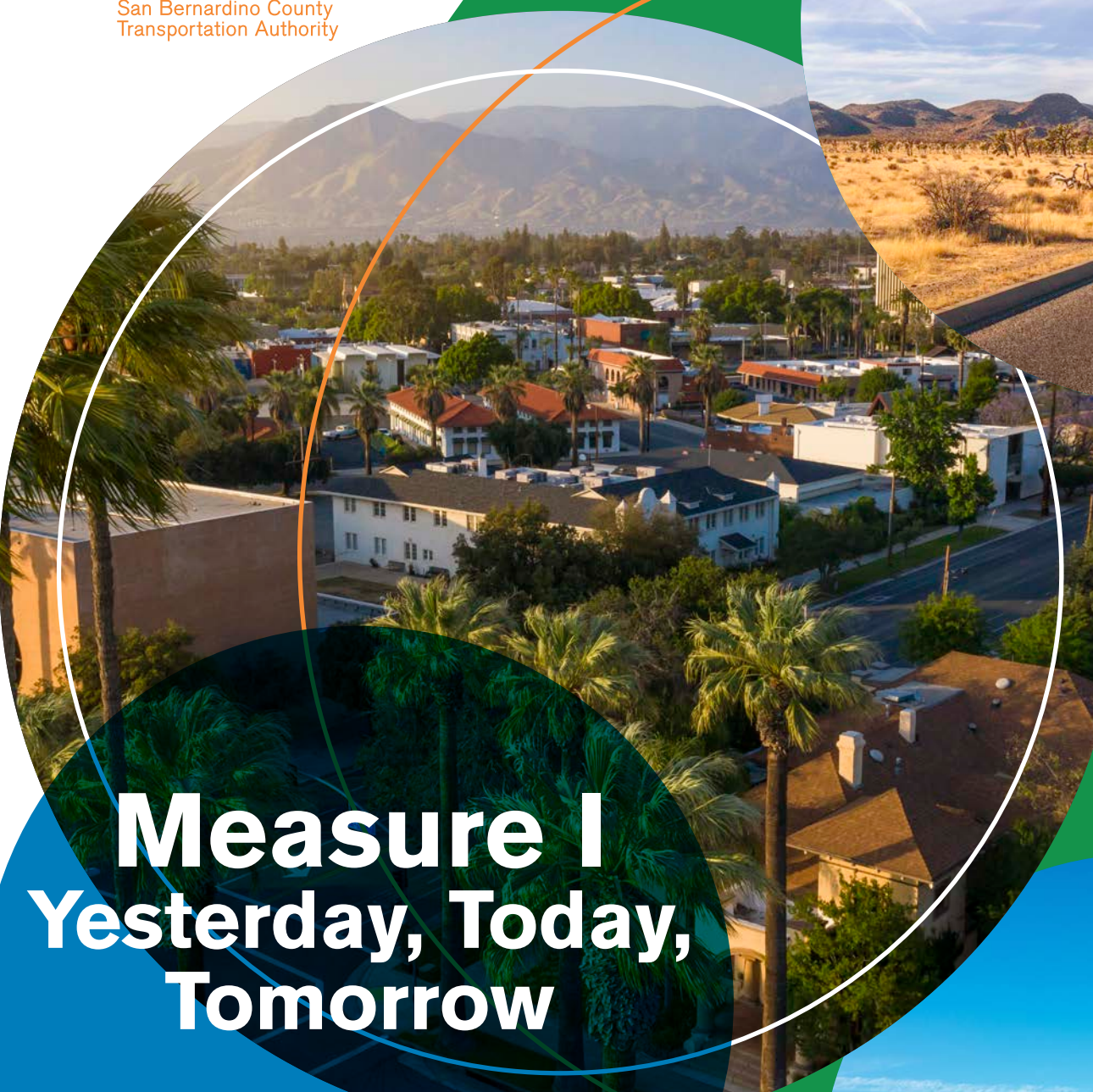




cta

San Bernardino County
Transportation Authority

An aerial photograph of a suburban neighborhood, likely in Southern California, featuring numerous palm trees, white and light-colored houses, and a clear view of distant mountains under a hazy sky. The image is framed by a large, semi-transparent blue circle that overlaps with other circular graphic elements.

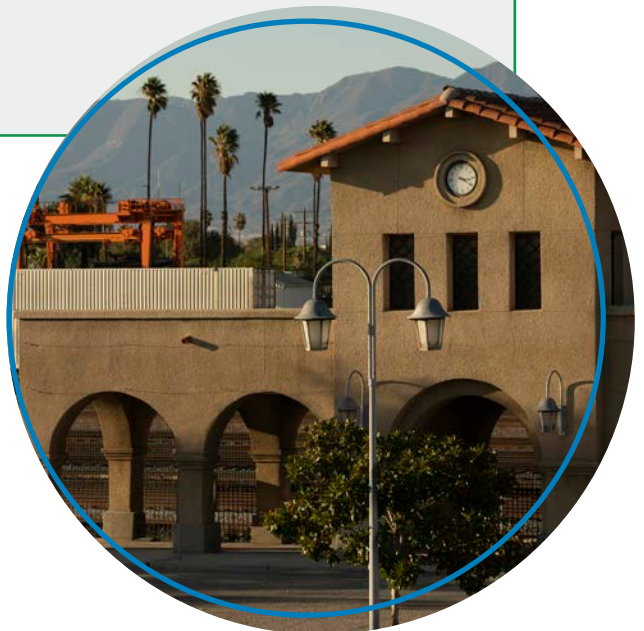
Measure I Yesterday, Today, Tomorrow

Making the Choice
for Transportation



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Overview

Making the Choice for Transportation

The quality of life in San Bernardino County has long been predicated on the ability to choose what matters to us most. From housing to education, healthcare to recreation, and everything in between, we are afforded a variety of options to help us live the life we have worked hard to achieve. When it comes to transportation, having a choice for how we move is as important as every other aspect of our lives. So whether we walk, ride a bike, take a bus or train, drive a car, or any combination thereof, we still desire a say in how we do it. Fortunately, the choice for transportation is yours.

San Bernardino County is a large and diverse county, both geographically and demographically. It is the largest county by land area in the United States, and at 20,000 square miles, it is as large as the five nearest counties combined. San Bernardino County's combination of geographic location and well-connected network of freeways, arterials, freight rail lines, airports, and transit routes has provided it with many economic opportunities now and in the future. However, these opportunities must be managed well, and transportation challenges must be addressed if the county continues to benefit from its strategic locational advantages.

The San Bernardino County Transportation Authority (SBCTA), formerly known as the San Bernardino Associated Governments (SANBAG), is responsible for the regional planning and delivery of an efficient countywide multimodal transportation system. SBCTA's vision for the future includes using all means of transportation for people and goods moving throughout the county. We envision an increasingly connected system recognizing the county's role as a regional player in a large Southern California economy.



MEASURE I

Measure I

Funding for transportation infrastructure comes from many sources. The most significant is Measure I, the countywide half-cent sales tax approved by the voters in 1989 and renewed by the voters in 2004 through 2040. Measure I is a critical funding source for leveraging state and federal funds for transportation projects and has been the driving force behind the resources used to keep people and goods moving through the county. Since 2010, SBCTA has leveraged approximately \$2.7 billion in federal and state funds with a mere \$652 million in Measure I investment and has led to the creation of more than 31,000 jobs.

The resources derived from Measure I are managed by the SBCTA Board, composed of elected representatives from the county's 24 cities and 5 Supervisorial Districts, who set the vision and direct staff in completing essential transportation projects.

Measure I is dedicated to transportation planning, design, construction, operation, and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards to ensure that Measure I funding is used following the specified voter-approved transportation project improvements and programs. These safeguards include:

- An Independent Taxpayer Oversight Committee to provide for citizen review to ensure that all Measure I funds are appropriately spent.
- Only one percent (1%) of Measure I can be used for administrative overhead.
- New transportation funds will not supplant existing general revenue spending on streets and roads.
- Private developments will be required to contribute a fair share toward the transportation improvements around their projects.
- Measure I funds are regionally allocated based on a “return to source” model.

Building Upon Success

Much of the success of Measure I can be attributed to the continued focus on congestion relief and safety, but with greater emphasis on fixing localized problems, such as freeway interchanges and arterial streets. The list of accomplishments during the initial Measure is extensive and includes initiation of Metrolink commuter rail service, construction of the State Route (SR) 71 and SR 210 freeways; widening of Interstate (I)-10, SR 60, and I-215, the widening and maintenance of various arterial roadways and local streets throughout San Bernardino County. The following is a list of the regional Measure I project accomplishments.

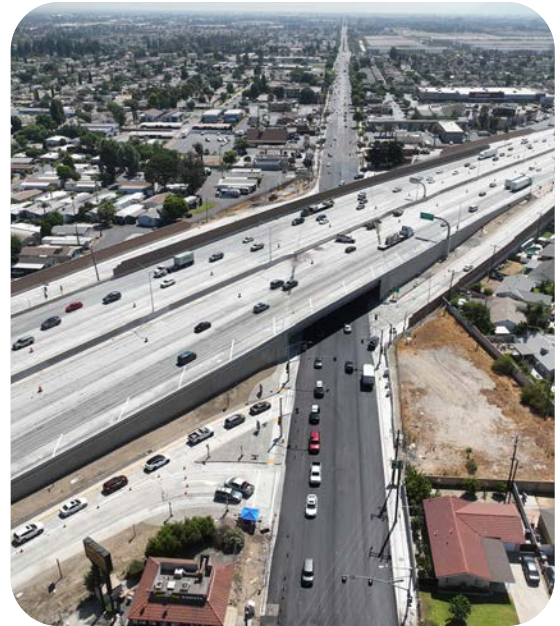


MEASURE I ACCOMPLISHMENTS

Project Accomplishments:

Freeways

- I-10 Eastbound Truck Climbing Lane in Yucaipa
- I-10 Express Lanes – Montclair, Ontario, Rancho Cucamonga
- I-10 Express Lanes Contract 2
- I-10 High Occupancy Vehicle (HOV) Lanes
- I-15 Express Lanes – SR-60 to Foothill Blvd.
- SR 60 Widening/HOV Lanes
- SR 62 Safety Improvements - location
- SR 71 Realignment – Chino and Chino Hills
- SR 210 – San Bernardino, Rialto, Fontana, Rancho Cucamonga and Upland
- SR 210 Widening – San Bernardino, Highland, and Redlands
- I-215 Bi-County HOV
- I-215 Widening San Bernardino
- US 395 Widening – SR-18 to Chamberlaine Way
- US 395 Widening – I-15 to SR-18



Rail/Highway Grade Separations

- Glen Helen Parkway Grade Separation
- Hunts Lane Grade Separation
- Laurel Street Grade Separation
- Lenwood Road Grade Separation
- Monte Vista Grade Separation
- North Milliken Ave. Grade Separation
- North Vineyard Grade Separation
- Palm Ave. Grade Separation
- South Milliken Grade Separation
- State Street Grade Separation
- Haven Ave. Grade Separation
- Milliken Ave. Grade Separation
- Mt. Vernon Viaduct

MEASURE I ACCOMPLISHMENTS

Project Accomplishments:

Interchanges

- I-10/Alabama Interchange
- I-10/Cedar Ave. Interchange
- I-10/Cherry Ave. Interchange
- I-10/Citrus Ave. Interchange
- I-10/Euclid Interchange
- I-10/Fourth Street Bridge UC
- I-10/Live Oak Canyon
- I-10/Monte Vista Interchange
- I-10/Mt. Vernon Interchange
- I-10/Pepper Ave. Interchange
- I-10/Riverside Ave. Interchange Phase 1
- I-10/Tippecanoe Interchange
- I-10/University Interchange
- I-10/Vineyard Interchange
- I-15/Baseline Ave. Interchange
- I-15/Duncan Canyon Road
- I-15/Sierra Ave. Signals
- I-15/ Ranchero Road
- I-15/La Mesa-Nisqualli
- I-40 Connector (Needles)
- SR 60/Archibald Interchange
- SR 60/Central Ave. Interchange
- SR 60/Euclid Westbound Off Ramp
- SR 210/Baseline Interchange
- SR 210/Waterman Ave. Interchange
- I-215/Barton Road Interchange
- I-215/Mt. Vernon/Washington
- I-215/University Parkway Interchange
- La Mesa/Nisqualli Interchange



MEASURE I ACCOMPLISHMENTS

Local Street Projects

- Apple Valley Road
- Apple Valley Road Bridge
- Baker Blvd. Bridge Replacement
- Bear Valley Bridge
- Bear Valley Overhead
- Bear Valley Road
- Central Road Widening
- Dale Evans Parkway
- El Mirage Road
- Irwin Road Rehabilitation
- Johnson Road Widening
- La Cadena Drive
- Lake Gregory Drive Improvements
- Lenwood Road Bridge Widening
- Main Street Interchange (Hesperia)
- Main Street Widening
- Mariposa Road Widening
- Navajo Road Widening
- North 1st Ave. Bridge – BNSF
- North 1st Ave. Bridge – Mojave
- Phelan Road Widening
- Ranchero/Econdidio Signal
- Ranchero Road Corridor
- Rimrock Road Rehabilitation
- Rock Springs Bridge
- SR 62 Apache to Palm
- SR 62 Dumosa Signal
- SR 62 Encelia Signal
- SR 62 Encelia to Larrea
- SR 62 Lear Signal
- SR 62 Rotary Signal
- Stoddard Wells Road
- Valley Signal Synchronization
- Village L Project
- Yucca Loma Corridor



Local Priorities

As part of Measure I's return-to-source model, funds are distributed to San Bernardino County cities via a formula for local priorities, such as sidewalks, potholes, bike lanes, or general road maintenance. In Fiscal Year 2025 more than \$65 million was allocated for use by local jurisdictions.

MEASURE I ACCOMPLISHMENTS

Transit Projects:

Measure I's investments in transit services demonstrate SBCTA's commitment to improving transit and passenger rail services available for San Bernardino County residents. The collaboration and partnership with state, federal, and private stakeholders have produced innovative projects that are being developed and delivered here in San Bernardino County.



“Arrow” Passenger Rail from Redlands to San Bernardino

The Redlands Passenger Rail Project is an innovative nine-mile, 5-station regional rail project that provides additional transportation choices through the introduction of a new rail service known as Arrow. This system uses self-powered, low-emission trainsets that began service in 2022.

Zero Emission Multiple Unit (ZEMU)

North America's first federally compliant self-powered, zero-emission passenger train arrived in San Bernardino County on June 20, 2024 and is scheduled to begin operating in the summer of 2025. The train's arrival at the San Bernardino Depot Train Station marks a significant milestone on its incredible journey from concept to reality. The passenger train uses hybrid hydrogen and battery technology to propel it and power onboard electrical systems. Water vapor is the only emission generated from the propulsion system, making this a clean transit alternative.



Upgrades in Metrolink Service

Metrolink is evaluating scenarios to add significant train service on the Metrolink San Bernardino Line (SBL), as

part of a regional expansion plan. This would facilitate improved access to ONT and allow cities along the line in the San Bernardino and San Gabriel Valleys to better encourage transit-oriented development. This is an investment in the future of all these cities. This increase in Metrolink service could then match the frequencies of Arrow service from downtown San Bernardino to Redlands.

Additional Transit Improvements

- Downtown San Bernardino Transit Center
- Arrow Maintenance Facility (Arrow)
- Eastern Maintenance Facility (Metrolink)
- E Street Bus Rapid Transit

MEASURE I ACCOMPLISHMENTS

West Valley Connector Bus Rapid Transit (BRT)

The 19-mile Zero-Emission bus service will connect four cities (Pomona, Montclair, Ontario, and Rancho Cucamonga), Ontario International Airport (ONT), and two different Metrolink lines (Riverside and San Bernardino lines), with partially dedicated lanes for BRT on Holt Blvd. in Ontario (service scheduled to begin fall 2026).

Brightline West from Rancho Cucamonga to Las Vegas

A 100% privately-funded zero-emission high speed train service to and from Las Vegas is proceeding toward implementation. Brightline West (which currently runs passenger rail service between Fort Lauderdale and Miami) is planning to fund this multi-billion dollar project to initiate service between the Victor Valley and Las Vegas, and in collaboration with Caltrans and SBCTA will extend the line down the Cajon Pass to the Metrolink station in Rancho Cucamonga. This will reduce congestion on I-15 and open up a new opportunity for zero-emission transit travel to/from the LA Basin from/to Las Vegas (service scheduled to begin fall 2028).

SBCTA will build on this success to continue meeting the transportation needs of residents, businesses, and stakeholders into the future.



Active Transportation

- Points of Interest Pedestrian Plan
- Comprehensive Pedestrian Sidewalk Connectivity Plan – Phases I and II
- Safe Routes to School – Phases I through IV (currently in progress)
- Highland/Redlands Regional Connector
- Metrolink Accessibility Project – Phases I and II
- Construction of the Pacific Electric Trail
- Regional Early Action Planning Complete Streets Projects
- Active Transportation Improvements around Arrowhead Grove Affordable Housing Project
- Transportation Improvements with Affordable Housing and Sustainable Communities

Moving into the Future... with Measure I



Innovation and technology continue to evolve at lightning speed, and SBCTA appreciates that it needs to keep pace to maximize the value of public investment. But technology is not the only factor in our need to be creative with future planning efforts. State and federal policies on transportation continue to change as well, and not always in a way that aligns with the lifestyle we've created in our county. An expenditure plan for future transportation funding has to remain effective while the pendulum of politics swings back and forth.

So, what does that look like for the choice of transportation? Essentially, it is a plan built upon three primary pillars of responsibility: Local Mobility, Regional Mobility, and Operations.

LOCAL MOBILITY

Local priorities focused on local roadways, bikeways, and sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Local Street Widening, Railroad Quiet Zones (minimizing the use of train horns), Local Active Transportation Projects (i.e., bicycle and pedestrian projects), and Safe Routes to Schools.

REGIONAL MOBILITY

Regional priorities focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Expanding the Managed Lane Network, Bus Rapid Transit Projects, Freeway Interchanges, Double-Tracking Rail Lines, Signal Synchronization, and Innovative Mobility Solutions.

OPERATIONS

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including expanding Vanpool Services, enhancing Omnitrans services, increasing frequency on the Metrolink San Bernardino Line, and implementing new communication technologies.



A MULTIMODAL APPROACH

A Multimodal Approach

Congestion Relief and Economic Competitiveness

Although the statewide emphasis has shifted to sustainability, the need for congestion relief cannot be ignored. We live in a globally competitive environment where the speed and cost of doing business still matter greatly. It is essential that San Bernardino County maintain the transportation advantages that we currently enjoy with our robust freeway and interchange network to support the logistics industry. About one-third of our jobs are now related to logistics in one way or another, and logistics hubs will continue to play a significant role in bringing business, employment, and tax revenue to our county. A robust economy is needed to make progress on multiple fronts: sustainability, air quality, health, equity, and quality of life issues among them. Because several major highway facilities are also nationally significant freight corridors (e.g., I-10, I-15, and SR 60) with significant existing freight bottlenecks, state and federal funding participation is critical.

Importance of Funding for Transit Operations

Most of the new state funding from Senate Bill 1 is focused on constructing transit projects but not on the cost of operating and maintaining them once they are built. While great strides are being made in building the transit network, we do not want to build systems that we cannot also operate. Providing safe and efficient transit services that are sufficiently funded into the future is critical.

System Preservation and Operations

Tens of billions of dollars in street and highway infrastructure investment must be preserved.. Caltrans and our local jurisdictions own and operate our freeways, highways, streets, and roads. SBCTA seeks to address the challenges of any aging infrastructure by investing in a capital improvement strategy that enhances the system they maintain and operate.

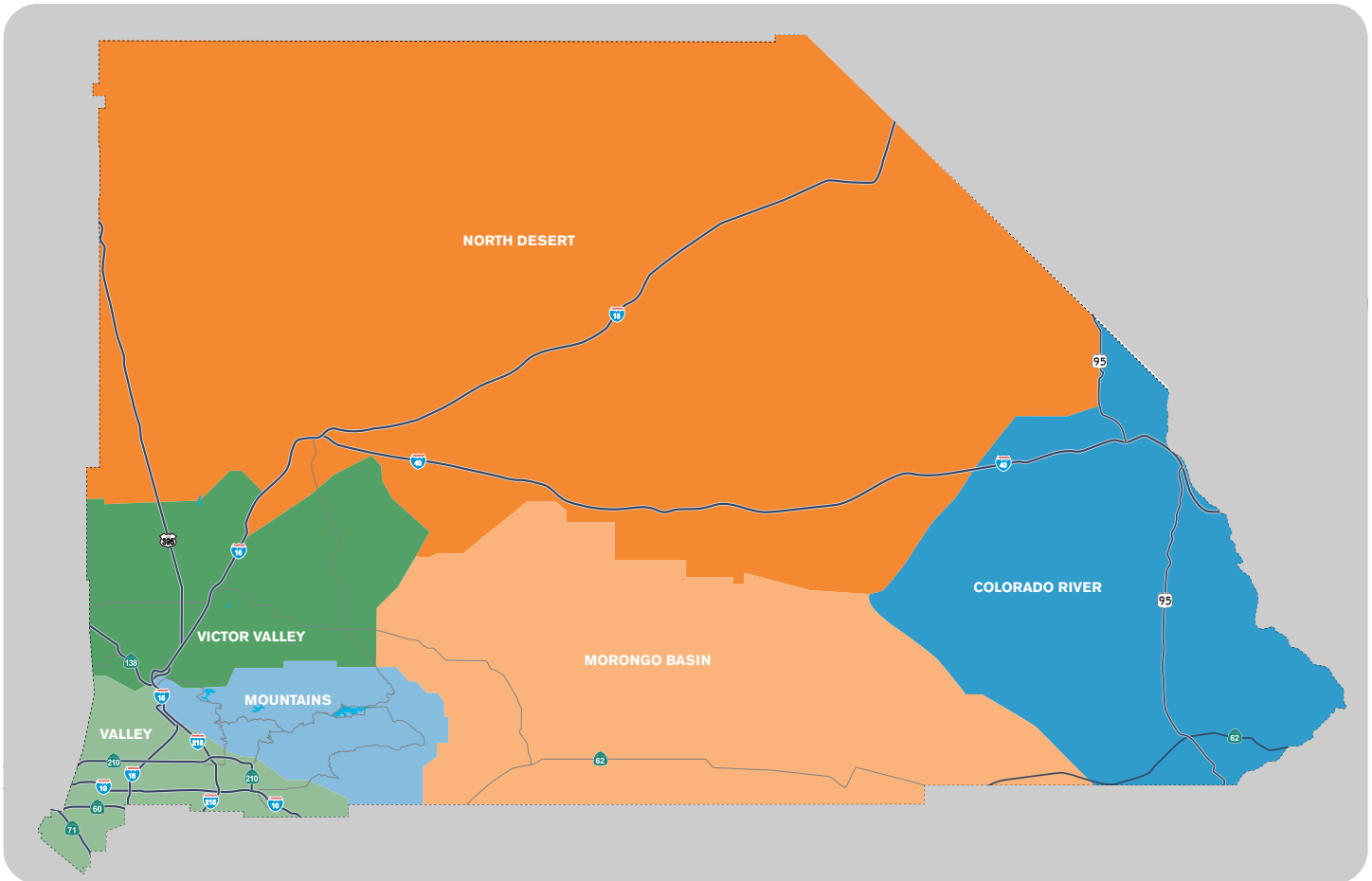
Encourage Transit-oriented Development (TOD)

SBCTA works with local agencies and the private sector to encourage transit-oriented development in transit station areas and incentivize TOD development where practical, in partnership with local governments.

Goals of SBCTA's Transportation Plan

- Focus on the transportation customer by building a multimodal network for San Bernardino County
- Promote economic competitiveness through effective planning and delivery of transportation projects
- Promote stewardship of the public resources entrusted to SBCTA
- Collaborate with local, regional, state and federal agencies to establish effective funding streams for projects and operations
- Evaluate and assess the effectiveness of programs to appropriately resource transportation improvements
- Invest in technology to optimize mobility and transportation choices for San Bernardino County

SAN BERNARDINO COUNTY REGIONS



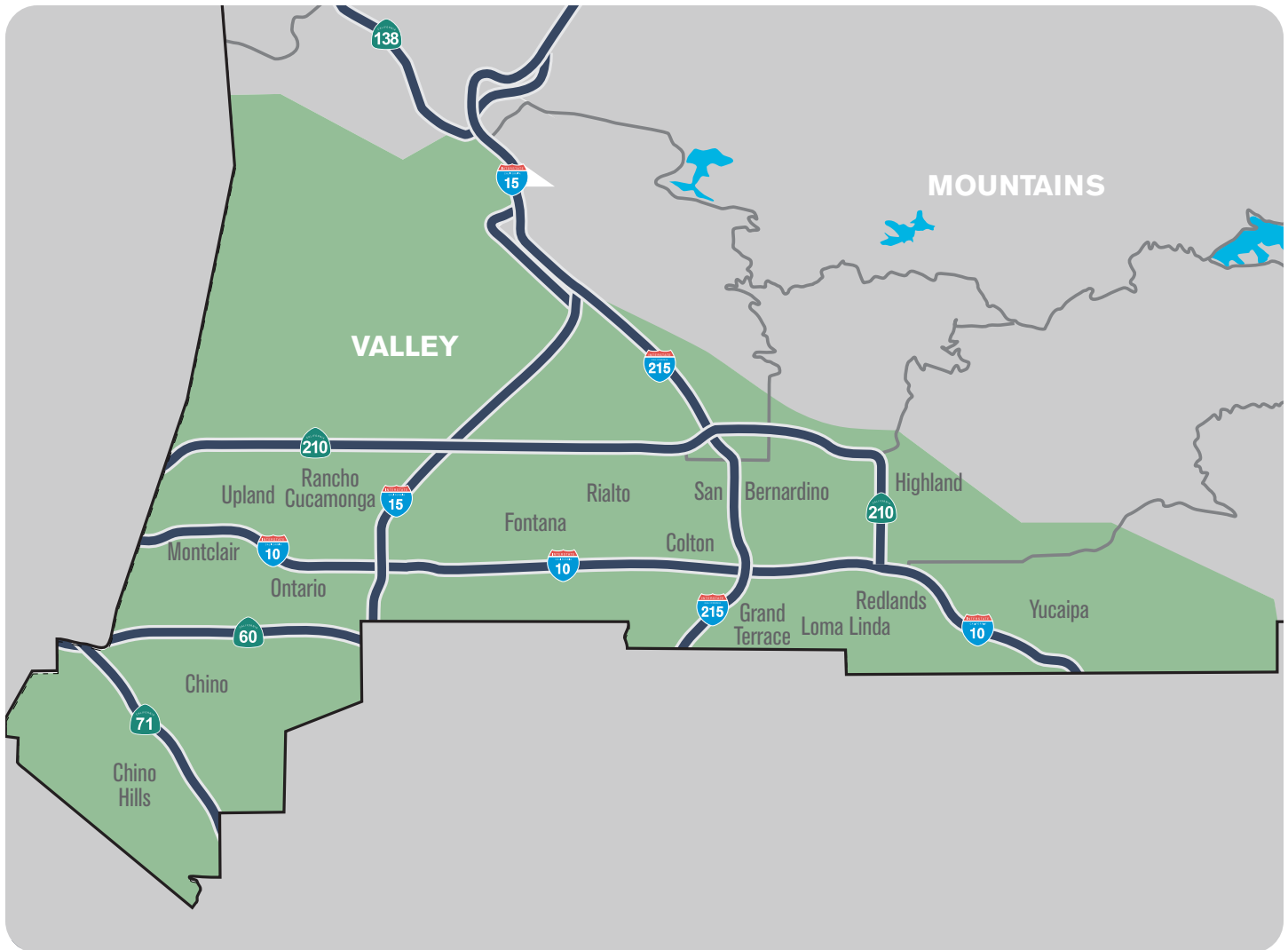
Regions

San Bernardino Valley Area includes the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, as well as unincorporated areas in the east and west portions of the San Bernardino Valley urbanized area.

Mountain-Desert Subareas — include the following:

- The North Desert Subarea includes the City of Barstow and surrounding unincorporated areas.
- The Colorado River Subarea includes the City of Needles and the surrounding unincorporated areas of the East Desert.
- The Morongo Basin Subarea includes the City of Twentynine Palms, the Town of Yucca Valley, and surrounding unincorporated areas.
- The Mountains Subarea includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains.
- The Victor Valley Subarea includes the cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas, including Wrightwood.

Cajon Pass — Cajon Pass serves as the primary transportation corridor connecting the two urbanized areas within San Bernardino County.

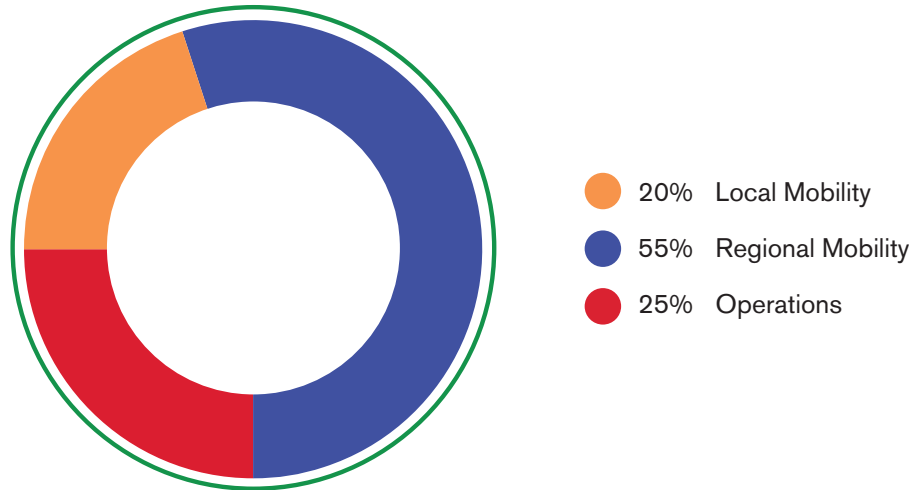


Measure I Investment Needs—San Bernardino Valley



The San Bernardino Valley is the most populated region in San Bernardino County. Continued growth and success rely heavily on a well-connected network that provides safe and efficient movement of all modes. The new Measure I expenditure plan will provide the flexibility needed to support local, regional, and operational priorities.

Distribution of Measure I Revenue for the San Bernardino Valley Area



Local Mobility 20%

Local priorities will focus on roadways, bikeways, sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Street Widening, Railroad Quiet Zones, Local Active Transportation Projects, and Safe Routes to Schools.

Regional Mobility 55%

Regional priorities will focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Highway Improvements, Expanding the Managed Lane Network, Bus and Rail Capital Projects, BRT Projects, Freeway Interchanges, Double-Tracking Rail Lines, Signal Synchronization, Active Transportation, and Innovative Mobility Solutions.

Operations 25%

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including Expanding Vanpool Services, Optimizing Omnitrans Services, Increasing Frequency on the Metrolink SB Line, and Implementing New Communication Technologies.

Regional Priorities within the San Bernardino Valley Area

- SR 60 LA County Line to Milliken Ave. - Freeway Improvements (auxiliary lane program)
- SR 210 from County Line to 215 - Freeway Improvements
- I-15 Express Lanes from Duncan Canyon Road to I-215
- I-15 Express Lanes Contract 2 (Foothill Blvd. to Duncan Canyon Road)
- I-10 Express Lanes Contract 3A (Pepper Ave. to Ford Street)
- I-10 Express Lanes Contract 3B (I-15 to California Ave.)
- I-10/I-15 Express Lane Connectors
- Gold Line Extension from Pomona to Montclair
- I-15 from Riverside County Line to I-215 - Smart Corridor
- Quiet Zones (minimizing the use of train horns)
- ONT Connector - transit connection between the Rancho Cucamonga Metrolink Station and ONT terminals
- Increase Metrolink San Bernardino Line to 30 minute frequency
- Rapid Bus/BRT Projects

City Project Priorities within the San Bernardino Valley Area

Chino

- Pine Ave. connector to SR 71
- Euclid Ave. bridge south of Pine Ave.
- Mountain and Euclid Ave. at SR 60 Interchanges
- SR 71 & Ramona Ave. Interchange
- Construction of a northbound SR 71 ramp to eastbound SR 60

Chino Hills

- Widening of SR 71 from SR 60 to SR 91 freeways
- Implementation of projects identified in the City's Local Roadway Safety Plan
- Extension of Peyton Ave. from Woodview Road to Soquel Canyon Parkway
- Flashing beacons at all uncontrolled crosswalks citywide
- Expansion of bike lanes with green-colored pavement markings
- Development of a Traffic Signal Synchronization Program to improve traffic and pedestrian mobility throughout the City

Colton

- I-10/Rancho Ave. Interchange Improvement, including Valley Blvd. Intersection
- Valley Blvd./BNSF Track Grade Separation Project
- Fogg Street Underpass Grade Separation Improvement Project
- Reche Canyon Road Traffic Improvement
- Truck/Freight Corridor Project
- Agua Mansa Road Improvements from Rancho Ave. to Riverside Ave.
- Fairway Drive Improvements from Mt. Vernon Ave. to I-215 Freeway
- Widening of Mt. Vernon Ave. Bridge over Santa Ana River





Fontana

- Foothill Blvd. (Hemlock Ave. to Almeria Ave.) Street Improvement Project (Malaga Bridge)
- Victoria Street and Cherry Ave. Improvements
- Cypress Storm Drain
- Citrus Ave. Widening at SR 210 Project

Grand Terrace

- Truck traffic on Barton Road
- Truck traffic on Mt Vernon Ave. slope
- Commerce Way extension

Highland

- SR 210/5th Street Interchange
- SR 210/Victoria Street Interchange
- Highland/Redlands Regional Connector on Orange Street
- Base Line Bridge over City Creek
- Highland/San Bernardino 5th Street Corridor Improvements

Loma Linda

- A multi-modal transportation project along the Barton Road corridor
- A major widening of I-10 Freeway and Mountain View Ave. interchange

Montclair

- Central Ave. Bridge Widening at Union Pacific Railroad Tracks
- Monte Vista Ave. Street Widening – Holt Blvd. to I-10 Freeway
- Holt and Mission Blvd. Improvements
- Central Ave. and Monte Vista Ave. Improvements
- San Antonio Channel Corridor Improvements from Pacific Electric Trail to Holt Blvd.

Ontario

- I-10/Grove Ave. Interchange
- SR 60/Euclid Ave. Interchange
- Multimodal Transportation Center
- Grove Ave. Corridor Widening Truck Traffic Improvements

Rancho Cucamonga

- Automated Traffic Management System
- Etiwanda Ave. Grade Separation
- Quiet Zone Improvements
- Milliken Ave. Widening (Foothill to 4th)
- SR 210 Freeway Improvements

Redlands

- Intersection Improvements Project at University Street & Colton Ave.
- Traffic Signal Synchronization - Traffic Signal Timing Update at all City's Traffic Signals (75)
- Signalized Intersection Safety Improvements – Traffic Signal Modifications
- Orange Street Widening Project from Pioneer Ave. to North City limit
- Traffic Signal Installation Project at Dearborn Ave. & Colton Ave.
- Traffic Signal Installation Project at Wabash Ave. & Colton Ave.

Rialto

- I-10/Riverside Ave. Phase 2 completion
- Rialto Double Track/Underpass Project completion at Metrolink station
- Complete streets/multimodal access throughout downtown

San Bernardino

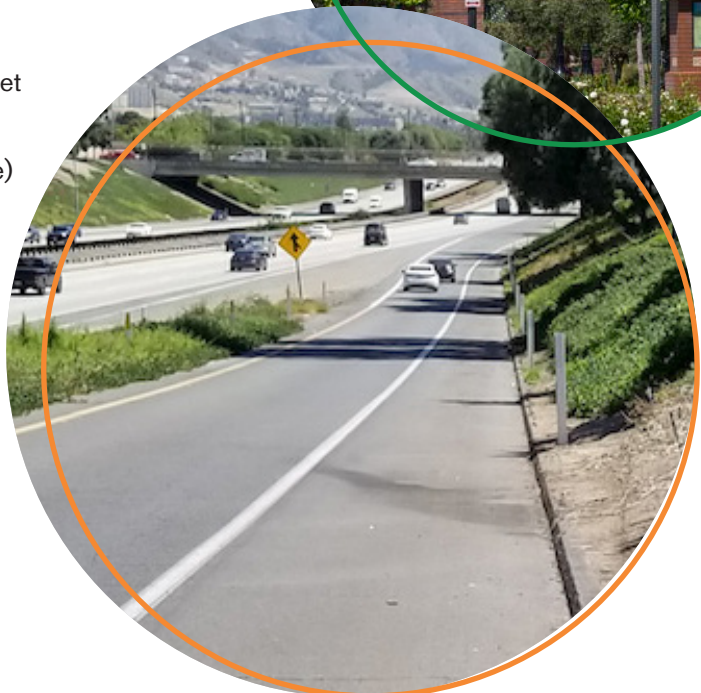
- I-215/Palm Ave. - Interchange Reconstruction
- I-215/Campus Parkway - New Interchange
- I-210/Del Rosa Ave. - Operational Improvements
- I-215 from University Parkway to I-15 – Freeway Improvements
- H Street Widening from Kendall Drive to 40th Street
- Citywide Pavement Management Program
- SR 210 at Waterman Ave. Lane Addition (at bridge)
- 35th Street Segment Rehab

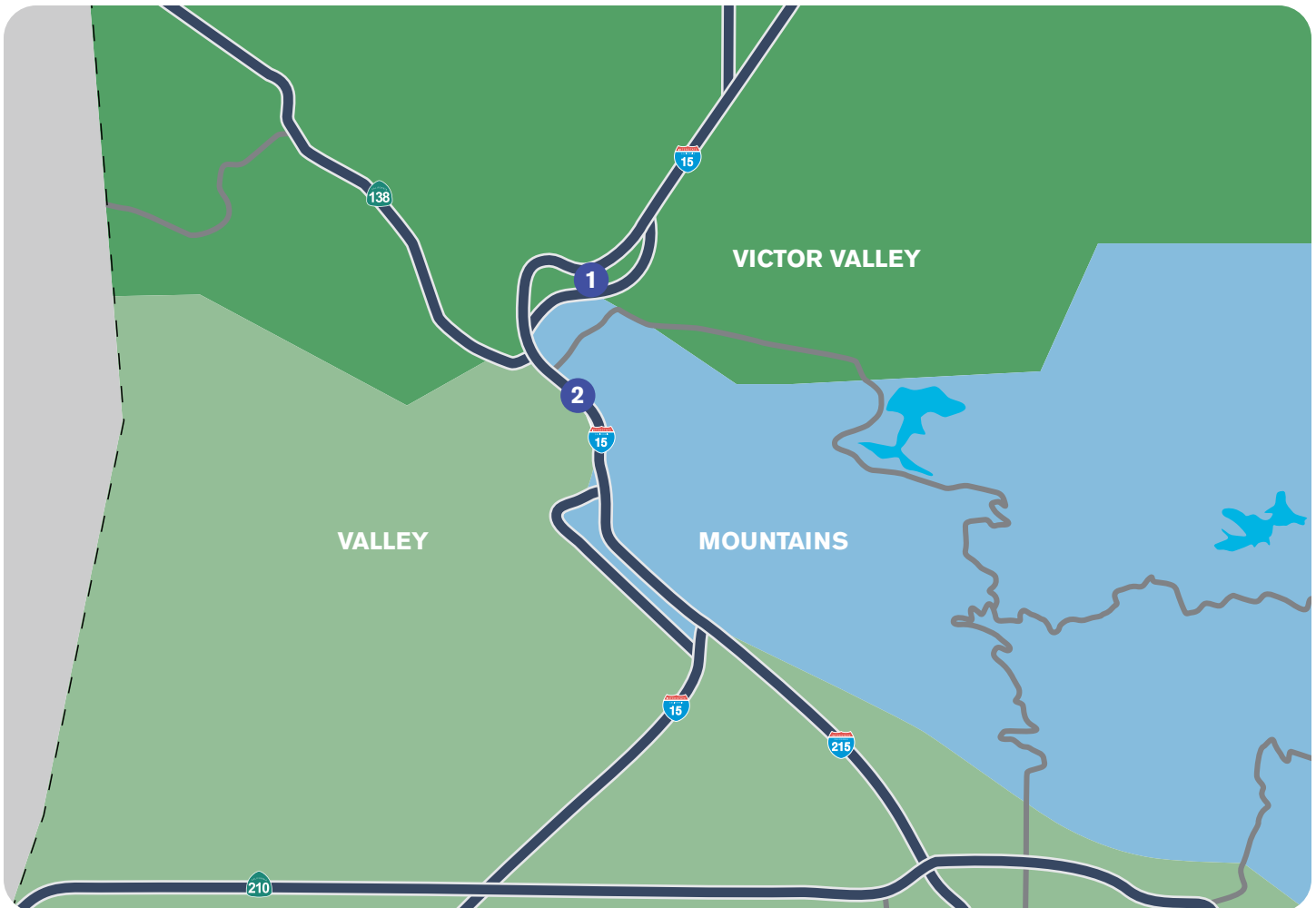
Upland

- Paving local streets - Foothill Blvd., Euclid Ave., Campus Ave.
- Eastbound SR 210 Underpass Improvements prior to Euclid Ave.

Yucaipa

- Wildwood Canyon Road Interchange
- I-10 Corridor Improvements





Measure I Investment Needs— Cajon Pass



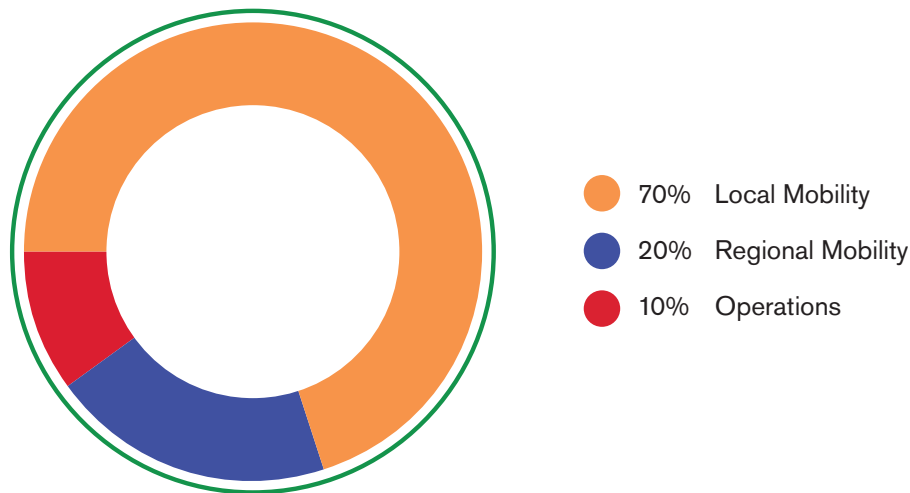
Cajon Pass

Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of I-15 widening through Cajon Pass and truck lane development. Cajon Pass serves as the primary transportation corridor connecting the two urbanized areas within San Bernardino County and requires the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan include:

- 1 I-15 from I-215 to Oak Hill Road (Cajon Pass Express Lanes)
- 2 I-15 north of Kenwood to SR 138 - Truck Climbing Lane

The Mountain/Desert Area represents the largest geographic region of the county, which continues to attract residents, businesses, and tourism. The new Measure I Expenditure Plan will provide the various sub-areas with a proportional share of projected state and federal transportation funds, which shall be reserved for use solely within the Mountain/Desert subareas. The SBCTA Mountain/Desert Committee shall remain in effect and provide oversight to implementing the Mountain/Desert Expenditure Plan.

Distribution of Measure I Revenue for the Mountain/Desert Area



Local Mobility 70%

Local priorities focused on local roadways, bikeways, and sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Local Street Widening, Local Active Transportation Projects (i.e., bicycle and pedestrian projects), and Safe Routes to Schools.

Regional Mobility 20%

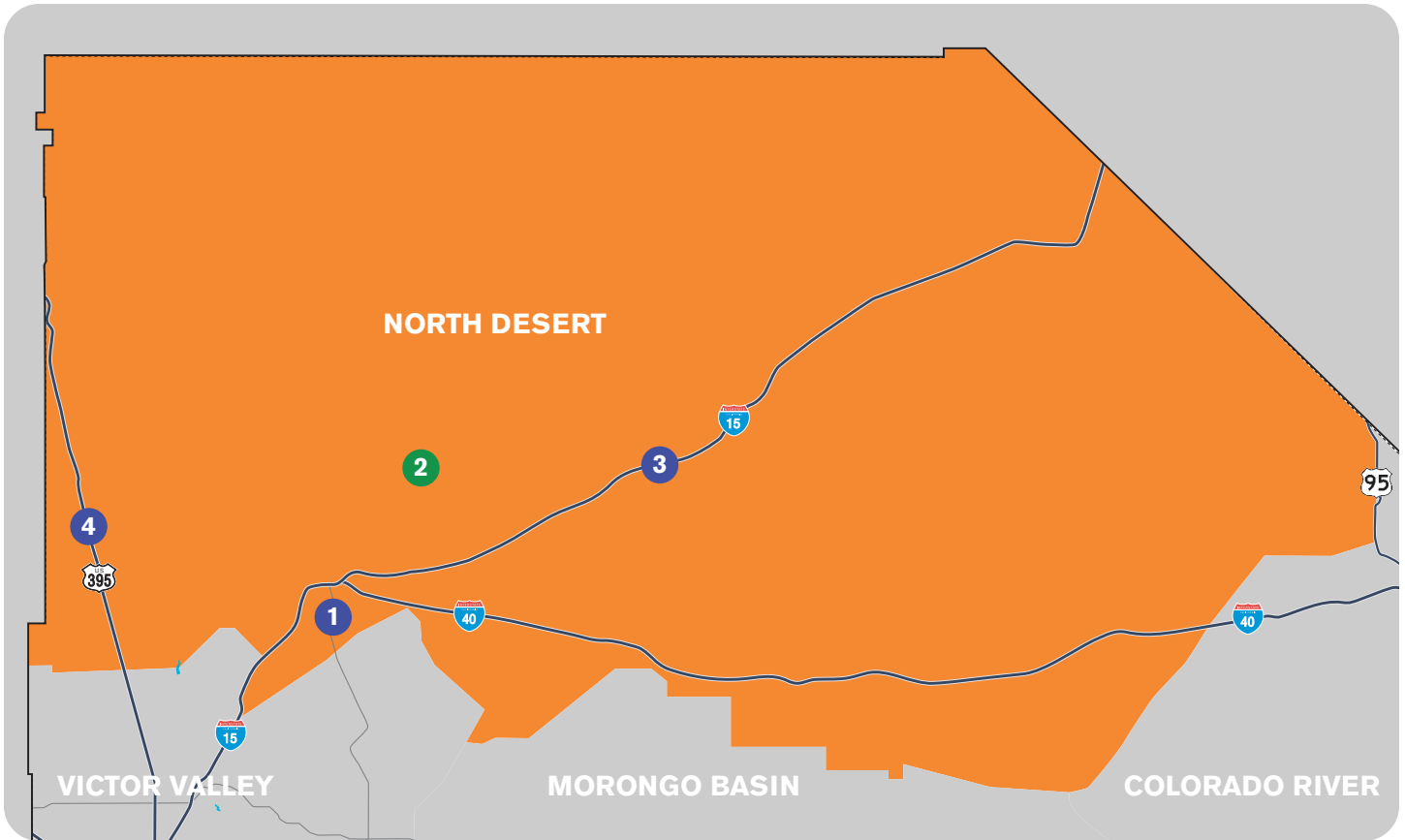
Regional priorities will focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Highway Improvements, Expanding the Managed Lane Network, Bus and Rail Capital Projects, Freeway Interchanges, Signal Synchronization, Active Transportation, and Innovative Mobility Solutions.

Operations 10%

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including Expanding Vanpool Services, enhancing transit services, Increasing Frequency on Metrolink SB Line, and Implementing New Communication Technologies.

City Project Priorities within the Mountain/Desert Area

The city priorities within this area are listed in more detail in the following pages, based on subarea.

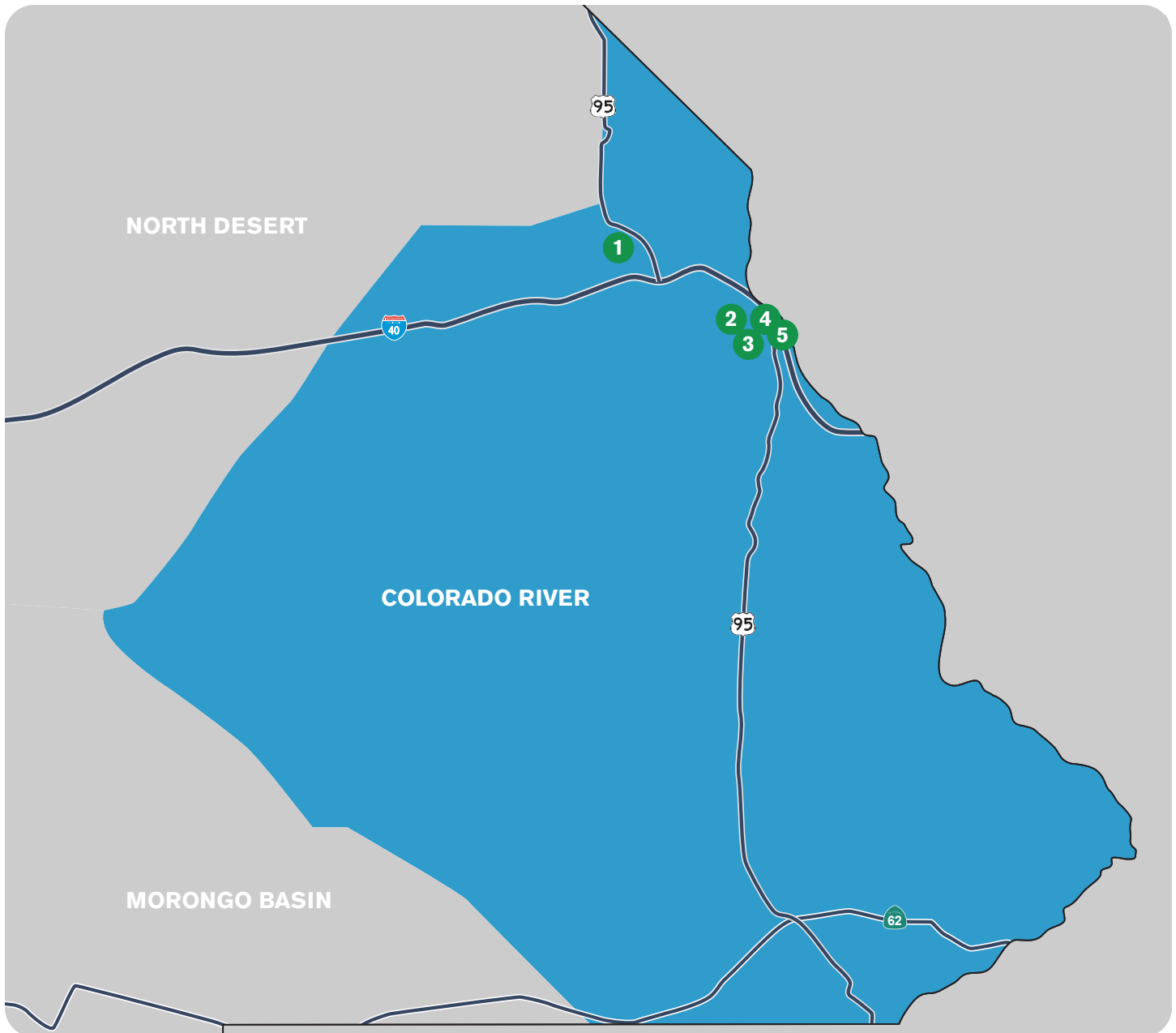


Measure I Investment Needs—North Desert



City Project Priorities within the North Desert Subarea

- 1 SR 247 (I-15 Bypass)
- 2 Fort Irwin Road Improvements
- 3 I-15 Improvements
- 4 US-395 Improvements
- 5 I-15 @ Delores Interchange

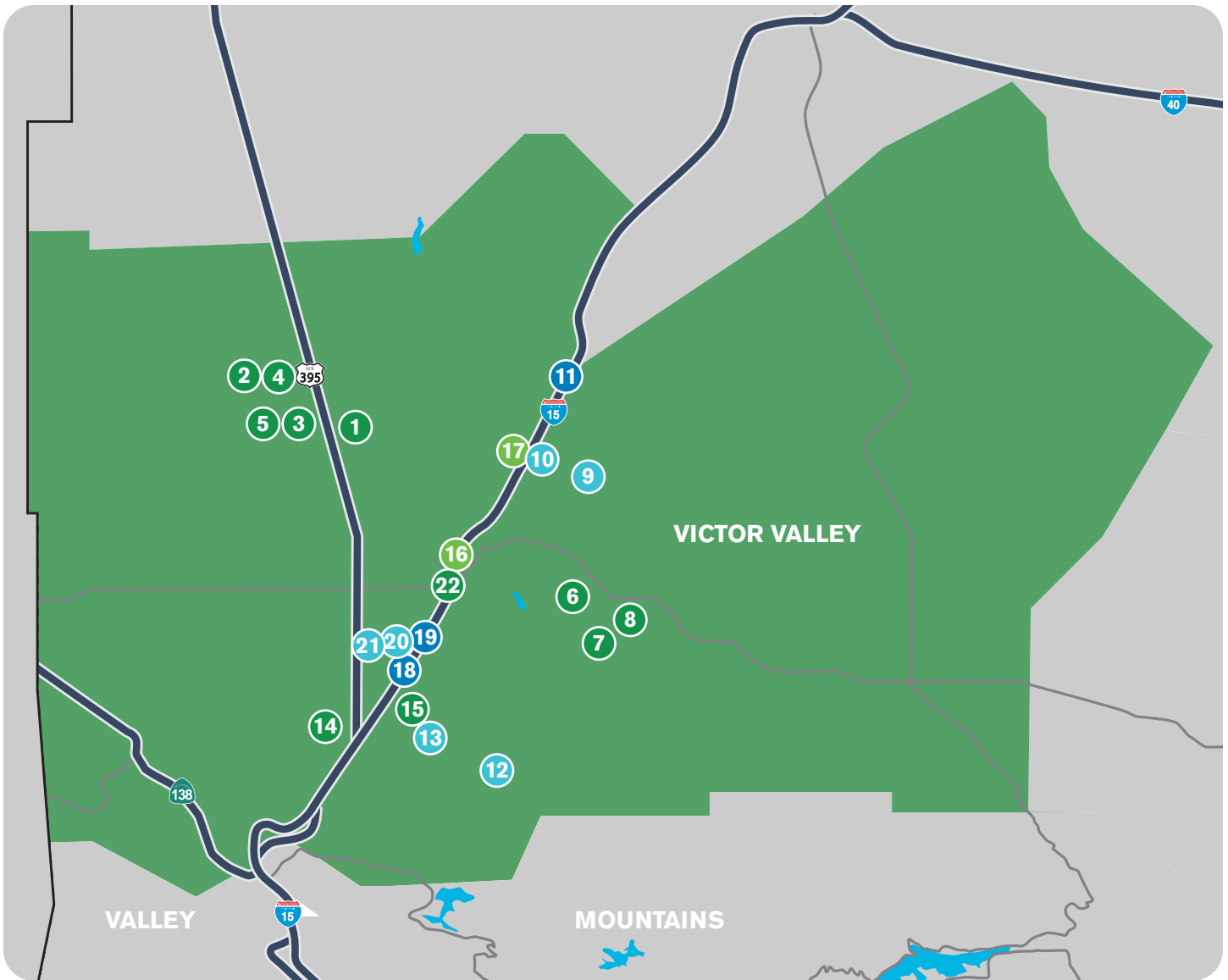


Measure I Investment Needs— Colorado River



City Project Priorities within the Colorado River Subarea Needs

- 1 River Road/River Street Rehabilitation
- 2 Street Improvements
- 3 City Sidewalk/ADA Improvements
- 4 J Street Improvements
- 5 Broadway Street Improvements



Measure I Investment Needs—Victor Valley



Regional Priorities within the Victor Valley Subarea

- I-15 from Oak Hill Road to US 395
- SR 18 from Central Ave. to Bear Valley Road
- SR 18 from D Street to Central Ave. - Operational Improvements/Signal Interconnection
- SR 18 from Custer Ave. to El Dorado Drive, continuous median (left turn lane)
- SR 18 (leveling and center turn lane) from/to LA County Line
- SR 138 Widening between I-15 and SR 173
- SR 247 from SR 18 to SR 62 Operational Improvements

City Project Priorities within the Victor Valley Subarea

Adelanto

- 1 Bartlett Ave. Rehabilitation between Adelanto Road and El Mirage Road
- 2 Koala Drive Rehabilitation between Adelanto Road and El Mirage Road
- 3 Bellflower Street Rehabilitation between Chamberlaine Way and Air Expressway
- 4 El Mirage Road Rehabilitation between US 395 and Koala Drive
- 5 Chamberlaine Way Rehabilitation between Adelanto Road and Koala Drive

Town of Apple Valley

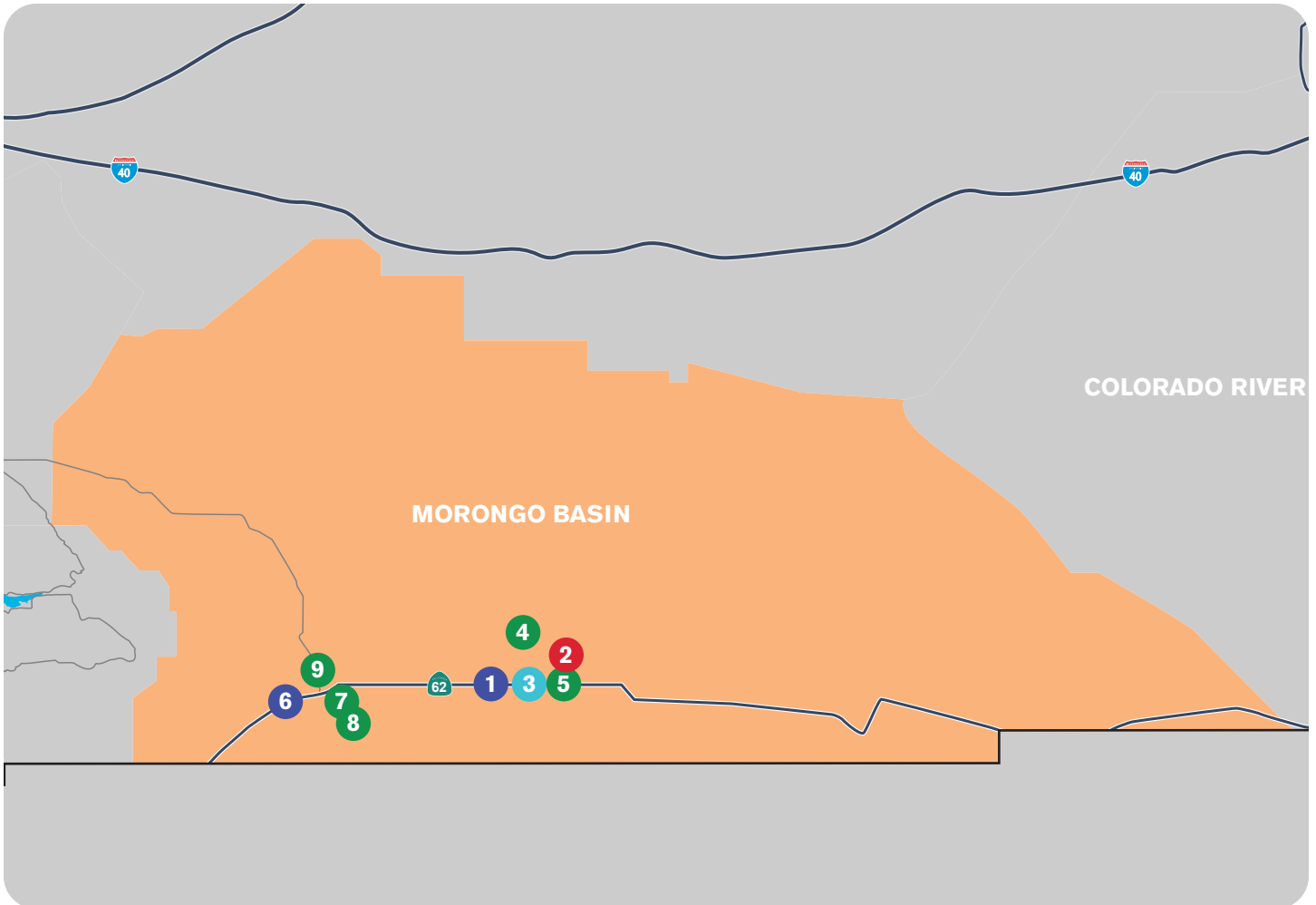
- 6 Widen Yucca Loma Road from 2 to 4 lanes between Apple Valley Road and SR 18
- 7 Widen Bear Valley Road from 4 to 6 lanes between Apple Valley Road and Central Road
- 8 Widen Central Road from 2 to 4 lanes between Bear Valley Road and Johnson Road
- 9 Widen Dale Evans Parkway from 2 to 4 lanes between Thunderbird Road and I-15
- 10 Widen Stoddard Wells Road Bridge at I-15 from 2 to 6 lanes and provide new ramps
- 11 Widen Dale Evans Bridge at I-15 from 2 to 6 lanes and provide new ramps

Hesperia

- 12 Ranchero Corridor Street Improvements – Phase 4; Widens and realigns between Danbury and I Ave.
- 13 Maple Ave. Street Improvements: widens between Main Street and Ranchero Road and provides rehabilitation to major arterial
- 14 Cedar Street Roadway Improvements; roadway infrastructure improvements on Cedar west of Escondido
- 15 Main Street Widening and aqueduct bridge replacement project, phases 1-3, with priority given to Phase 1:
 - Phase I: I-15 to Fuente
 - Phase II: Fuente to 11th
 - Phase III: US 395 to I-15
- 16 I-15/Joshua Street - Ramp Improvements (Brightline West)
- 17 I-15/Stoddard Wells Road - Interchange Reconstruction (Brightline West)

Victorville

- 18 I-15/Eucalyptus Interchange
- 19 I-15/Bear Valley Road Interchange modification
- 20 Amethyst Road (Eucalyptus Street to Sycamore Street) New 6-lane road across Oro Grande Wash
- 21 Eucalyptus Street (I-15 to Topaz Road) New 6-lane road across Oro Grande Wash
- 22 I-15/Palmdale Road (SR-18) - Operational Improvements



Measure I Investment Needs—Morongo Basin



Freeway
Projects



Major Street
Projects



Local Street
Projects



Active
Transportation

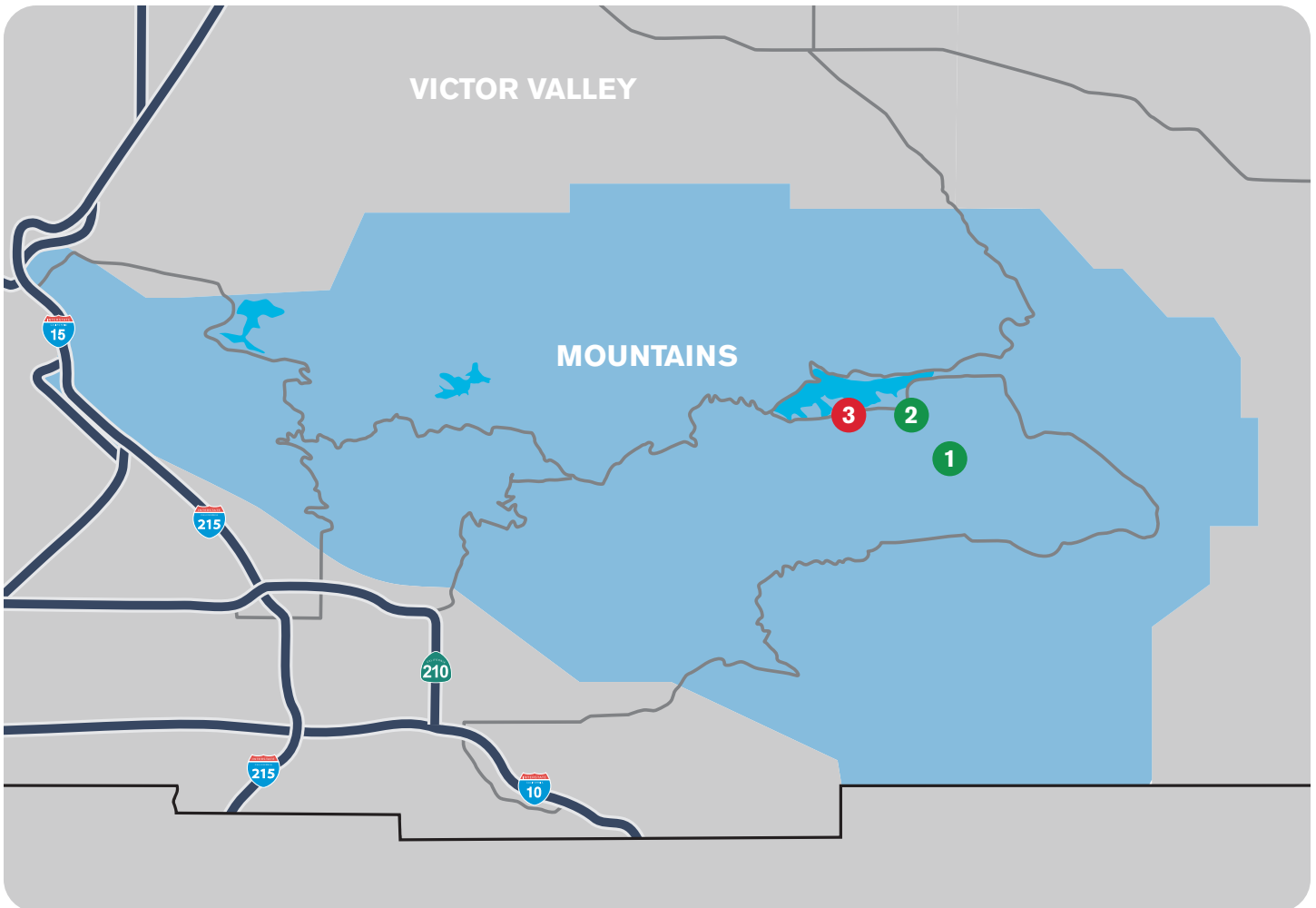
City Project Priorities within the Morongo Basin Subarea

Twentynine Palms

- 1 Highway 62 Expansion
- 2 Construction of future phases of the City-wide Channel Multi-use Trail System
- 3 Construction of future phases of the SR 62 Street Improvement Project from Larrea Ave. to Split Rock Ave.
- 4 Lear Ave. to the Marine Corps Base access via Pole Line Road
- 5 Traffic Signal at SR 62 and Mesquite Springs Road

Yucca Valley

- 6 SR 62 Widening
- 7 Yucca Trail Widening from Sage Ave. to La Contenta Road
- 8 Continued improvements of Onaga Trail
- 9 Improvements of Sunnyslope Drive



Measure I Investment Needs—Mountains



City Project Priorities within the Mountains Subarea

Big Bear Lake

- 1 Arterial Street Improvements/ongoing maintenance of arterial streets
 - Moonridge Road, Clubview Drive, Fox Farm Road, Summit Blvd., and Lakeview Drive
- 2 Lower Moonridge Road Streetscape Improvements
- 3 Implementation of the Local Roadway Safety Plan (LRSP)

Measure I Investment Needs— San Bernardino County Unincorporated Areas



Unincorporated San Bernardino County

Within San Bernardino County's 24 cities and townships, many communities in the valley and mountain/desert regions are not part of any official city or town and are known as unincorporated areas. These communities are governed by the San Bernardino County Board of Supervisors, which functions similarly to a city council. Measure I will continue to support important projects throughout the county's unincorporated communities.

- Rock Springs Road Widening
- Reche Canyon Road Widening
- Cherry Ave. Bridge Widening
- Locust Ave. Widening
- Summit Valley Road Widening
 - Valley Blvd. to Randall Ave.
- State Street Widening
 - SR 138 to Ranchero Road. This is a joint effort with the City of Hesperia.
- I-10/Alder Ave. Interchange
 - Highland Ave. to Cajon Blvd.
- Bloomington Cedar Ave. Corridor Improvements
 - 7th Ave. to Bloomington Ave. Signal improvements for adaptive timing through the corridor to address overcapacity and trucking impacts.
- Improvements to SR 38 (Mentone)
- Helendale Grade Separation
- Duncan Road (Bear Valley) paving





cta

San Bernardino County
Transportation Authority

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