,484	\$9,825	\$11,147	\$754	\$279,949

4 ENTERPRISE RESOURCE PLANNING SYSTEM

Project Description: This project will deploy a new Enterprise Resource Planning (ERP) system at SBCTA. SBCTA currently uses a financial system (Eden) that supports several manual processes with minimal interfaces with other products. This results in a need to use more than one system to obtain financial data for projects causing duplicative efforts and use of staff resources to complete redundant data entry. Additionally, the Eden platform is currently being phased out and will no longer be supported by the software developer, Tyler Technologies, Inc., starting in 2027. SBCTA seeks to procure a robust ERP system that will replace the current financial system while consolidating systems that have repetitive functions. SBCTA staff with the selected ERP solution provider will, in the initial implementation phase, finalize the technical needs and further refine the business requirements of SBCTA in coordination with the departments. The vision of the project is to implement and sustain an ERP System that will support staff in the delivery of SBCTA services and projects, take advantage of best practices, and significantly improve the efficiency and effectiveness of administrative processes. Meeting the implementation completion target schedule is dependent on the success of:

- Reallocating internal staff resources to the project and ensuring coverage of work tasks.
- Managing resistance to change by communicating and informing the users and departments of the new ERP system.
- Maintaining focus on the project scope.
- Ensuring a long-term software maintenance agreement to reduce costs and maintain continuity of service for the selected ERP system.
- Selection of analysts/programmers to support the completion of the implementation.

Project Lead Agency: SBCTA

Current Development Phase: Pre-Planning

Complete for Beneficial Use: 2026

Funding Plan: The project is funded as shown in the table below.

TABLE 10.3.4

ENTERPRISE RESOURCE PLANNING SYSTEM (1,000s)

FUNDING	PHASE		CAPITAL TOTAL	ANNUAL MAINTENANCE	TOTAL
	SOFTWARE PROCUREMENT	SYSTEM IMPLEMENTATION			
MEASURE I	\$200	\$1,000	\$1,200	\$900	\$2,100
TOTAL	\$200	\$1,000	\$1,200	\$900	\$2,100

* Annual maintenance costs represent the projected on-going annual costs between Fiscal Year 2025/2026 and 2033/2034.



BONDING SUMMARY

BONDING SUMMARY

11. BONDING SUMMARY

A total of 63 projects have been identified for inclusion in the 2025 Update at a total estimated cost of \$5.9 billion, which includes an estimated \$1.8 billion in Measure I revenue. When all of the project and revenue information has been determined, SBCTA incorporates the data into a complex bond model to analyze the bonding needs for each of the Subarea Programs. The model produces cash flows by Subarea Program that account for the timing of bonds, bond amounts, and associated debt service costs. Using this information, cash flow analyses are performed and debt coverage ratios are calculated.

The bonding analysis is developed with the following criteria:

- Minimum Agency-wide debt coverage ratio: 2.0X
- Individual Programs must have a positive cash flow over the term on the bond
- Bond interest rate: 5% for all future bond issuances
- Final maturity: No later than March 31, 2040

To minimize the costs associated with bonding, cash flow may be addressed with interim cash flow borrowing between Measure I Programs and/or commercial paper issuances. These strategies may be used as interim financing where the bonding amount needed in a year is less than \$100 million and could be combined with a future bond issuance or where the cash flow problem is short-term in nature. Commercial paper use will generally be restricted to providing interim financing for capital projects programmed for long-term debt or grant funding.

Although Measure I revenue is higher than previous estimates, estimated project costs in the San Bernardino Valley Freeway and Interchange Programs have increased substantially requiring higher bonding than previously anticipated. Whereas the 2021 Update estimated a bonding need of \$401 million, that need has increased to an estimated \$468 million in the 2025 Update. This borrowing against future Measure I revenue is required in late-2025 to facilitate delivery of the 1-10 Corridor Freight and Express Lane Project – Contract 2 and the I-10/Mount Vernon Interchange. Additionally, interim cash flow borrowing is used to support short-term cash flow needs in the San Bernardino Valley Interchange Program prior to the bond issuance and in the San Bernardino Valley Freeway and Metrolink/Rail Service Programs and the Victor Valley and Morongo Basin Major Local Highways Projects Programs during the term of the 2025 Update. The Measure I Programs providing the interim cash flow are the Cajon Pass and Arterial Programs, which are not impacted by the loaning of funds and will be repaid with interest from the borrowing Program.

As part of the bonding analysis, a stress test is usually performed. A stress test is a “what-if” analysis that reduces revenues to see the effect on the bonding scenarios. This stress test will be performed in conjunction with optimization of the bond model in preparation for the bond issuance in late-2025. The numbers presented herein are planning-level only. Table 11.1 provides a summary of bonds already issued and the estimated bonding required to deliver the 2025 Update program of projects. SBCTA refunded the 2012 and 2014 bonds in 2022 and 2024, respectively, which resulted in a reduction of interest cost of over \$38 million through 2040.

TABLE 11.1

BONDING SUMMARY SCHEDULE (1,000s)

PROGRAM	FISCAL YEAR OF BOND ISSUE				ESTIMATED 10 YDP BOND ISSUES	TOTAL BOND ISSUES
	2012	2014	PREVIOUS BONDS ISSUED	2026		
Cajon Pass	\$35,000	\$20,000	\$55,000			\$55,000
Victor Valley Major Local Highway*	\$20,000	\$6,000	\$26,000			\$26,000
North Desert						
Mountains						
Morongo Basin*						
Colorado River						
San Bernardino Valley Programs:						
Freeway Projects*				\$380,000	\$380,000	\$380,000
Freeway Interchange*		\$24,000	\$24,000	\$88,000	\$88,000	\$112,000
Major Street	\$39,000	\$43,000	\$82,000			\$82,000
Local Street						
Metrolink/Rail*		\$27,000	\$27,000			\$27,000
Express Bus/Bus Rapid Transit						
Senior & Disabled Transit						
Traffic Management Systems						
Total Per Issue	\$94,000	\$120,000	\$214,000	\$468,000	\$468,000	\$682,000

*Programs include internal short-term cash flow borrowing from other Measure I funds. Bonding needs analysis includes repayment with interest.



COMPLETED PROJECTS

COMPLETED PROJECTS

12.1 BACKGROUND

In the first 14 years of Measure I 2010-2040, from Fiscal Year 2010/2011 to 2023/2024, Measure I has participated in the delivery of projects in a wide range of its programs, totaling \$2.9 billion, with Measure I contributing \$682 million. Below are listed completed projects by Program.

12.2 PROJECT DETAILS BY MEASURE I PROGRAM

TABLE 12.2.1

SAN BERNARDINO VALLEY FREEWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
I-215 Bi County HOV Gap Closure	San Bernardino/Colton/Grand Terrace	\$203,266	\$57,977	2015	Final reconciliation
I-215/Barton Road Interchange	Grand Terrace	\$104,973	\$60,457	2020	\$2,134 Old MSI and \$58,323 New MSI; Final reconciliation
SR-210 Lane Addition	San Bernardino/Highland/Redlands	\$167,569	\$103,636	2015	EEP Work continues until fall 2027
I-215/Mount Vernon/Washington Bridge	Colton	\$28,388	\$2,411	2024	MSI fixed contribution to larger Caltrans project
TOTAL		\$504,196	\$224,481		

TABLE 12.2.2

SAN BERNARDINO VALLEY FREEWAY INTERCHANGE PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
I-10/Live Oak Canyon	Yucaipa	\$17,941	\$4,903	2009	
I-10/Riverside Avenue, Phase 1	Rialto	\$31,335	\$6,694	2011	
SR 60/Euclid WB Off Ramp	Ontario	\$519	\$144	2013	SHOPP project, construction contribution only
I-10/Citrus Avenue	Fontana	\$57,734	\$5,663	2014	
I-10/Cherry Avenue	Fontana	\$80,665	\$16,897	2015	
I-15/Sierra Avenue Ramp Signals	SB County	\$3,190	\$389	2015	SHOPP project, construction contribution only
I-10/Tippecanoe Avenue	San Bernardino/Loma Linda	\$79,136	\$19,762	2016	
I-15/Base Line Road	Rancho Cucamonga	\$48,974	\$20,853	2016	
I-10/Pepper Avenue	Colton	\$9,926	\$354	2017	
SR 60/Archibald Avenue	Ontario	\$26,803	\$7,052	2021	
I-10/University Street	Redlands	\$6,613	\$4,741	2022	
I-10/Alabama Street	Redlands	\$14,486	\$6,405	2022	EEP Work continues until spring 2028
SR 210/Base Line	Highland	\$30,324	\$17,470	2023	EEP Work continues until fall 2027
SR 60/Central Avenue	Chino	\$37,024	\$11,426	2024	EEP Work continues until spring 2029
TOTAL		\$444,670	\$122,752		

TABLE 12.2.3

SAN BERNARDINO VALLEY MAJOR STREET PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
North Milliken Avenue (UP)	Ontario	\$39,544	\$25,906	2013	
Hunts Lane (UP)	San Bernardino/Colton	\$32,430	\$1,126	2014	\$216 Old MSI and \$910 New MSI
Palm Avenue (BNSF)	San Bernardino	\$23,770	\$2,455	2014	
Glen Helen Parkway (UP&BNSF)	Devore	\$25,685	\$8,930	2015	
Laurel Street (BNSF)	Colton	\$59,854	\$8,897	2016	\$384 Old MSI and \$8,513 New MSI
North Vineyard (UP)	Ontario	\$47,353	\$20,790	2016	
South Milliken (UP)	Ontario	\$74,363	\$8,445	2016	Final ROW settlement in process
Monte Vista Grade Separation (UP)	Montclair	\$23,330	\$3,423	2019	Final claim settlement in process
TOTAL		\$326,329	\$79,972		

TABLE 12.2.4

SAN BERNARDINO VALLEY METROLINK/RAIL SERVICE PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Downtown San Bernardino Passenger Rail	San Bernardino	\$125,400	\$27,056	2017	
Redlands Passenger Rail	San Bernardino/Redlands	\$376,147	\$97,288	2022	
TOTAL		\$501,547	\$124,344		

TABLE 12.2.5

SAN BERNARDINO VALLEY EXPRESS BUS/BUS RAPID TRANSIT SERVICE PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
E Street Bus Rapid Transit	San Bernardino	\$188,647	\$5,484	2014	
TOTAL		\$188,647	\$5,484		

TABLE 12.2.6

SAN BERNARDINO VALLEY TRAFFIC MANAGEMENT SYSTEMS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Valley Signal Synchronization		\$15,550	\$184	2015	TMS funds continue to be used for maintenance of the system
TOTAL		\$15,550	\$184		

TABLE 12.2.7

VICTOR VALLEY MAJOR LOCAL HIGHWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
I-15/LaMesa/Nisqualli Interchange	Victorville	\$69,242	\$4,806	2013	
Ranchero Rd / Escondido Ave Traffic Signal	SB County	\$2,652	\$1,006	2014	
I-15/Ranchero Interchange	Hesperia	\$58,913	\$4,016	2015	
SR138, widen 2 to 4 lanes, Phase 1	Caltrans	\$87,181	\$0	2016	SBCTA contributed \$16,245,000 of federal/state funds to project.
Yucca Loma Rd Bridge construction/ Yates Rd widening	Apple Valley/SB County	\$46,477	\$12,839	2016	EEP Work continues until August 2021
Yucca Loma Rd Bridge construction/Yates Rd	Apple Valley	\$46,477	\$12,839	2018	
US 395 Phase 1 Widening, Palmdale Rd to Chamberlaine Way	Adelanto	\$55,974	\$1,445	2020	
Stoddard Wells Road Widening	Apple Valley	\$9,860	\$4,437	2022	
Apple Valley Road and SR 18 Realignment	Apple Valley	\$9,740	\$2,023	2023	
Yucca Loma Corridor - Green Tree Boulevard Extension	Victorville/SB County	\$46,843	\$1,255	2023	
Bartlett Avenue Widening, Adelanto Rd to Aster Rd	Adelanto	\$5,100	\$1,862	2024	
Bear Valley Road Overhead at BNSF	Victorville	\$13,528	\$0	2024	SBCTA contributed \$1,917,000 of federal funds to project.
TOTAL		\$451,988	\$46,528		

TABLE 12.2.8

VICTOR VALLEY PDTMS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
SANBAG Alternative Financing Study	SBCTA	\$120	\$120	2015	
High Desert Corridor	LA Metro	\$500	\$500	2015	
High Desert Corridor Rail Study	HDC JPA	\$200	\$200	2016	
Mountain Area Transportation Study	SBCTA	\$135	\$14	2017	
High Desert Corridor Rail Study	HDC JPA	\$150	\$75	2023	
TOTAL		\$1,105	\$909		

TABLE 12.2.9

NORTH DESERT MAJOR LOCAL HIGHWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Lenwood Road Grade Separation	Barstow	\$28,386	\$1,382	2015	
North First Avenue Bridge over BNSF	Barstow	\$71,960	\$4,150	2024	Project closeout
TOTAL		\$100,346	\$5,532		

TABLE 12.2.10

MOUNTAINS MAJOR LOCAL HIGHWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Village L Project	Big Bear Lake	\$6,110	\$2,400	2013	
TOTAL		\$6,110	\$2,400		

TABLE 12.2.11

MOUNTAINS PDTMS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Mountain Area Transportation Study	SBCTA	\$135	\$121	2016	
TOTAL		\$135	\$121		

TABLE 12.2.12

MORONGO BASIN MAJOR LOCAL HIGHWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
SR62/Rotary Way Traffic Signal	SB County	\$552	\$552	2013	
SR62/Canyon Road to Easy Street	Twentynine Palms	\$2,054	\$300	2013	
National Park Road	Twentynine Palms	\$1,700	\$200	2013	
Lear Ave/Montezuma to Pole Line Study	SB County	\$26	\$26	2014	
SR62/Apache Trail to Palm Ave.	Yucca Valley	\$2,886	\$135	2014	
SR62/LaHonda to Dumosa	Yucca Valley	\$2,594	\$90	2014	
SR62/Dumosa Traffic Signal	Yucca Valley	\$736	\$686	2015	
SR62/Encelia Traffic Signal	Twentynine Palms	\$400	\$200	2016	
SR62/Lear Traffic Signal	Twentynine Palms	\$540	\$280	2018	
SR62/Encelia to Larrea Improvements	Twentynine Palms	\$1,599	\$400	2020	
Park Boulevard Reconstruction	SB County	\$1,704	\$1,704	2020	
SR 62/Encelia to Larrea Raised Median	Twentynine Palms	\$347	\$212	2023	
TOTAL		\$15,138	\$4,786		

TABLE 12.2.13

MORONGO BASIN PDTMS COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Morongo Basin Area Traffic Study	SBCTA	\$65	\$65	2015	
TOTAL		\$65	\$65		

TABLE 12.2.14

COLORADO RIVER MAJOR LOCAL HIGHWAY PROJECTS PROGRAM - COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
Needles I-40 Connector	Needles	\$5,730	\$410	2018	
US 95 Colorado River Bridge	Needles	\$3,075	\$98	2023	
TOTAL		\$8,805	\$508		

TABLE 12.2.15

CAJON PASS PROGRAM COMPLETED PROJECTS (1,000s)

PROJECT NAME	JURISDICTION	ESTIMATED TOTAL COST	MEASURE I TOTAL COST	COMPLETE FOR BENEFICIAL USE	COMMENTS
I-15/I-215 Devore Interchange	SBCTA/CT	\$325,005	\$64,186	2016	
TOTAL		\$325,005	\$64,186		

Appendix – Acronym List

10 YDP	10-Year Delivery Plan
ADA	Americans with Disabilities Act
AEA	Advance Expenditure Agreement
ARP	American Rescue Plan Act of 2021
ART	Arterial
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
Const/CON	Construction
CP	Control Point
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CT	Caltrans
CTC	California Transportation Commission
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
Design-Build	Design and construction services provided under a single contract
DDI	Diverging Diamond Interchange
DEMO	Federal Demonstration (Earmark) Funds
DIF	Development Impact Fees
DMU	Diesel Multiple Unit
DOT	Department of Transportation
EEP	Establish Existing Planting
ERP	Enterprise Resource Planning
Express Lanes	Express lanes are HOV lanes that also allow vehicles not meeting minimum occupancy requirements to use the lane by paying a toll
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GLA	Foothill Gold Line Construction Authority
HBP	Federal Highway Bridge Program
HDC	High Desert Corridor
HIP	Highway Infrastructure Program
HIPP	Hydrogen Infrastructure Partnership Program
HOV	High Occupancy Vehicle (Carpool)
IC	Interchange
ICT	Innovative Clean Transit regulation
IIP	Interregional Improvement Program
IMD	Federal Interstate Maintenance Discretionary Funds
JPA	Joint Powers Authority
LCTOP	Low Carbon Transit Operations Program
LLP	Local Partnership Program
LTF	Local Transportation Fund

Appendix – Acronym List

LSSRP	Local Bridge Seismic Retrofit Program
MATS	Mountain Area Transportation Study
MBATS	Morongo Basin Area Transportation Study
MBTA	Morongo Basin Transit Authority
Metro/LACMTA	Los Angeles County Metropolitan Transportation Authority
Metrolink	Regional passenger rail system for Southern California
MOE	Maintenance of Effort
MSI	Measure I
O&M	Operations and Maintenance
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
P6	Primavera 6
PAA	Project Advancement Agreement
PA/ED	Project Approval and Environmental Document
PCM	Project and Construction Manager
PDTMS	Project Development and Traffic Management Systems
PFS	Project Funding Summary
PM	Program Management
PPR	Program Project Report
PR	Project Report
PROP 1B	Proposition 1B Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006
PS&E	Plans, Specifications, and Estimate
PSR/PDS	Project Study Report/Project Development Support
PTMISEA	Public Transportation Modernization, Improvement & Service Enhancement Account
PUC	California Public Utilities Commission
RCTC	Riverside County Transportation Commission
RFP	Request for Proposal
RIP	Regional Improvement Program
ROW	Right of Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
S&D	Measure I Senior and Disabled Transit Program
SANBAG	San Bernardino Associated Governments
SB1	Senate Bill 1 Road Repair and Accountability Act of 2017
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCCP	Solutions for Congested Corridors Program
SCE	Southern California Edison
SCORE	Metrolink Southern California Optimized Rail Expansion Program
SCRRA	Southern California Regional Rail Authority (operates Metrolink service)
SGR	State of Good Repair Program
SHOPP	State Highway Operations and Protection Program
SLPP	State-Local Partnership Program
SRTP	Short Range Transit Plan
STA	State Transit Assistance Fund
STP	Surface Transportation Program
STIP	State Transportation Improvement Program
TCEP	Trade Corridor Enhancement Program
TCIF	Traffic Corridors Improvement Fund
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery

Appendix – Acronym List

TIRCP	Transit and Intercity Rail Capital Program
TMS	Traffic Management Systems
UP/UPRR	Union Pacific/Union Pacific Railroad
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
VVTA	Victor Valley Transit Authority
WVC	West Valley Connector
ZEB	Zero Emission Bus
ZEMU	Zero Emission Multiple Unit



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