

**Regional Transportation Improvement Program** 

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









December 15, 2025

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

Dear Ms. Taylor,

Attached is San Bernardino County Transportation Authority's (SBCTA) proposal for the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2026 State Transportation Improvement Program (STIP). At its October 1, 2025 meeting, the SBCTA Board of Directors recommended project programming in the 2026 STIP period totaling \$187.415 million in STIP funds for San Bernardino County.

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

Sincerely,

Ryan Graham

Ryan Graham

Director of Fund Administration

Enclosure

cc: Catalino A. Pining III, District Director, Caltrans District 8

Sudha Kodali, Program Management, Caltrans District 8

Shalini Chandra, Transportation Programming, Caltrans Headquarters

Heidi Busslinger, Southern California Association of Governments

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## 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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#### A. Overview and Schedule

#### **Section 1. Executive Summary**

San Bernardino County Transportation Authority (SBCTA) is pleased to submit the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2026 State Transportation Improvement Program (STIP). The 2026 RTIP proposes programming \$150.382 million in RTIP funds for seven projects covering Fiscal Years 2026/2027 through 2030/2031. The proposed 2026 RTIP was approved for submittal by the SBCTA Board of Directors on October 1, 2025.

Consistent with the 2026 STIP Guidelines and the Fund Estimate (FE) adopted by the CTC on August 14, 2025, SBCTA is proposing seven projects for the 2026 STIP consisting of five projects currently programmed with RTIP funds and two new projects. A map depicting the location of each of the projects is included in Section 16. A summary of SBCTA's proposed RTIP programming is included in Section 6. Section 7 contains a table highlighting the proposed RTIP funding and other funding programmed to support each project. Detailed project information is provided in the individual project programming request forms in Section 17.

SBCTA is requesting the following adjustments to existing projects:

- Planning, Programming, and Monitoring (PPM) SBCTA proposes programming 5% of the current programming capacity for this purpose.
- Zero Emission Multiple Unit (ZEMU) Procurement Project SBCTA proposes to increase the proposed STIP programming by \$18.5 million, from the currently programmed amount of \$7.5 million, for a total of \$26 million.
- National Trails Highway Bridge Replacements Project, Phases 1, 2, and 3 San Bernardino County, the project lead agency, has adjusted the delivery sequence of the various phases of this project. What was programmed as Phase 1 is now Phase 6, Phase 2 is now Phase 3, and Phase 3 is now Phase 4. SBCTA proposes to maintain programming of \$12.8 million in STIP funds in FY 2027/2028 for Phase 3 (formerly Phase 2); maintain programming of \$21.8 million in STIP funds for Phase 4 (formerly Phase 3) in FY 2028/2029; and adjust Phase 6 (formerly Phase 1) from FY 2026/2027 to FY 2030/2031 and decrease programming from \$5.7 million to \$4.305 million for a total of \$38.905 million for these three project phases.

SBCTA is requesting to add two new projects:

- State Route (SR) 18 Corridor Freight and Safety Project
- National Trails Highway Bridges Replacement Project Phase 5

There are no requested changes or adjustments to the existing SR-62 Street Improvements Project Phase 2B or the Metrolink San Bernardino Line (SBL) Double Track Project. SBCTA recommends maintaining the current programming of \$4.5 million in Fiscal Year 2026/2027 and \$56.348 million in Fiscal Year 2027/2028, respectively.

In accordance with the 2026 STIP Guidelines, SBCTA has analyzed performance measures for each of the relevant projects (Section 14), which demonstrates that each of the projects meets or exceeds the minimum performance criteria.

#### **Section 2. General Information**

- Regional Agency Name

San Bernardino County Transportation Authority

 Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)

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

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

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

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

#### A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd-numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan that guides a region's transportation investments over a 20- to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

#### B. Regional Agency's Historical and Current Approach to developing the RTIP

SBCTA is fortunate to administer Measure I, a half-cent retail transactions and use tax dedicated for transportation purposes. Measure I was first approved by the voters of San Bernardino County in November 1989 for the 20-year period between 1990 and 2010 and was renewed in 2004 for the 30-year period between 2010 and 2040. The Measure I Expenditure Plan outlines specific programs, and in some programs, specific projects, for delivery through 2040. In April 2009, the SBCTA Board of Directors approved the Measure I 2020-2040 Strategic Plan, noting that the magnitude of Measure I 2010-2040 rivals the transportation budgets of some states and that the policy, fiscal, and institutional issues associated with the administration of Measure I are complex, interrelated, and differ between the subareas of the county. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program. It also establishes the policies, procedures, and institutional processes needed to manage the implementation and ongoing administration of Measure I 2010-2040.

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

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

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

No projects have been completed since the adoption of the 2024 STIP. Five out of the six projects programmed in the 2024 STIP are included in the 2026 STIP. The Interstate 10 (I-10) Corridor Freight and Managed Lane Project, Contract 2B, which was programmed in the 2024 STIP, will allocate STIP funds for construction in FY 2025/2026 at the January 2026 CTC meeting.

#### Section 5. RTIP Outreach and Participation

#### A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
SBCTA Board of Directors adopts 2026 RTIP	October 1, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

#### B. Community Engagement

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

SBCTA's RTIP projects are selected from the adopted Southern California Association of Governments (SCAG) 2024 RTP/SCS as well as voter-approved projects that are included in the Measure I 2010-2040 Expenditure Plan and the 10-Year Delivery Plan.

A broad, inclusive public involvement process was conducted during the development of the 2024 RTP/SCS. In addition to the public participation and community engagement for the 2024 RTP/SCS, SBCTA held various Committee and Board meetings prior to the adoption of the RTIP project selection as part of the development of the 10-Year Delivery Plan where the various regions in the County were given the opportunity to identify projects or regional importance.

Lastly, SBCTA proposed the list of projects included in the 2026 RTIP at the October 1, 2025 Board of Directors meeting, allowing the opportunity for the public to review the list of projects and to provide comments and concerns. No comments or concerns were brought forth, and the item along with the proposed project list was approved at the October 1, 2025 meeting

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

Caltrans District: 8

The SBCTA 2026 RTIP was developed in consultation with Caltrans District 8 as required per Section 20 of the 2026 STIP Guidelines to discuss the impact of the RTIP on the programming of projects in the Interregional Transportation Improvement Program.

#### **B. 2026 STIP Regional Funding Request**

#### Section 6. 2026 STIP Regional Share and Request for Programming

#### A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

The CTC adopted the 2026 STIP Fund Estimate (FE) on August 14, 2025. The FE identified \$2.7 billion in total estimated program capacity available statewide over the next five years (Fiscal Year 2026/2026 to Fiscal Year 2030/2031). Of the \$2.7 billion in total estimated program capacity over the 2026 STIP FE period, new STIP capacity currently available for programming is about \$951.65 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (FY 2029/2030 and FY 2030/2031).

The total current STIP share for San Bernardino County is \$187.415 million and current STIP programming for San Bernardino County is \$187.415 million. The target 2026 STIP RIP share for San Bernardino County is \$37.51 million, and the maximum share is \$64.719 million of new programming capacity.

The 2026 STIP cycle will include the current programming in Fiscal Year 2026/2027 and beyond. That programming, along with the new programming capacity, results in a total programming capacity of up to \$150.382 million.

B. Advance Project Development Element (APDE) – Identify any proposals for the APDE share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location. (See Section 42-47)

There is no APDE capacity identified for the 2026 STIP.

<u>Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects</u>

			Other Funding								
RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Future SB1	STBGP	Measure I	STA	LTCAP	SB 125 TIRCP	LOCAL	PTMISEA	Total Project Cost
SBD59303	Planning, Programming, and Monitoring	\$6,251									\$6,251
REG0701	State Route 62 Street Improvements Project, Phase 2B	\$4,500			\$870						\$5,370
4122001	Metrolink San Bernardino Line Double Track Project	\$56,348			\$4,455	\$10,853		\$16,510		\$1,584	\$89,750
4AL04	National Trails Highway Bridge Replacements Phase 3	\$12,800					\$11,300		\$1,215		\$25,315
4AL04	National Trails Highway Bridge Replacements Project Phase 4	\$21,800							\$430		\$22,230
4AL04	National Trails Highway Bridge Replacements Project Phase 5	\$8,451	\$5,939								\$14,390
4TL104	Zero-Emission Multiple Unit (ZEMU) Procurement	\$26,000				\$3,400		\$9,201			\$38,601
REG0701	SR-18 Corridor Freight and Safety Project	\$9,927	\$40,000		\$8,333						\$58,260
4AL04	National Trails Highway Bridge Replacements Project Phase 6	\$4,305	\$7,455	\$3,150					\$10,605		\$25,515
	Total	\$150,382	\$53,394	\$3,150	\$13,658	\$14,253	\$11,300	\$25,711	\$12,250	\$1,584	\$285,682

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

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

While ITIP funding is not being requested as part of the 2026 RTIP, two of the most significant interregional highway needs within the region include improvements to Interstate 15 (I-15) through the Cajon Pass and State Route (SR) 18 from the Los Angeles County Line to US-395.

The Cajon Pass is a critical transportation corridor connecting Southern California to the rest of the United States via I-15. It is a high-volume truck corridor, carrying over 20,000 trucks per day and is essential for both regional mobility and the national supply chain. The Cajon Pass and its highway connections also support daily commuting and recreational travel (being the primary route to Las Vegas and points). The Cajon Pass is vulnerable to major incidents and closures due to fire, traffic collisions and other catastrophic events. There are two northbound truck climbing lanes (TCL) in the Cajon Pass. The first northbound TCL on I-15 terminates with a lane drop 2.7 miles north of Kenwood Avenue. This creates slow traffic back through the I-15/215 junction, often backing up to near the 210 freeway.

The I-15 Northbound Truck Climbing Lane Extension project will address these challenges by providing a 3.4-mile truck climbing lane extension to connect to the northbound TCL that begins at SR-138. This will be supplemented with signalization of the exit ramp at SR-138 and operational improvements to the CHP weigh station and merge/diverge lanes with SR-138. This will eliminate the need for the truck-merge at the lane drop north of Kenwood Avenue and provide route continuity between the two existing TCLs. The project will also reduce congestion, delay, and merge movements for trucks; increase safety and improve operations for all vehicles; and especially enhance truck freight efficiency and reliability during the evening peak period.

Project benefits of the I-15 Northbound Truck Climbing Lane project include reducing freight delays and providing benefits consistent with California Freight Mobility Plan (CFMP) goals including the following: multimodal mobility; economic prosperity; environmental stewardship; healthy communities; safety and resilience; asset management; and connectivity and accessibility.

The Victor Valley and Antelope Valley are hubs for distribution centers serving the growing logistics demand not just in Southern California but as a gateway to the western United States. SR-18 is an important east-west corridor linking the Antelope Valley and the Victor Valley but remains as a two-lane corridor. The current conditions on SR-18 have created chronic freight

and operational safety constraints caused by trucks and other vehicles stopping in the travel lane to wait for left turns combined with an undulating vertical profile that reduces sight distance and slows heavy vehicles. In addition, the community of Phelan and the surrounding High Desert subregion support a network of small farms, certified farmers' markets, and local agricultural producers that rely on short-haul freight.

The SR-18 Corridor Freight and Safety Project will not build any new through lanes but will focus on operational and safety improvements to include a reprofiling of the roadbed to correct the number of short, vertical curves that limit sight distance, and construct a center median lane to substantially improve safety throughout the corridor. The SR-18 project will improve access to local markets and distribution channels and will act as a redundancy route when I-15 through the Cajon Pass is closed for incidents or weather events. In addition, a ZE charging station with a capacity of 4.8 Mega Watts will be proposed as a companion project in a future Trade Corridor Enhancement Program grant cycle to add to the state's existing ZE infrastructure.

Upgrading the SR-18 infrastructure to make it a more robust freight corridor will improve efficiency and safety for trucking while providing a much-needed boost to the local rural economies. SR-18 also serves as a direct link to major freight routes like I-15, US-395, and SR-14, critical goods movement corridors to inland counties and beyond. Improving SR-18 could reduce congestion on those inter-regional highways by providing a dedicated artery alternative for regional freight. Specifically, the center median will allow left-turning vehicles to pull out of the through lane, improving throughput and reducing the propensity for collisions. Enhanced bike and pedestrian accommodations could reduce a small portion of the traffic demand on SR-18 in the east end.

Project benefits of the SR-18 Corridor Freight and Safety Project include the following: safety; congestion reduction, economics and the environment; resiliency in the High Desert network, and complete streets and active transportation features.

#### Section 9. Projects Planned within Multi-Modal Corridors

#### **ZEMU Procurement**

Formerly the ZEMU conversion of three Arrow diesel multiple unit (DMU) vehicles, this project will procure two Zero Emission Multiple Unit (ZEMU) vehicles for Arrow service between the cities of San Bernardino and Redlands. The California State Transportation Agency's (CalSTA) awarded \$30 million in Transit and Intercity Rail Capital Program (TIRCP) grant funds to develop the ZEMU technology. As part of the award, the agency indicated its desire for SBCTA to convert additional vehicles once the prototype ZEMU project was complete. The intent is for the entire Arrow corridor to operate as a zero or low emission revenue operation. The first ZEMU vehicle entered revenue service on September 13, 2025, after completing a thorough testing and commission phase. As part of the original project, a portable hydrogen fueling facility is under development to support operation of the first ZEMU vehicle, including the additional ZEMU to be procured. The project cost is for the purchase of two new ZEMU vehicles rather than the conversion of the existing DMU vehicles due to technical feasibility.

#### Metrolink SBL Double Track Project, from Control Point Lilac to Sycamore

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

#### Section 10. Highways to Boulevards Conversion Pilot Program

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

#### Section 11. Complete Streets Consideration (per Section 26)

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

The SR-18 Corridor Freight and Safety Project will also incorporate complete street elements. This project will address a current lack of complete street features by adding pedestrian and bicycle facilities, sidewalks, crosswalks, high-visibility signs, and lighting in places where foot traffic is high.

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

#### Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Pursuant to the State Transportation Improvement Program (STIP) guidelines adopted by the California Transportation Commission (Commission) on August 14, 2025, the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2026 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country, and the region is home to nearly 19 million Californians. The SCAG region's STIP includes several, often partial projects included in SCAG's 2024 Regional Transportation Plan (RTP)/Sustainable Communities

Strategies (SCS). The RTP/SCS meets the greenhouse gas (GHG) emission reduction targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2026 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does
  not impact asset conditions on the State Highway System (SHS), local roads, or transit
  assets. However, life-cycle costs are considered in the analysis for the capital projects
  proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, including tolled express lane, and high occupancy vehicle (HOV) projects.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage-based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percentage of housing and jobs within 0.5 miles of transit stops with frequent transit service).

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

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

#### VMT per Capita

Impacts are expected to maintain No Build scenario conditions.

#### Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.1 percent.

#### Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

#### **Asset Conditions (State Highway and Local Streets)**

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

## Percent of transit assets that have surpassed the FTA useful life period Not applicable.

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

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

#### **Fatalities**

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service. The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

#### Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

#### Change in acres of agricultural land

Not applicable.

#### **GHG Impacts**

Impacts are projected to maintain No Build scenario conditions.

#### Section 13. Regional and Statewide Benefits of RTIP

#### **Investment Effectiveness**

The 2026 STIP benefit/cost analysis (BCA) for the SCAG region is based on BCA submittals provided by the region's county transportation commissions. The model results were aggregated to calculate regional network benefits.

A BCA is an evaluation framework to assess the financial, economic, and societal advantages (benefits) and disadvantages (costs) of investment alternatives over a defined operational analysis period of a project. The project operational analysis period includes costs incurred before the project becomes operational and benefits and costs during the analysis phase of the project. Pre-implementation costs include project planning and development, construction, and commissioning. After the project opens, there are on-going operating and maintenance (O&M) costs.

To the extent possible, benefits and costs are quantified in monetary terms to provide a common measure with which to compare different alternatives. If a project's total benefits exceed the total project costs and negative impacts, then that project may be considered to have an overall positive impact. This can be calculated by using the benefit to cost ratio (BCR), which takes the monetized benefits divides them by the by the monetized costs. A BCR greater than 1.0 indicates that the project may have an overall positive impact.

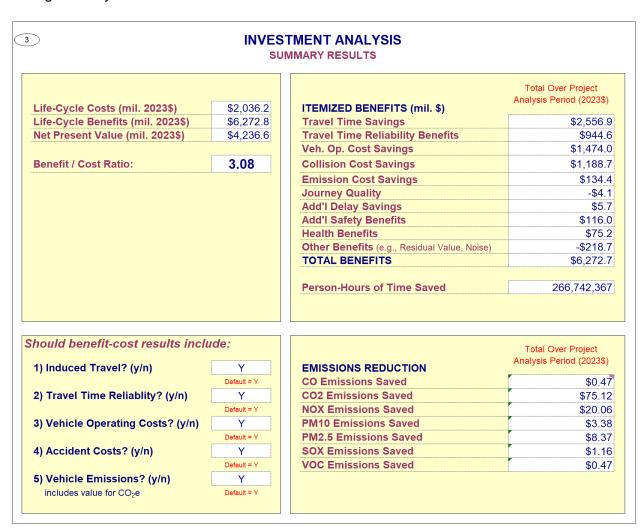
Typical benefits calculated in a BCA include:

- Savings resulting from reduced travel delay;
- Collision cost savings;
- Air quality improvements;
- Reductions in vehicle operating costs;
- Improvements in active transportation (i.e., walking and bicycling) journey quality;
- Improved health benefits due to walking and bicycling; and
- Other potential benefits (e.g., noise reduction, value of infrastructure assets).

To calculate benefits and costs, a BCA first defines a future baseline or "No Build" scenario that is compared to a future "Build" scenario, where the project is built as proposed. Comparing the monetized benefits between the Build and No Build cases represents the net change in welfare, or the benefits received due to the project over the lifecycle of the project.

For these categories, the benefits of the 2026 STIP Project Build planning scenario are compared with the No Build planning scenario. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), but there are also benefits for increased transit ridership and higher levels of walking and cycling. The 2026 STIP provides a regional network-level benefit/cost ratio of 3.1.

The benefit/cost ratio does not include the benefits of some projects included in the SCAG region's 2026 STIP, such as the purchase of 100 zero-emission buses or the purchase of 21 new battery electric buses to replace 21 Compressed Natural Gas (CNG) buses by the Los Angeles County Metropolitan Transportation Authority, and the Metrolink PCH Coastal Rail Bridge replacement in Orange County.



The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows

for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

#### D. Performance and Effectiveness of RTIP

#### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

## Evaluation Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (2050)	
	Reduce Vehicle Miles Traveled/capita	19	9.8	No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.0	01%	Reduction of 0.13%	
Congostion	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to	Travelta
Congestion Reduction	Vehicle Trips Drive Alone62.28%10.52%		10.52%	Work:	Travel to School:
Reduction	Vehicle Trips 2 Person Carpool	8.21%	1.83%	Increases	Maintains No
	Vehicle Trips 3+ Person Carpool	6.41%	0.71%	transit mode	Build scenario
	Auto Passenger Trips	7.10%	40.42%	share by	conditions.
	Transit Trips	7.75%	9.70%	0.05%.	conditions.
	Non-Motorized Person Trips	8.25%	36.81%		
	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
Infrastructure Condition	Reduce percent of highway bridge lane- miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival)	Future conditions ca	nnot be modeled	Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
Salety	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 46.17% Jobs % = 50.96%		Household % = No change Jobs % = No change	
Vitality	Reduce mean commute travel time (to work or school)	Auto Home Based W Auto School = 9.6 m Transit Home Based Transit School = 23.6	ins Work = 64.9 mins	Maintains <i>No Build</i> scenario conditions	
Environmental	Change in acres of agricultural land	Not applicable		Not applicable	
CO2 emissions reduction per capita (daily)		10.2 lbs.		Maintains <i>No Build</i> scenario conditions.	

SCAG certifies that the proposed 2026 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Available data for the proposed 2026 STIP projects is included in Table B3.

	Ta Evaluation – Project Change	ble B3 s or Increased Capacity	Benefits
Project Type Or Mode	Changes to the Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane- miles  New HOV/HOT lane-miles (Truck Climbing Lane)  Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	SR-62 Street Improvements Project Phase 2B – 2,691 LF of new sidewalk	This project will:  Develop a concept plan for lane configurations, raised medians, and sidewalks that adheres to the arterial roadway standard established by the City General Plan Circulation Element; Allow for smooth progression of vehicular, bicycle, and pedestrian traffic.
	Operational improvements	SR-18 Corridor Freight and Safety Project- center striped median, road reprofiling, and bike and pedestrian facilities	This project will:  Include the addition of a center striped median and left/right turn lanes at key intersections on SR-18 from Smith Road to US-395.  Include roadway reprofiling to address safety concerns;  Construct new bicycle and

	1		
			pedestrian facilities, signal modifications, resilience upgrades, and route
	N		redundancy.
	New or reconstructed		
	Interchanges New or reconstructed bridges		
Transit or	New or reconstructed bridges  Additional transit service miles		
Intercity Rail	Additional transit service miles	ZEMU Project-	This project will:
The strip is the s	Additional transit vehicles	procurement of two Zero Emission Multiple Unit (ZEMU) vehicles for the Arrow service.	<ul> <li>Reduce GHG emissions with the procurement of zero- emission, hybrid, and hydrogen/battery operated vehicles.</li> </ul>
	New rail track miles	Metrolink SBL Double Track Project- 0.7 miles	<ul> <li>Address the demand for inter-and intracounty commuters traveling within and between the Inland Empire and Los Angeles County;</li> <li>Provide a critical connection between downtown LA and coastal jobs and inland housing;</li> <li>Expand 30-minute bidirectional service into the off-peak hours;</li> <li>Improve service reliability and frequency in peak commuter directions as</li> </ul>

Γ	T	1	
		Metrolink SBL Double Track Project- four rail crossings improvements	well as reverse peak;  • Ensure better connectivity and timed transfers between Metrolink and Amtrak, and Metro Rail and regional bus operators.  The project will:  • Increase safety at four at-grade rail/highway crossings in the
	Rail crossing improvements		project area; • Reduce vehicle queuing, idling, GHG emissions, and wasted time at project area at-grade crossings.
	Station improvements	Metrolink SBL Double Track Project- one station improvement	The project will:  • Improve access at the Rialto station as service and related ridership increases.
Local Streets	New lane-miles		
and Roads	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges	The National Trails Highway Bridge Replacements Project- 27 bridges	The project will:  • Prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and

		commercial
		vehicles from
		using the
		roadway, limiting
		travel and
		negatively
		impacting the
		movement of
		goods;
	•	Serve residents
		in rural areas of
		San Bernardino
		County including
		significantly
		disadvantaged
		populations;
	•	Improve goods
	•	movement and
		services to the
		area and
		surrounding
		regions that
		depend on this
		road;
	•	Provide a detour
		option from I-40
		as National
		Trails Highway
		currently offers
		the only bypass
		to a 96-mile
		section of the
		Interstate;
	•	Improve access
		for emergency
		service vehicles
		and access to
		the BNSF rail corridor and
		both the USMC
		Air Ground
		Combat Center
		at Twentynine
		Palms and
		USMC Logistics
		Base in Barstow.

#### Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

#### The National Trails Highway Bridge Replacements Project, Phase 3, 4, 5, and 6

The project includes replacing 27 bridges along the National Trails Highway. These 27 bridges address existing gaps in service in a vital rural transportation corridor, where a full closure would result in national impacts on interstate commerce, national security, and the preservation of one of America's historical treasures. The National Trails Highway Bridge Replacements Project Phases 3, 4, 5, and 6 are located on a section of National Trails Highway, from the town of Dagget to Amboy Road through an essential section of the historic route.

The project maintains consistency with Executive Order N-19-19 by incorporating considerations of climate change, resiliency, and environmental justice through specific design elements in the subject bridges. This project is located within an area of the Mojave Desert subject to extreme weather conditions, including summer monsoonal moisture. The County of San Bernardino completed hydrology studies for the area to estimate design flows from rains and flooding. The bridges will be constructed to withstand a 100-year storm event and be designed to strengthen and protect against other natural threats, such as earthquakes and wildfires. The design will be compliant with current American Association of Highways and Transportation Officials and Caltrans design codes, which have been updated to include resiliency elements. In addition, the project will benefit rural residents living in three census tracts along the project corridor, all designated as Areas of Persistent Poverty. Two project census tracts are designated as low-income per the Climate and Economic Justice Screening Tool. The project will restore or improve accessibility to hospitals, healthcare offices, and other essential services, as many of the bridges are closed or have weight limit restrictions.

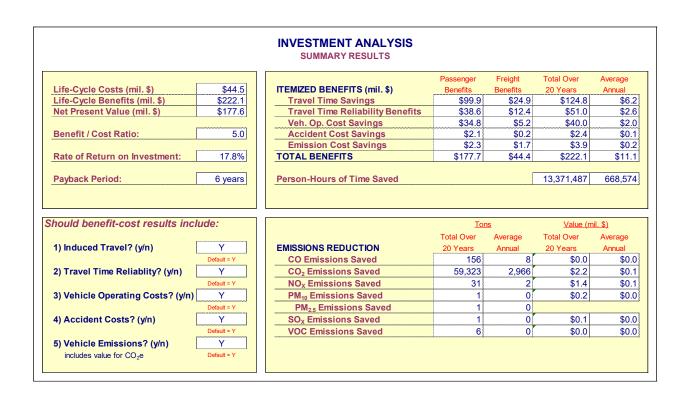
Benefit Cost Analysis	NATIONAL TRAILS HWY BRIDGE REPLACEMENTS PROJECT
Project Benefits	
Operational Benefits (I-40 Bypass)	\$22,456,024
Operational Benefits (N-S Route to Twentynine Palms)	\$93,888,022
Operational Benefits (BNSF)	\$246,831,044
Reduced Maintenance Costs	\$1,518,115
Environmental Benefits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

#### **Metrolink SBL Double Track Project**

This project will complete the construction of a 0.7-mile segment of double track on Metrolink's San Bernardino Line (SBL) from Control Point (CP) Lilac to just west of Sycamore Avenue in Rialto. The project segment straddles Rialto Station on the SBL and has been identified as a critical early project for Metrolink's SCORE Program. The project includes a pedestrian underpass and a second platform at Rialto Station on the south side of the railroad tracks, station area upgrades to meet current ADA standards, intertrack fencing, ADA compliant safety improvements at four rail/highway grade crossings, making the segment quiet-zone ready. It also adds station and gate coordination technology to reduce gate down time, thus decreasing the idling time for roadway vehicles, including downtime along a significant truck corridor, further reducing delays and emissions and greenhouse gases to remain consistent with Executive Order N-19-19.

The purpose of the Project is to improve corridor safety and efficiency, as well as increased frequency for passengers traveling between the San Bernardino Valley and Los Angeles County. This includes the provision of strategic double-tracking, terminal, and facility improvements designed to build on SCORE Phase 1 and provide the infrastructure needed to expand reliable bi-directional 30-minute service. Metrolink SBL parallels two major east-west freeways including I-10 leading to downtown Los Angeles and the 210-freeway leading to Pasadena. Both freeways are highly congested, and the SBL provides alternate mode and congestion relief for both. Thus, the project is highly related to climate change goals and the Climate Action Plan for Transportation

Infrastructure (CAPTI). Furthermore, 86% of the population within  $\frac{1}{2}$  mile of the Rialto Station reside in areas designated as both disadvantaged communities (DACS) and as low-income communities. This investment will provide direct benefit to local DACS in terms of station area amenities and accessibility.

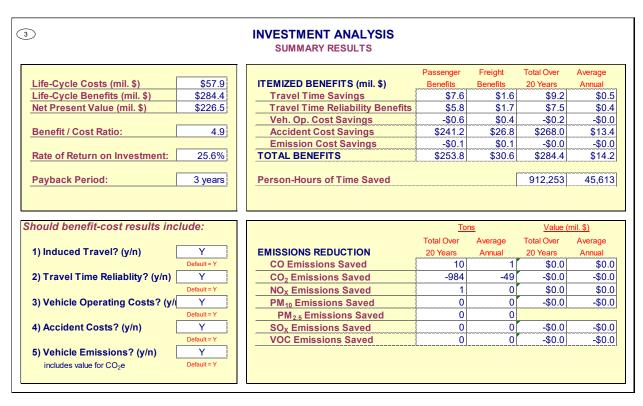


#### **SR-18 Corridor Freight and Safety Project**

This project will enhance a 15-mile corridor of SR-18 for the San Bernardino portion, from the Los Angeles/San Bernardino County line to US-395 near Victorville. Phase 1 of the project will be located on SR-18 from Smith Road to US-395. Phase 2 of the project will be located from Smith Road to the LA County line. The project includes operational, safety, and complete streets upgrades including the addition of a center striped median and left/right turn lanes at key intersections. No new through lanes are being proposed. The project also includes roadway reprofiling, new bicycle facilities, signal modifications, and resilience upgrades and route redundancy. In addition, a ZE charging station with a capacity of 4.8 Mega Watts will be proposed as a companion project in a future Trade Corridor Enhancement Program grant cycle to add to the state's existing ZE infrastructure.

The purpose of this project is to address a chronic freight and operational safety constraint on SR-18 caused by trucks and other vehicles stopping in the travel lane to wait for left turns combined with an undulating vertical profile that reduces sight distance and slows heavy vehicles. In addition, the community of Phelan and the surrounding High Desert subregion support a network of small farms, certified farmers markets and local agricultural producers that rely on

short-haul freight (farm-to-market deliveries, farm supply and equipment trucks, and small freight carriers). Improvements to SR-18 will also bring these added benefits for these small agricultural freight movements, improving access to local markets and distribution channels. The project also provides a regional resilience benefit: SR-18 functions as a redundancy route when I-15 through the Cajon Pass is closed for incident and extreme weather events. Strengthening SR-18's operation and safety reduces the transportation system's vulnerability during I-15 closures and helps maintain freight continuity through the region. The project is also needed to address safety and resilience concerns throughout this corridor. For the SR-18 segment in San Bernardino County, the actual fatal, fatal plus injury, and total collision rates are higher than the statewide average rates for similar facilities. The fatal rate is 65% higher and the total rate is 35% higher than the average. The main types of collisions reported were broadside, rear-end, sideswipe, and head-on. There are almost 60 side streets to rural residential areas in this portion of SR-18, contributing to the existing safety concern. The crash reduction factor for adding a median lane to a two-lane roadway in these types of rural areas is 49%, based on the rural segment samples in California from the report FHWA-HRT-08-042 page 3. Upgrading the SR-18 infrastructure to make it a more robust trucking corridor could improve efficiency and safety for trucking while providing a much-needed boost to local rural economies.



#### **ZEMU Procurement Project**

This project will procure two Zero Emission Multiple Unit (ZEMU) vehicles for the Arrow service. The California State Transportation Agency's (CalSTA) awarded \$30 million in Transit and Intercity Rail Capital Program (TIRCP) grant funds to develop the ZEMU technology. As part of

the award, the agency indicated its desire for SBCTA to convert additional vehicles once the prototype ZEMU project was complete. The intent is for the entire Arrow corridor to operate as a zero or low emission revenue operation. The first ZEMU vehicle entered revenue service on September 13, 2025, after completing a thorough testing and commissioning phase. As part of the original project, a portable hydrogen fueling facility is under development to support operation of the first ZEMU vehicle, including the additional ZEMU to be procured. The project cost is for the purchase of two new ZEMU vehicles rather than the conversion of the existing DMU vehicles due to technical feasibility. This project will offer an environmentally friendly service on the Arrow service, which serves disadvantaged communities and advances SBCTA's efforts to transition the revenue service to a zero- or low- emission fleet.

Benefit Cost Analysis	ZEMU		
Project Benefits			
Operational Benefits	\$0		
Environmental Benefits	\$24,991,655		
Total Project Benefit at 4% Discount Rate	\$24,991,655		
Project Costs			
Purchase Cost	\$38,661,000		
Total Project Cost	\$38,661,000		
Benefit Cost Ratio	0.65		

#### **E. Detailed Project Information**

#### Section 16. Overview of Projects Programmed with RTIP Funding

#### Planning, Programming, and Monitoring

SBCTA proposes to program funds for PPM activities out of the statutorily authorized 5% of the total RIP funds available in Fiscal Years 2026/2027 to 2030/2031. These funds are authorized for activities such as regional transportation planning, program development, and monitoring the implementation of STIP projects. SBCTA relies on PPM funds for staff time associated with fundamental SBCTA activities such as transportation improvement program development, administration of State and Federal transportation funds, planning, and project delivery support.

#### **ZEMU Procurement Project**

This project will purchase two ZEMU rail cars for the Arrow passenger rail service (Redlands Passenger Rail project revenue service). The vehicles will operate on a portion of the San Bernardino Line, displayed on the map below, between the City of San Bernardino and City of Redlands with the potential to be used throughout the Metrolink San Bernardino Line. The procurement of these two units was requested by the State in conjunction with the award of TIRCP funds to develop the near zero-emission railcar technology.



#### SR-62 Street Improvements Project, Phase 2B

This project is located in the City of Twentynine Palms and will construct curb ramps, gutters, sidewalks, and raised medians on SR-62 from Encelia Avenue to Larrea Avenue. The project includes minor widening on the north side of SR-62 and construction of a separate pedestrian bridge that spans the San Bernardino County Flood Control District Twentynine Palms wash.



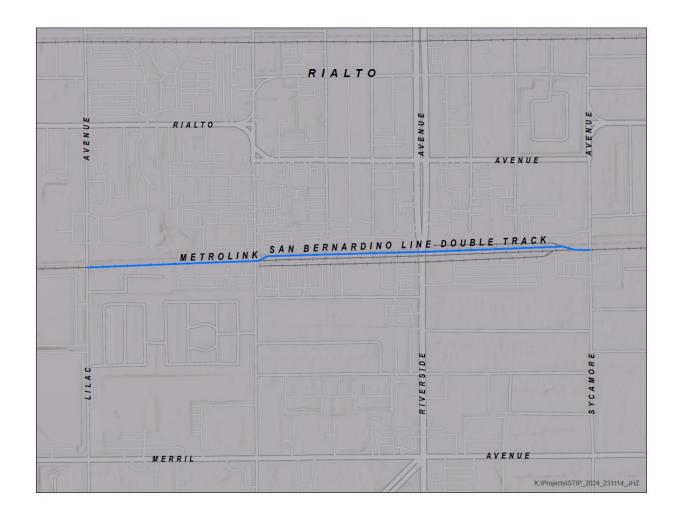
#### The National Trails Highway Bridge Replacements Project, Phases 3, 4, and 6

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



#### The Metrolink SBL Double Track Project

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



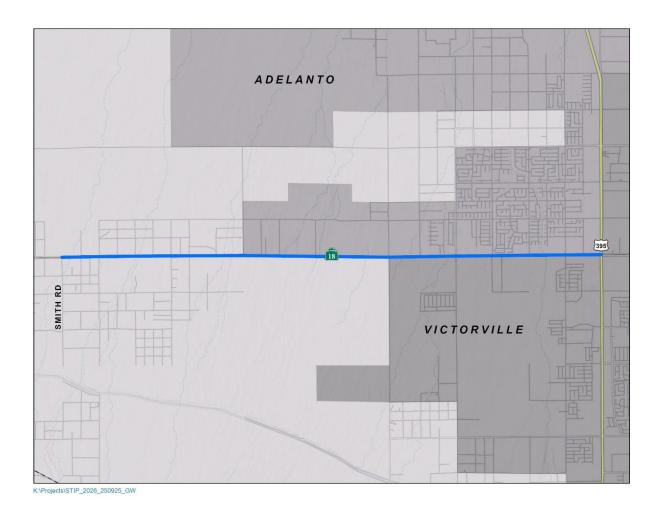
#### The National Trails Highway Bridge Replacements Project, Phase 5 (NEW)

This project will replace five bridges less than 20 feet in length. Like Phases 3, 4, and 6, work for Phase 5 will also occur between the town of Dagget and Amboy Road. The type of infrastructure will be a concrete bridge reconstruction, incorporates considerations of climate change, resiliency, and environmental justice through specific design elements to withstand catastrophic floods and potential wildfires. These five bridges address existing gaps in service in this rural transportation corridor, where a full closure would result in impacts on interstate commerce and national security. Construction of this project will prevent road closures and remove weight restrictions that currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods, particularly during events preventing travel on I-40.



#### SR-18 Corridor Freight and Safety Project (NEW)

This project will enhance a 15-mile corridor of SR-18 for the San Bernardino County portion, from the Los Angeles/San Bernardino County line to US-395 near Victorville. Phase 1 of the project will be located on SR-18 from Smith Road to US-395. Phase 2 of the project will be located from Smith Road to the LA County Line. The project includes operational, safety, and complete streets upgrades, including the addition of a center-striped median and left/right turn lanes at key intersections. No new through lanes are being proposed. The project also includes roadway reprofiling, a truck charging station at the east end, new bicycle facilities, signal modifications, and resilience upgrades and route redundancy.



## F. Appendices

**Section 17. Projects Programming Request Forms** 

# Planning, Programming, and Monitoring

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

Amendment (Existin	ng Project) 🗌 YES	⊠ NO			Date 09/03/2025 14:25:26		
Programs DIPP-C DIPP-F SCCP TCEP STIP Other							
District	EA	Project ID	PPNO	Nominatir	ng Agency		
08		0821000090	9811	San Bernardino Associated Governments			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Bernardino Cou							
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact Phone Email Address							
	Jamie Carone		909-884-8276	jcarone@gosbcta.com			
Project Title							

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring

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

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

Component			Implementing Agend	су		
PA&ED			0.7			
PS&E						
Right of Way		,				
Construction	San Bernardino Cou	nty Transporta	ation Authority			
Legislative Districts						
Assembly: 34,50,36,53	,39,41,58,59,45,47	Senate:	32,18,19,22,23,25,29,31	Congressional:	33,35,23,40,25,28	
Project Milestone		'		Existing	Proposed	
Project Study Report Appr	roved					
Begin Environmental (PA	&ED) Phase					
Circulate Draft Environme	ntal Document	Document Ty	уре			
Draft Project Report						
End Environmental Phase	(PA&ED Milestone)					
Begin Design (PS&E) Pha	ise					
End Design Phase (Ready	y to List for Advertiser	nent Milestone	e)			
Begin Right of Way Phase	)					
End Right of Way Phase (	Right of Way Certifica	ation Milestone	e)			
Begin Construction Phase (Contract Award Milestone)				07/01/2024	07/01/2026	
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/2029	06/30/2031	
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

Date 09/03/2025 14:25:26

Purpose and Ne	eed
----------------	-----

To cover costs related to regional transportation planning including the following: the development and preparation of the regional transportation plan; project planning including the development of project study reports or major investment studies conducted by regional agencies or by local agencies in cooperation with regional agencies; program development including the preparation of RTIP's and studies supporting them; monitoring the implementation of STIP projects including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines.

NHS Improvements  YES  NO	Roadway Class NA		Reversible Lane Analysis YES NO			
Inc. Sustainable Communities Strategy	Goals YES NO Reduce Greenhouse Gas Emissions YES NO					
Project Outputs						
Category	Outp	Outputs		Total		

ORAFI

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

Date 09/03/2025 14:25:26

Additional Information

ORAFI

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

ORAFI

PPR ID ePPR-6507-2024-0003 v1

ORAFI

Performance Indicators and Measures									
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change			
						2			
671									

ORAFI

DRAFT

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County			0821000090	9811
Project Title	>				

Planning, Programming and Monitoring

				1					V
		Exist	ting Total P	roject Cost	(\$1,000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									
PS&E				, ,					
R/W SUP (CT)									
CON SUP (CT)									San Bernardino County Transportation
R/W									D.
CON	19,676	1,495	1,495	1,393				24,059	San Bernardino County Transportation
TOTAL	19,676	1,495	1,495	1,393				24,059	
		Propo	sed Total I	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)	0								
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	19,676	1,495	1,495	1,087	1,087	1,087		25,927	
TOTAL	19,676	1,495	1,495	1,087	1,087	1,087		25,927	
	·				_	<u> </u>			D 0 1
Fund #1:	RIP - State	•		l: (0.4.)	200.				Program Code
		1	Existing Fu				04.00		20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)					~				San Bernardino County Transportation
PS&E									\$570 CON voted 07/20/06 \$570 CON voted 07/26/07
R/W SUP (CT)									\$1200 CON voted 07/24/08
CON SUP (CT)									\$1200 CON voted 10/15/09
R/W									\$1200 CON voted 07/01/10
CON	19,676	1,495	1,495	1,393				•	\$1200 CON voted 08/11/11 \$1200 CON voted 09/27/12
TOTAL	19,676	1,495	1,495	1,393	200 )			24,059	\$1200 CON voted 08/06/13
			Proposed F	unaing (\$1	,uuus)				Notes
E&P (PA&ED) PS&E		120,							
R/W SUP (CT)									
								7	
CON SUP (CT)									
R/W	40.070	4 405	4 405	4 007	4 007	4.007	77	05.007	
CON	19,676	1,495	1,495	1,087	1,087	1,087		25,927	
TOTAL	19,676	1,495	1,495	1,087	1,087	1,087		25,927	

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

	Date 09/03/2025 14	4:25:26			
District	County	Route	EA	Project ID	PPNO
08	San Bernardino County			0821000090	9811

#### SECTION 1 - All Projects

#### **Project Background**

Planning, Programming and Monitoring

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

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

**Programming Change Requested** 

Reason	for	Pro	posed	Change
--------	-----	-----	-------	--------

To add/amend STIP funds to the Proposed Funding section for FY 2028/29 through FY 2030/31 for the 2026 STIP submittal.

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

Adding funding information for the 2026 STIP funding years including amending the amount of STIP funds for FY 2028/29 from \$1.393 million to \$1.087 million and adding \$1.087 million in STIP funds to FY 2029/30 and 2030/31.

#### Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0003 v1

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

ORAFI

2) Project Location Map

### **ZEMU Procurement**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

Amendment (Existin	ng Project)	⊠ NO			Date 12/10/2025 10:43:56
Programs L	.PP-C LPP-	F SCCP	☐ TCEP 🔀 S	TIP Other	
District	EA	Project ID	PPNO	Nominatir	ng Agency
08			1288	San Bernardino County	Transportation Authority
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency
San Bernardino Cou					
				MPO	Element
				SCAG	Mass Transit (MT)
Pr	oject Manager/Cont	act	Phone	Email A	Address
	Joy Buenaflor		909-884-8276	jbuenaflor@	gosbcta.com
Project Title					

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

Redlands Passenger Rail Project - Zero Emission Multiple Unit Procurement Project

Formerly the ZEMU Conversion of Three Arrow Deisel Multiple Unit (DMU) vehicles, this project will procure two Zero Emission Multiple Unit (ZEMU) vehicles for the Arrow service. Upon the California State Transportation Agency's (CalSTA) award of \$30 million in Transit and Intercity Rail Capital Program (TIRCP) grant to develop the ZEMU technology, the agency indicated the desire to have SBCTA convert additional vehicles once the prototype ZEMU project was complete to operate the entire Arrow corridor as a zero or low emission revenue operation. The first ZEMU vehicle entered revenue service on September 13, 2025, after completing a thorough testing and commissioning phase. As part of the original project, a portable hydrogen fueling facility will be developed and installed to support operation of the first ZEMU vehicle, including the additional ZEMU to be procured. The project cost is based on the purchase of two new ZEMU vehicles rather than the conversion of the existing DMU vehicles

Component		Implementing Agency							
PA&ED	San Berna	ardino County Transportation	Authority						
PS&E	San Berna	ardino County Transportation	Authority						
Right of Way	San Berna	ardino County Transportation	Authority		000				
Construction	San Berna	ardino County Transportation	Authority						
Legislative Districts				<					
Assembly:	45	Senate:	29	Congressional:	33				
Project Milestone				Existing	Proposed				
Project Study Report	Approved								
Begin Environmental	(PA&ED) Phase	Э							
Circulate Draft Enviro	nmental Docum	nent Document Type							
Draft Project Report	07								
End Environmental Ph	nase (PA&ED N	filestone)		/					
Begin Design (PS&E)	Phase			2.					
End Design Phase (R	eady to List for	Advertisement Milestone)							
Begin Right of Way P	nase			V-					
End Right of Way Pha	se (Right of W	ay Certification Milestone)		~					
Begin Construction Phase (Contract Award Milestone)				06/01/2027	06/01/2027				
End Construction Pha	se (Construction	n Contract Acceptance Miles	stone)	12/30/2030	12/30/2030				
Begin Closeout Phase	;			01/01/2031	01/01/2031				
End Closeout Phase (	Closeout Repo	rt)		12/30/2031	12/30/2031				

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

Date 12/10/2025 10:43:56

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

NHS Improvements  YES NO	Road	idway Class NA		Reversible La	ne Analysis 🔲 YES	⊠ NO			
Inc. Sustainable Communities Strategy Goals XYES NO Reduce Greenhouse Gas Emissions XYES NO									
Project Outputs									
Category		Outpu	uts	Unit	Total				
Rail/ Multi-Modal	Rail cars/ trai	insit vehicles		EA	3				

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

Date 12/10/2025 10:43:56

#### **Additional Information**

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

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

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#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

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PPR ID ePPR-6507-2024-0004 v1

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Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Air Quality & GHG (only 'Change' required) Carbon Dioxide (CO2)			Tons	482	963	-481				

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#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

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

Redlands Passenger Rail Project - Zero Emission Multiple Unit Procurement Project

		Exist	ing Total F	Project Cos	t (\$1,000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)				100					San Bernardino County Transportati
PS&E			_ </td <td>, J</td> <td></td> <td></td> <td></td> <td></td> <td>San Bernardino County Transportation</td>	, J					San Bernardino County Transportation
R/W SUP (CT)									San Bernardino County Transportation
CON SUP (CT)									San Bernardino County Transportation
R/W									San Bernardino County Transportation
CON		7,500						7,500	San Bernardino County Transportation
TOTAL		7,500						7,500	<b>\</b>
		Propo	sed Total	Project Co	st (\$1,000s)	)		$\overline{}$	Notes
E&P (PA&ED)	de								
PS&E		1,700						1,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		36,901						36,901	
TOTAL		38,601						38,601	
						V '			
Fund #1:	RIP - Publ	lic Transpor							Program Code
			Existing F	unding (\$1	,000s)				30.10.070.625
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)					<b>\</b>				California Transportation Commissio
PS&E									
R/W SUP (CT)									\)`
CON SUP (CT)									
R/W									
CON		7,500						7,500	
TOTAL		7,500						7,500	
	,		Proposed F	unding (\$	I,000s)				Notes
E&P (PA&ED)									
PS&E		7							
R/W SUP (CT)									
CON SUP (CT)									
R/W							2 K.		All
CON		26,000						26,000	
TOTAL		26,000						26,000	

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

	1								1
Fund #2:	Other Stat	te - Transit a				n (TIRCP) (	Committed)		Program Code
				unding (\$1,	· · · · · · · · · · · · · · · · · · ·	T			
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									\)`
R/W SUP (CT)									_
CON SUP (CT)									
R/W									
CON			0	7					
TOTAL									
		F	Proposed I	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									1
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,201						9,201	
TOTAL		9,201						9,201	
Fund #3:	Other Stat	te - STA Tra	nsit Assist	(Committe	d)	•	<u>'</u>		Program Code
OX			Existing F	unding (\$1,	000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation
PS&E					4				
R/W SUP (CT)									
CON SUP (CT)					OX				
R/W				- 4	1//				
CON									0-1
TOTAL									0.3
		F	Proposed F	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E		1,700						1,700	
R/W SUP (CT)									1
CON SUP (CT)									
R/W			>						
CON		1,700						1,700	
TOTAL		3,400						3,400	

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

	Date 12/10/2025 10	0:43:56			
District	County	Route	EA	Project ID	PPNO
80	San Bernardino County				1288

SECTION 1 - All Projects

#### **Project Background**

ormerly the ZEMU Conversion of Three Arrow Deisel Multiple Unit (DMU) vehicles, this project will procure two Zero Emission Multiple Unit (ZEMU) vehicles for the Arrow service. Upon the California State Transportation Agency's (CalSTA) award of \$30 million in Transit and Intercity Rail Capital Program (TIRCP) grant to develop the ZEMU technology, the agency indicated the desire to have SBCTA convert additional vehicles once the prototype ZEMU project was complete to operate the entire Arrow corridor as a zero or low emission revenue operation. The first ZEMU vehicle entered revenue service on September 13, 2025, after completing a thorough testing and commissioning phase. As part of the original project, a portable hydrogen fueling facility will be developed and installed to support operation of the first ZEMU vehicle, including the additional ZEMU to be procured. The project cost is based on the purchase of two new ZEMU vehicles rather than the conversion of the existing DMU vehicles.

**Programming Change Requested** 

#### Reason for Proposed Change

The reason for the proposed is to change the amount of requested STIP funds from \$7.5 M to \$26 M to account for the scope change mentioned above. The costs now include the purchase of two ZEMU veihcles increasing the overall project costs to approximately \$37 million. The proposed funding section reflects the increase in STIP funds and the update scope of work is reflected in the Scope and Location section.

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

The amendment requests to update the scope of work to reflect the purchase of two ZEMU vehicles, and the amendment requests to change the STIP funding request to \$26 million from the original \$7.5 million.

#### **Approvals**

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0004 v1

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

ORAFI

2) Project Location Map

# SR-62 Street Improvements Project, Phase 2B

PRG-0010 (REV 08/2020)

PPR ID ePPR-5448-2024-0001 v1

Amendment (Existin	g Project) YES	⊠ NO			Date 09/16/2025 10:21:44	
Programs L	PP-C LPP-	F SCCP	☐ TCEP 🔀 S	TIP Other		
District	EA	Project ID	PPNO	Nominatir	ng Agency	
08	0Q160		1335	San Bernardino County	Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency	
San Bernardino Cou	62 U	R 30.750 R	R 32.250 R			
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email A	Address	
Richard Pedersen			760-801-7615	richardpedersen@caa.inc		
Project Title						

State Route 62 Street Improvements Project Phase 2B

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

The project will construct curb, gutters, sidewalks, and raised medians, on SR 62 from Encelia Avenue to Larrea Avenue in the City of Twentynine Palms. Project includes minor widening on the north side of SR 62 and construction of a separate pedestrian bridge that spans the San Bernardino County Flood Control District Twentynine Palms wash.

Component		Implementing Agency									
PA&ED	City of Twent	ynine Palms									
PS&E	City of Twent	ynine Palms		- V							
Right of Way	City of Twent	ynine Palms									
Construction	City of Twent	ity of Twentynine Palms									
Legislative Districts				<							
Assembly:	34	Senate:	19	Congressional:	23						
Project Milestone		Existing	Proposed								
Project Study Repor	rt Approved			10/10/2010							
Begin Environmenta	al (PA&ED) Phase			01/01/2011	01/01/2011						
Circulate Draft Envir	ronmental Documer	t Document Type	(ND/MND)/CE	06/05/2013	06/05/2013						
Draft Project Report				11/04/2013	11/04/2013						
End Environmental	Phase (PA&ED Mile	estone)		03/22/2019	03/22/2019						
Begin Design (PS&I	E) Phase			03/01/2024	11/01/2025						
End Design Phase (	(Ready to List for Ad	Ivertisement Milestone)		03/01/2025	03/01/2026						
Begin Right of Way	Phase		V.	03/01/2025							
End Right of Way P	hase (Right of Way	Certification Milestone)		03/01/2025							
Begin Construction	Phase (Contract Aw	ard Milestone)		07/30/2026	07/30/2026						
End Construction Pl	hase (Construction (	Contract Acceptance Miles	stone)	06/30/2027	06/30/2027						
Begin Closeout Pha	ise	07/01/2027	07/01/2027								
End Closeout Phase	e (Closeout Report)	11/01/2027	11/01/2027								

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5448-2024-0001 v1

Date 09/16/2025 10:21:44

#### Purpose and Need

#### Pupose:

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

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

NHS Improvements X YES NO		Roadway Class 3		Reversible Lane Analysis  YES NO				
Inc. Sustainable Communities Strategy	Goals	⊠ YES □ NO						
Project Outputs								
Category		Outp	uts	Unit	Total			
ADA Improvements	New si	dewalk		LF	2,691			
Facilities Facility Improvement				EA	1			
Operational Improvement	er widening		EA	1				

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5448-2024-0001 v1

Date 09/16/2025 10:21:44

#### **Additional Information**

The "Shoulder Improvement" is widening the shoulder approximately 2691 feet in length.

The "Facility Improvement" is a raised median approximately 2400' in length.

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#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

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PPR ID ePPR-5448-2024-0001 v1

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

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#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5448-2024-0001 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	62	0Q160		1335
Project Title					

State Route 62 Street Improvements Project Phase 2B

		Exist	ing Total F	Project Cos	t (\$1,000s)	<u> </u>			
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)	400			\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\				400	City of Twentynine Palms
PS&E	350		~~	, D				350	City of Twentynine Palms
R/W SUP (CT)			())						City of Twentynine Palms
CON SUP (CT)	120							120	City of Twentynine Palms
R/W									City of Twentynine Palms
CON		4,500						4,500	City of Twentynine Palms
TOTAL	870	4,500						5,370	b
	-	Propo	sed Total	Project Co	st (\$1,000s	)		$\overline{}$	Notes
E&P (PA&ED)	410							410	
PS&E	460							460	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL	870	4,500						5,370	
						V 1			
Fund #1:	Local Fund								Program Code
			Existing F	unding (\$1	,000s)				20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	400				~			400	San Bernardino County Transportati
PS&E	350							350	
R/W SUP (CT)									\)`
CON SUP (CT)	120							120	
R/W									
CON		_							
TOTAL	870							870	
	-		Proposed F	unding (\$	l,000s)		-		Notes
E&P (PA&ED)	35							35	
PS&E	460	7						460	
R/W SUP (CT)									1
CON SUP (CT)							1		1
R/W							2 K.		al d
CON									

PRG-0010 (REV 08/2020)

PPR ID ePPR-5448-2024-0001 v1

Fund #2:	RIP - Natio	onal Hwy Sy							Program Code
			Existing F	unding (\$1,	000s)				20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									City of Twentynine Palms
PS&E									/)·
R/W SUP (CT)									
CON SUP (CT)									
R/W				20					
CON		4,500	0	7				4,500	
TOTAL		4,500						4,500	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									1
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL		4,500						4,500	
Fund #3:	Local Fund	ds - City Fu	nds (Comr	mitted)		•			Program Code
OX			Existing F	unding (\$1,	000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)						_			
PS&E					<				
R/W SUP (CT)					0				
CON SUP (CT)					OX				
R/W				4	11				
CON									
TOTAL									(02)
-		·	Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)	375							375	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			>						
CON									
TOTAL	375	Y						375	

PPR ID

PROJECT PROG PRG-0010 (REV 08/2020)	GRAMMING REQUEST (PPR)			ePPR-5448-2024	-0001 v1
	Complete this page	e for amendments o	only	Date 09/16/202	5 10:21:44
District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	62	0Q160		1335
ECTION 1 - All Project			1		
Project Background					
pdated cost and proje	ct description to accurately reflect change	es and cost increases	s for the SR 62 Phase 2	2B Project.	
	V51/2.			_	
Programming Change	Requested				
Reason for Proposed (	Change				
	ect description to accurately reflect change	es and cost increases	s for the SR 62 Phase 2	2B Proiect.	
,	g.			,	
f proposed change will cost increase will be fu	l delay one or more components, clearly onded	explain 1) reason for	the delay, 2) cost increa	ase related to the delay	y, and 3) ho
Other Significant Inforn	nation			Q.X	~
SECTION 2 - For SB1	Project Only				
Project Amendment Re	equest (Please follow the individual SB1 p	orogram guidelines fo	or specific criteria)		
Jpdate costs to add loc	cal city funds and to update Measure I cos	sts to accurately refle	ct project costs and upo	date project descriptior	١.
Approvals					1
	above information is complete and accur	rate and all approvals	s have been obtained fo	or the processing of this	s amendme
Name (Print	t or Type) Sic	ınature	Title	e	Date
	J1'-)		71110		

#### SECTION 3 - All Projects

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

# The National Trails Highway Bridge Replacements Project Phases 3, 4, and 6

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

Amendment (Existin	ng Project)  YES	⊠ NO			Date 09/18/2025 10:17:37			
Programs L	rograms							
District	EA	Project ID	PPNO	Nominat	ng Agency			
08				San Berna	rdino County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
San Bernardino Cou								
				MPO	Element			
				SCAG	Local Assistance			
Project Manager/Contact			Phone	Email	Address			
	Jeremy Johnson		909-387-8165	jeremy.johnson@	dpw.sbcounty.gov			
Project Title								

National Trails Highway Bridges Replacement Project - Phase 3

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

The description of work includes replacing 9 bridges along the National Trails Highway. The Project Area encompasses the following 9 bridges Signal Ditch Bridge (54-C-0117), Green Ditch Bridge (54-C-0116), Blue Ditch Bridge (54-C-0119), Crest Ditch Bridge (54-C-0120), Crimp Ditch Bridge (54-C-0121), Ant Ditch Bridge (54-C-0122), Power Line Ditch (54-C-0123), Bloom Ditch (54-C-0145) and Blossom Ditch (54-C-0146) in San Bernardino County that have exceeded their design life and need replacement. The type of infrastructure will be a concrete bridge reconstruction and will incorporate considerations of climate change, resiliency, and environmental justice through incorporation of specific design elements to withstand catastrophic floods and potential wildfires. The total project cost to replace 9 bridges is \$24.14 million, The County is seeking \$12.8 million in STIP funding, \$10.125 million in LTCAP funding

Component		Implementing Agency						
PA&ED	San Bernar	dino County						
PS&E	San Bernar	dino County						
Right of Way	San Bernar	dino County						
Construction	San Bernar	dino County						
Legislative Districts								
Assembly:	34	Senate:	19	Congressional:	23			
Project Milestone				Existing	Proposed			
Project Study Report	Approved			09/01/2026				
Begin Environmental	(PA&ED) Phase		11/01/2024					
Circulate Draft Enviro	onmental Docume		12/01/2026					
Draft Project Report					12/01/2026			
End Environmental F	Phase (PA&ED M	ilestone)			05/01/2027			
Begin Design (PS&E	) Phase				06/01/2027			
End Design Phase (F	Ready to List for A	Advertisement Milestone)			09/30/2027			
Begin Right of Way F	Phase				10/01/2026			
End Right of Way Ph	ase (Right of Wa	y Certification Milestone)			05/01/2027			
Begin Construction F	Phase (Contract A	ward Milestone)			03/01/2028			
End Construction Ph	ase (Construction	Contract Acceptance Miles	stone)		03/01/2030			
Begin Closeout Phas	se				03/01/2030			
End Closeout Phase	(Closeout Repor	t)			03/01/2031			

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

Date 09/18/2025 10:17:37

#### Purpose and Need

The 9 existing bridges at: Signal Ditch Bridge (54-C-0117), Green Ditch Bridge (54-C-0116), Blue Ditch Bridge (54-C-0119), Crest Ditch Bridge (54-C-0120), Crimp Ditch Bridge (54-C-0121), Ant Ditch Bridge (54-C-0122), Power Line Ditch (54-C-0123), Bloom Ditch (54-C-0145) and Blossom Ditch (54-C-0146), will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements	Roadway Class NA	I	Reversible Lane Analysis YES NO			
Inc. Sustainable Communities Strategy	YES 🛛 NO					
Project Outputs						
Category	Out	puts	Unit	Total		
Bridge / Tunnel	New bridges/tunnels		SQFT	20,250		

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

Date 09/18/2025 10:17:37

**Additional Information** 

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

	Performance Indicators and Measures									
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Truck & Vehicle Volume (Freight)		Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0				

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

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

National Trails Highway Bridges Replacement Project - Phase 3

		Exis	ting Total F	Project Cost	t (\$1,000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
		Prop	osed Total	Project Cos	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						24,140		24,140	
TOTAL						24,140		24,140	
	1								
Fund #1:	Other Stat	e - STIP (C							Program Code
	1	1		unding (\$1,		1			
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		1	Proposed F	Funding (\$1	,000s)	1			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1				12,800		12,800	
TOTAL						12,800		12,800	1

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0007 v5

Component   Prior   23-24   24-25   25-26   26-27   27-28   28-29+   Total   Funding Agency	PRG-0010 (REV 08	3/2020)								
Component	Fund #2:	Other Stat	te - LTCAP	(Committee	d)					Program Code
E&P (PA&ED)				Existing F	unding (\$1,	000s)				
PS&E R/W SUP (CT) R/W CON SUP (CT) R/W CON TOTAL  Proposed Funding (\$1,000s)  Notes  E&P (PA&ED) Find #3: Local Funds - Local Funds (Committed) Existing Funding (\$1,000s)  Component Prior 23-24 24-25 25-26 26-27 27-28 28-29+ Total Funding Agency Express FW SUP (CT) CON SUP (CT) CON SUP (CT) CON SUP (CT) R/W CON CON Component Prior 23-24 24-25 25-26 26-27 27-28 28-29+ Total Funding Agency Express San Bemardino County  PS&E R/W SUP (CT) CON SUP (CT) CON SUP (CT) R/W CON TOTAL Proposed Funding (\$1,000s)  Notes  R/W SUP (CT) CON SUP (CT	Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
RW SUP (CT)	E&P (PA&ED)									San Bernardino County Transportatio
CON SUP (CT)   R/W   CON   C	PS&E									
R/W	R/W SUP (CT)									
CON   TOTAL	CON SUP (CT)									
Notes	R/W									
Proposed Funding (\$1,000s)   Notes	CON									
E&P (PA&ED)       PS&E         RW SUP (CT)       DON SUP (CT)         CON SUP (CT)       DON SUP (CT)         RW       DON SUP (CT)         TOTAL       10,125         Fund #3:       Local Funds - Local Funds (Committed)       Program Code         Existing Funding (\$1,000s)         Component       Prior       23-24       24-25       25-26       26-27       27-28       28-29+       Total       Funding Agency         E&P (PA&ED)       San Bernardino County         PS&E       San Bernardino County         R/W SUP (CT)       San Bernardino County         CON SUP (CT)       San Bernardino County         PRASE       San Bernardino County	TOTAL									
PS&E				Proposed F	unding (\$1	,000s)				Notes
RW SUP (CT)	E&P (PA&ED)									
CON SUP (CT)	PS&E									
R/W	R/W SUP (CT)									
CON         10,125         10,125           TOTAL         10,125         10,125           Fund #3:         Local Funds - Local Funds (Committed)         Program Code           Existing Funding (\$1,000s)           Component         Prior         23-24         24-25         25-26         26-27         27-28         28-29+         Total         Funding Agency           E&P (PA&ED)         San Bernardino County           PS&E         RW SUP (CT)         San Bernardino County           CON         TOTAL         Notes           E&P (PA&ED)         Proposed Funding (\$1,000s)         Notes           E&P (PA&ED)         PS&E         Notes           R/W SUP (CT)         San Bernardino County           CON SUP (CT)         San Bernardino County	CON SUP (CT)									
TOTAL	R/W									
Fund #3:   Local Funds - Local Funds (Committed)   Program Code	CON						10,125		10,125	
Existing Funding (\$1,000s)	TOTAL						10,125		10,125	
Component         Prior         23-24         24-25         25-26         26-27         27-28         28-29+         Total         Funding Agency           E&P (PA&ED)         San Bernardino County           PS&E         RW SUP (CT)         San Bernardino County           CON SUP (CT)         CON         San Bernardino County           R/W         San Bernardino County           PR/W         San Bernardino County           Notes         Notes           E&P (PA&ED)         Proposed Funding (\$1,000s)         Notes           E&P (PA&ED)         PS&E         RW SUP (CT)           CON SUP (CT)         San Bernardino County           R/W         San Bernardino County           Notes         Notes           E&P (PA&ED)         PS&E           R/W SUP (CT)         San Bernardino County           CON SUP (CT)         San Bernardino County           R/W         San Bernardino County <tr< td=""><td>Fund #3:</td><td>Local Fun</td><td>ds - Local F</td><td>unds (Con</td><td>nmitted)</td><td>•</td><td>1</td><td></td><td></td><td>Program Code</td></tr<>	Fund #3:	Local Fun	ds - Local F	unds (Con	nmitted)	•	1			Program Code
E&P (PA&ED)         San Bernardino County           PS&E         R/W SUP (CT)           CON SUP (CT)         R/W           CON         TOTAL           Proposed Funding (\$1,000s)           E&P (PA&ED)         Notes           PS&E         R/W SUP (CT)           CON SUP (CT)         TON SUP (CT)           R/W         TON SUP (CT)           CON         T,215           T,215         T,215				Existing F	unding (\$1,	000s)				
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  Proposed Funding (\$1,000s)  E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON  1,215  1,215	Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
R/W SUP (CT)	E&P (PA&ED)									San Bernardino County
CON SUP (CT)  R/W  CON  TOTAL  Proposed Funding (\$1,000s)  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  1,215  1,215	PS&E									
R/W         CON         Proposed Funding (\$1,000s)         Notes           E&P (PA&ED)         PS&E         R/W SUP (CT)         CON SUP (CT)           CON         1,215         1,215	R/W SUP (CT)									
CON         Proposed Funding (\$1,000s)         Notes           E&P (PA&ED)         PS&E         PS&E           R/W SUP (CT)         CON SUP (CT)         TOTAL           R/W         TOTAL         TOTAL           Notes         Notes         Notes           Image: Constant of the const	CON SUP (CT)									
TOTAL	R/W									
Proposed Funding (\$1,000s)  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  1,215	CON									
E&P (PA&ED)	TOTAL									
PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  1,215				Proposed F	unding (\$1	,000s)		1		Notes
R/W SUP (CT)         CON SUP (CT)           R/W         1,215	E&P (PA&ED)									
CON SUP (CT)  R/W  CON 1,215 1,215	PS&E									
R/W 1,215 1,215	R/W SUP (CT)									
CON 1,215 1,215	CON SUP (CT)									
	R/W									
TOTAL 1,215 1,215	CON						1,215		1,215	
	TOTAL						1,215		1,215	

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

Amendment (Existin	mendment (Existing Project) YES NO Date 09/17/2025 07:42:33								
Programs									
District	EA	Project ID	PPNO	Nominatii	ng Agency				
08				San Bernar	dino County				
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
San Bernardino Cou									
				MPO	Element				
				SCAG	Local Assistance				
Project Manager/Contact			Phone	Email /	Address				
Jeremy Johnson			909-387-8165	jeremy.johnson@	dpw.sbcounty.gov				
Project Title									

National Trails Highway Bridge Replacements Project - Phase 4

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

On NTH, replace following 8 bridges at: Lake Ditch Bridge (54-C-0147), Palm Ditch Bridge (54-C-0148), Camp Ditch Bridge (54-C-0149), Lava Ditch Bridge (54-C-0138), Hector Wash Bridge (54-C-0139), East Hector Wash Bridge (54-C-0140), Cloud Ditch Bridge (54-C-0141) and Mountain Wash (54-C-0142) along the National Trails Highway (also known as "Route 66") between Barstow and Amboy, California. This initiative (the "Project") is crucial for resetting the service life of these vital infrastructure structures along this stretch of the highway and ensuring continued access for vehicles. These 8 bridges serve to bridge both literal and figurative gaps in service within a crucial rural transportation corridor. The total project cost to replace 8 bridges is \$22.230 million. The County is seeking \$21.800 million in STIP funding.

Component		Implementing Agency						
PA&ED	San Bernardino Cou	an Bernardino County						
PS&E	San Bernardino Cou	nty						
Right of Way	San Bernardino Cou	nty						
Construction	San Bernardino Cou	nty						
Legislative Districts								
Assembly:	34	Senate:	19	Congressional:	23			
Project Milestone				Existing	Proposed			
Project Study Report App	roved			09/01/2026				
Begin Environmental (PA	&ED) Phase				11/01/2024			
Circulate Draft Environme	ental Document	Document Type N	D/MND		12/01/2026			
Draft Project Report					12/01/2026			
End Environmental Phase	e (PA&ED Milestone)				05/01/2027			
Begin Design (PS&E) Pha	ase				06/01/2027			
End Design Phase (Read	y to List for Advertiser	ment Milestone)			09/30/2027			
Begin Right of Way Phase	е				10/01/2026			
End Right of Way Phase	(Right of Way Certifica	ation Milestone)			05/01/2027			
Begin Construction Phase	e (Contract Award Mile	estone)			03/01/2029			
End Construction Phase (	Construction Contract	Acceptance Milesto	one)		03/01/2031			
Begin Closeout Phase					03/01/2031			
End Closeout Phase (Close	seout Report)				03/01/2032			

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

Date 09/17/2025 07:42:33

#### Purpose and Need

The 8 existing bridges at:Lake Ditch Bridge (54-C-0147), Palm Ditch Bridge (54-C-0148), Camp Ditch Bridge (54-C-0149), Lava Ditch Bridge (54-C-0138), Hector Wash Bridge (54-C-0139), East Hector Wash Bridge (54-C-0140), Cloud Ditch Bridge (54-C-0141) and Mountan Wash (54-C-0142) will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements	Roadway Class NA	Reversible La	Reversible Lane Analysis YES NO				
nc. Sustainable Communities Strategy Goals 🔲 YES 🔀 NO Reduce Greenhouse Gas Emissions 🗌 YES 🔀 NO							
Project Outputs							
Category Outputs Unit Total							
Bridge / Tunnel	New bridges/tunnels	SQFT	18,000				

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

Date 09/17/2025 07:42:33

**Additional Information** 

#### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

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

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

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

National Trails Highway Bridge Replacements Project - Phase 4

		Exis	ting Total F	Project Cos	t (\$1,000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
		Prop	osed Total	Project Cos	st (\$1,000s)	)	!		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							22,230	22,230	
TOTAL							22,230	22,230	
		•							
Fund #1:	Other Stat	te - STIP (C							Program Code
	Other Stat	te - STIP (C		unding (\$1,	000s)				-
Component	Other Stat	te - STIP (C		unding (\$1, 25-26	000s) 26-27	27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED)		,	Existing F			27-28	28-29+	Total	-
Component		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT)		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT)		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W		,	Existing F			27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON		23-24	Existing F		26-27	27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT)		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)		23-24	Existing F	25-26	26-27	27-28	28-29+	Total	Funding Agency San Bernardino County Transportation

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0003 v4

Fund #2:	Fund #2: Local Funds - Agency (Committed)  Existing Funding (\$1,000s)							Program Code	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		•	Proposed F	unding (\$1	I,000s)		•		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									1
R/W									1
CON							430	430	
TOTAL							430	430	

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

Amendment (Existin	ng Project)	⊠ NO			Date 12/10/2025 11:17:28	
Programs L	.PP-C LPP-	F SCCP	TCEP S	TIP X Other		
District	EA	Project ID	PPNO	Nominati	ng Agency	
08				San Bernar	dino County	
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency	
San Bernardino Cou						
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
	Jeremy Johnson		909-387-8165	jeremy.johnson@	dpw.sbcounty.gov	
Project Title						

National Trails Highway Bridges Replacement Project - Phase 6

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

The description of work includes replacing 5 bridges along the National Trails Highway. The Project Area encompasses the following 5 bridges: Retiro Dltch Bridge (54-C-0253), Cereza Ditch Bridge (54-C-0255), Banta Ditch Bridge (54-C-0256), Ballona Ditch Bridge (54-C-0257) and Emden Ditch Bridge (54-C-0258) in San Bernardino County that have exceeded their design life and need replacement. The type of infrastructure will be a concrete bridge reconstruction, incorporates considerations of climate change, resiliency, and environmental justice through specific design elements to withstand catastrophic floods and potential wildfires. These 5 bridges address existing gaps in service in rural transportation corridor which a full closure would result in impacts on interstate commerce and national security. The total project cost to replace 5 bridges is \$14.910 million. The County is seeking \$3.150 million in STP funding, \$4.305 million in STIP funding and \$7.455 million in LPP funding.

Component		Implementing Agency						
PA&ED	San Bernar	San Bernardino County						
PS&E	San Bernar	dino County						
Right of Way	San Bernar	dino County						
Construction	San Bernardino County							
Legislative Districts								
Assembly:	34	Senate:	19	Congressional:	23			
Project Milestone				Existing	Proposed			
Project Study Report	Approved			09/01/2026				
Begin Environmental	(PA&ED) Phase				11/01/2024			
Circulate Draft Enviro	nmental Docume		12/01/2026					
Draft Project Report			12/01/2026					
End Environmental Pl	nase (PA&ED Mi	lestone)			05/01/2027			
Begin Design (PS&E)	Phase				06/01/2027			
End Design Phase (R	eady to List for A		09/30/2027					
Begin Right of Way P	hase		10/01/2026					
End Right of Way Pha	ase (Right of Wa		05/01/2027					
Begin Construction Pl	nase (Contract A		03/01/2031					
End Construction Pha	se (Construction		03/01/2033					
Begin Closeout Phase	)		03/01/2033					
End Closeout Phase (	Closeout Report		03/01/2034					

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

Date 12/10/2025 11:17:28

### Purpose and Need

The 5 existing bridges at: Retiro DItch Bridge (54-C-0253), Cereza Ditch Bridge (54-C-0255), Banta Ditch Bridge (54-C-0256), Ballona Ditch Bridge (54-C-0257) and Emden Ditch Bridge (54-C-0258) will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twentynine Palms and USMC Logistics Base in Barstow.

NHS Improvements  YES NO	Roadway Class NA F	Reversible La	ne Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy Goals						
Project Outputs						
Category	Unit	Total				
Bridge / Tunnel	New bridges/tunnels	SQFT	11,250			

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

Date 12/10/2025 11:17:28

**Additional Information** 

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

	Performance Indicators and Measures									
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Truck & Vehicle Volume (Freight)		Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0				

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

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

National Trails Highway Bridges Replacement Project - Phase 6

		Exis	ting Total F	Project Cos	t (\$1,000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
		Prop	osed Total	Project Cos	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							25,515	25,515	
TOTAL							25,515	25,515	
							_0,0.0	_0,0.0	
	1			I			20,010	20,010	
Fund #1:	Other Sta	te - STP (C					20,010	20,010	Program Code
			Existing F	unding (\$1,					-
Component	Other Star	te - STP (C		unding (\$1, 25-26	000s) 26-27	27-28	28-29+	Total	Funding Agency
Component E&P (PA&ED)			Existing F			27-28			-
Component E&P (PA&ED) PS&E			Existing F			27-28			Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT)			Existing F			27-28			Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)			Existing F			27-28			Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W			Existing F			27-28			Funding Agency
Component  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON			Existing F			27-28			Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL		23-24	Existing F 24-25		26-27	27-28			Funding Agency
Component  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  TOTAL		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation
Component  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  TOTAL  E&P (PA&ED)  PS&E		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT)		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation
Component  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  TOTAL  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation
Component  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)  R/W  CON  TOTAL  E&P (PA&ED)  PS&E  R/W SUP (CT)  CON SUP (CT)		23-24	Existing F 24-25	25-26	26-27	27-28			Funding Agency San Bernardino County Transportation

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

PRG-0010 (REV 08	8/2020)								
Fund #2:	Other Stat	te - STIP (C	Committed)						Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	unding (\$1	,000s)	1	'		Notes
E&P (PA&ED)									Program in FY 2030/2031
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,305	4,305	
TOTAL							4,305	4,305	
Fund #3:	Other Stat	te - LPP (C	ommitted)	•		'			Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							7,455	7,455	
TOTAL							7,455	7,455	
								•	

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0005 v6

Fund #4:	Local Fun	ds - Local F	unds (Con	nmitted)					Program Code
			Existing F	unding (\$1,	,000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		•	Proposed F	unding (\$1	I,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									1
CON							10,605	10,605	]
TOTAL							10,605	10,605	]

# The Metrolink SBL Double Track Project

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

Amendment (Existin	ng Project)  YES	⊠ NO			Date 09/18/2025 08:18:40
Programs L	.PP-C LPP-	F SCCP	☐ TCEP 🔀 S	TIP Other	
District	EA	Project ID	PPNO	Nominatir	ng Agency
75			1339	San Bernardino County	Transportation Authority
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency
San Bernardino Cou					
				MPO	Element
				SCAG	Rail
Pr	oject Manager/Cont	act	Phone	Email A	Address
	Victor Lopez		909-884-8276	vlopez@go	osbcta.com
Project Title					

Metrolink San Bernardino Line - Double Track

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

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

Component			Implementin	g Agency				
PA&ED	Southern Ca	alifornia Regional Rail Autho	ority					
PS&E	Southern Ca	uthern California Regional Rail Authority						
Right of Way	Southern Ca	uthern California Regional Rail Authority						
Construction	Southern Ca	outhern California Regional Rail Authority						
Legislative Districts								
Assembly:	65	Senate:	29	Congressional:	33			
Project Milestone		,		Existing	Proposed			
Project Study Report /	Approved							
Begin Environmental (	(PA&ED) Phase	09/01/2016	09/01/2016					
Circulate Draft Enviror	nmental Docume	04/16/2018	04/16/2018					
Draft Project Report				04/16/2018	04/16/2018			
End Environmental Ph	nase (PA&ED Mil	estone)		10/03/2018	10/03/2018			
Begin Design (PS&E)	Phase			07/01/2024	07/01/2024			
End Design Phase (R	eady to List for A	dvertisement Milestone)	1	02/16/2026	02/16/2026			
Begin Right of Way Pl	hase			11/15/2024	11/15/2024			
End Right of Way Pha	se (Right of Way	02/16/2026	02/16/2026					
Begin Construction Pr	nase (Contract Av	01/15/2027	01/15/2027					
End Construction Pha	se (Construction	Contract Acceptance Miles	stone)	01/30/2029	01/30/2029			
Begin Closeout Phase	)			03/30/2029	03/30/2029			
End Closeout Phase (	Closeout Report)	)		03/30/2030	03/30/2030			

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

Date 09/18/2025 08:18:40

### Purpose and Need

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

The Project addresses the following specific issues:

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

NHS Improvements  YES  NO		Roadway Class NA		Reversible Lar	ne Analysis 🔲 YES 🏾	⊠ NO
Inc. Sustainable Communities Strategy	Goals	∑ YES ☐ NO	Reduce Greenhouse Gas	s Emissions 🔀	YES NO	
Project Outputs						
Category		Outp	uts	Unit	Total	
Rail/ Multi-Modal	Station	improvements		EA	1	
Rail/ Multi-Modal	Miles o	f new track	7	Miles	0.7	
Operational Improvement	Interse	ction / Signal improveme	ents	EA	4	\
	•					

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

Date 09/18/2025 08:18:40

### **Additional Information**

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

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

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

		Performance Indica	ators and Measures	3		
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion	LPPC, SCCP,	Change in Daily Vehicle Miles	Miles	11,927,391	11,948,000	-20,609
Reduction	LPPF	Travelled	VMT per Capita	0	0	0
OX	LPPC, SCCP,	Person Hours of Travel Time Saved	Person Hours	-1,832	0	-1,832
	LPPF	(Only 'Change' required)	Hours per Capita	0	0	0
V	TCEP	Change in Daily Vehicle Hours of Delay	Hours	23,927	24,453	-526
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.49	1.5	-0.01
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality &		Particulate Matter	PM 2.5 Tons	-1	0	-1
GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-59,323	0	-59,323
1	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-6	0	-6
OL	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-156	0	-156
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-31	0	-31
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.5	0.5	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	930	932	-2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	34	34	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	651	0	651
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.6	0	6.6
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

District	County	Route	EA	Project ID	PPNO
75	San Bernardino County				1339
Project Title					

Metrolink San Bernardino Line - Double Track

		Exis	ting Total P	roject Cost	(\$1,000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)	2,322			>>,				2,322	Southern California Regional Rail Au
PS&E	10,940							10,940	Southern California Regional Rail Au
R/W SUP (CT)									Southern California Regional Rail Au
CON SUP (CT)									Southern California Regional Rail Au
R/W	460							460	Southern California Regional Rail Au
CON			16,510	56,348				72,858	Southern California Regional Rail Au
TOTAL	13,722		16,510	56,348				86,580	b
		Prop	osed Total F	roject Cos	t (\$1,000s	)			Notes
E&P (PA&ED)	2,229							2,229	
PS&E	10,941							10,941	
R/W SUP (CT)									
CON SUP (CT)									
R/W	460							460	
CON			76,120			/		76,120	
TOTAL	13,630		76,120					89,750	
Fund #1:	State Bond	d - Public T	ransportatio	n Moderniz	zation Imp	rovement (	Committed)		Program Code
			Existing Fu			,	,		20.30.010.400
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	1,584				$\vee$			1,584	San Bernardino County Transportation
PS&E	,								
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,584							1,584	
			Proposed Fi	unding (\$1	,000s)				Notes
E&P (PA&ED)	1,584	10/						1,584	
		Y							
PS&E						+			1
PS&E R/W SUP (CT)							< A		
	0)	,							
R/W SUP (CT)							X		.4
R/W SUP (CT) CON SUP (CT)						_	2/1		

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

	Other State	OTA Tre	anait Anaint	/Cammitta	۵۱				Program Code
Fund #2:	Other State	e - STA Tra	ensit Assist Existing Fu	•					20.30.207.811
0	D: 1	00.07				00.04	04.00	T-4-1	
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	738								San Bernardino County Transportation
PS&E	6,485							6,485	
R/W SUP (CT)				-					
CON SUP (CT)				<					
R/W	460							460	
CON			Q_	3					
TOTAL	7,683							7,683	
			Proposed F	unding (\$1	(2000, I				Notes
E&P (PA&ED)	645							645	
PS&E	10,208							10,208	1
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,853							10,853	
Fund #3:	Local Fund	ls - Measu	re I Local Ti	ransportati	on Sales Ta	ax (Commi	tted)		Program Code
OV			Existing Fu			·	·		20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)						_			San Bernardino County Transportation
PS&E	4,455				_ <			4,455	
R/W SUP (CT)									
CON SUP (CT)					OX				
R/W									
CON					O'				0.1
TOTAL	4,455							4,455	0.3
	,		Proposed F	unding (\$1	l,000s)			· · · · · ·	Notes
E&P (PA&ED)				<u> </u>	, ,				
PS&E	733							733	
R/W SUP (CT)									
CON SUP (CT)									
R/W	460							460	
CON		X	3,262					3,262	
TOTAL	1,193	V	3,262					4,455	
	.,		7,					., .50	

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

	DID Noti	C	· · · · · · · · · · · · · · · · · · ·						Program Code
Fund #4:	RIP - Nati	onai Hwy S	ystem (Com		0000				30.20.020.630
-			Existing Fu					<b>-</b>	
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportation
PS&E									An advance allocation will be
R/W SUP (CT)									requested if necessary.
CON SUP (CT)									
R/W									
CON				56,348				56,348	
TOTAL				56,348				56,348	
			Proposed F	unding (\$1	,000s)	•			Notes
E&P (PA&ED)									
PS&E									1
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			56,348					56,348	
TOTAL			56,348					56,348	
Fund #5:	Other Stat	te - Transit	and Intercity	Rail Capit	al Program	TIRCP)	(Committed)		Program Code
			Existing Fu	inding (\$1,0	000s)		· · · · ·		20.30.207.811
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)						./			San Bernardino County Transportation
PS&E					4				SB 125 Formula TIRCP
R/W SUP (CT)									
CON SUP (CT)					$\triangle$				
R/W									
CON			16,510		O'			16,510	
TOTAL			16,510					16,510	0.3
			Proposed F	unding (\$1	,000s)			,	Notes
E&P (PA&ED)			·		,				
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			16,510					16,510	
TOTAL			16,510					16,510	
			10,510					10,510	

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2024-0002 v1

	Complete this page fo	r amendments o	only	Date 09/18/2025 08	8:18:40
District	County	Route	EA	Project ID	PPNO
75	San Bernardino County				1339

### SECTION 1 - All Projects

### **Project Background**

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

### **Programming Change Requested**

Update to Measure I and STA to accurately reflect funding plan in preparation of the 2026 STIP.

### Reason for Proposed Change

Request to update funding for the 2026 STIP submittal.

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

### Other Significant Information

### SECTION 2 - For SB1 Project Only

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

Update to Measure I and STA to accurately reflect funding plan in preparation of the 2026 STIP.

### Approvals

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

Name (Print or Type)	Signature	Title	Date

### SECTION 3 - All Projects

### Attachments

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

The National Trails Highway Bridge Replacements Project, Phase 5

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

Amendment (Existin	ng Project) 🗌 YES	⊠ NO			Date 12/10/2025 11:10:54	
Programs L	.PP-C LPP-	F SCCP	TCEP S	TIP X Other		
District	EA	Project ID	PPNO	Nominati	ng Agency	
08				San Berna	rdino County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Bernardino Cou						
				MPO	Element	
				SCAG	Local Assistance	
Pr	oject Manager/Cont	act	Phone	Email	Address	
	Jeremy Johnson		909-387-8165	jeremy.johnson@	dpw.sbcounty.gov	
Project Title						

National Trails Highway Bridges Replacement Project - Phase 5

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

The description of work includes replacing 5 bridges along the National Trails Highway. The Project Area encompasses the following 5 bridges: Clrcle Ditch Bridge (54-C-0156), Smoke Ditch Bridge (54-C-0232), Leaf Ditch Bridge (54-C-0233), Olive Ditch Bridge (54-C-0235) and Travellers Wash Bridge (54-C-0238) in San Bernardino County that have exceeded their design life and need replacement. The type of infrastructure will be a concrete bridge reconstruction and will incorporate considerations of climate change, resiliency, and environmental justice through incorporation of specific design elements to withstand catastrophic floods and potential wildfires. These 5 bridges address existing gaps in service in a vital rural transportation corridor which a full closure would result in impacts on interstate commerce and national security. The total project cost to replace 5 bridges is \$14.390 million. The County is seeking \$8.451 million in STIP Funding and \$5.939 in LPP Funding.

Component			Implementin	g Agency					
PA&ED	San Berna	rdino County							
PS&E	San Berna	an Bernardino County							
Right of Way	San Berna	an Bernardino County							
Construction	San Berna	San Bernardino County							
Legislative Districts									
Assembly:	34	Senate:	19	Congressional:	23				
Project Milestone		Existing	Proposed						
Project Study Report	Approved	09/01/2026							
Begin Environmental	(PA&ED) Phase		11/01/2024						
Circulate Draft Enviro	nmental Docum		12/01/2026						
Draft Project Report					12/01/2026				
End Environmental Pl	nase (PA&ED M	lilestone)			05/01/2027				
Begin Design (PS&E)	Phase				06/01/2027				
End Design Phase (R	eady to List for	Advertisement Milestone)			09/30/2027				
Begin Right of Way P	hase				10/01/2026				
End Right of Way Pha	se (Right of Wa	y Certification Milestone)			05/01/2027				
Begin Construction Pl	nase (Contract A	Award Milestone)			03/01/2030				
End Construction Pha	se (Constructio	n Contract Acceptance Mile	stone)		03/01/2032				
Begin Closeout Phase	9				03/01/2032				
End Closeout Phase (	Closeout Repoi	rt)			03/01/2033				

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

Date 12/10/2025 11:10:54

### Purpose and Need

The 5 existing bridges at: CIrcle Ditch Bridge (54-C-0156), Smoke Ditch Bridge (54-C-0232), Leaf Ditch Bridge (54-C-0233), Olive Ditch Bridge (54-C-0235) and Travellers Wash Bridge (54-C-0238) will be replaced with American Association of State Highway and Transportation Officials (AASHTO), or equivalent, constructed modern concrete bridges with pile extensions at the piers and piles supporting the abutment foundation. The bridge barrier will be steel California St-75 Bridge Rail painted white to best match the existing railing. The County has already completed a comprehensive model of the regional hydrology and has obtained the necessary data needed to correctly size the replacement bridges. The new bridges will be lengthened so that they are eligible for future Highway Bridge Program funding, ensuring available funding opportunities when they become structurally deficient. They will be 40-feet wide to accommodate two 12-foot lanes, two six-foot shoulders, and the two-foot railing. Proposed replacement structures will accommodate 100-year flood thresholds. The project will prevent road closures and remove weight restrictions which currently prevent large vehicles including emergency, military, and commercial vehicles from using the roadway, limiting travel and negatively impacting the movement of goods. The project will serve residents in rural areas of San Bernardino County, including significantly disadvantaged populations. Every Census Tract in the project area is an established Persistent Poverty Census Tract by the U.S. Department of Transportation. The project will improve goods movement and services to the area and surrounding regions that depend on this road, provide a detour option from I-40, as National Trails Highway currently offers the only bypass to a 96-mile section of the interstate and improve access by emergency services vehicles, prepare for future extreme weather events including flash flooding and improve access to the BNSF rail corridor and both the USMC Air Ground Combat Center at Twenty

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible	Lane Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy Goals						
Project Outputs						
Category	Outputs	Unit	Total			
Bridge / Tunnel	New bridges/tunnels	SQF1	11,250			

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

Date 12/10/2025 11:10:54

**Additional Information** 

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

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

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

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

National Trails Highway Bridges Replacement Project - Phase 5

		Exis	ting Total F	Project Cost	t (\$1,000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
		Prop	osed Total	Project Cos	st (\$1,000s)	)			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							14,390	14,390	
TOTAL							14,390	14,390	
			•		•	•			
Fund #1:	Other Stat	te - STIP (C							Program Code
	1			unding (\$1,					
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportati
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
R/W CON									
R/W									
R/W CON			Proposed F	Funding (\$1	,000s)				Notes
R/W CON TOTAL E&P (PA&ED)			Proposed F	Funding (\$1	,000s)				FY 28-29 (5 bridges -\$14.390M):
R/W CON TOTAL  E&P (PA&ED) PS&E			Proposed F	Funding (\$1	,000s)				FY 28-29 (5 bridges -\$14.390M): \$8.451M STIP (Program in FY
R/W CON TOTAL E&P (PA&ED)			Proposed F	Funding (\$1	,000s)				FY 28-29 (5 bridges -\$14.390M): \$8.451M STIP (Program in FY 2030/2031) AND \$5.939M LPP :
R/W CON TOTAL  E&P (PA&ED) PS&E			Proposed F	Funding (\$1	,000s)				FY 28-29 (5 bridges -\$14.390M): \$8.451M STIP (Program in FY
R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT)			Proposed F	Funding (\$1	,000s)				FY 28-29 (5 bridges -\$14.390M): \$8.451M STIP (Program in FY 2030/2031) AND \$5.939M LPP :
R/W CON TOTAL  E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)			Proposed F	Funding (\$1	,000s)		8,451	8,451	FY 28-29 (5 bridges -\$14.390M): \$8.451M STIP (Program in FY 2030/2031) AND \$5.939M LPP :

PRG-0010 (REV 08/2020)

PPR ID ePPR-5954-2023-0004 v7

Fund #2:	2: Local Funds - MEASURE I (Committed)								Program Code
	•		Existing F	unding (\$1	000s)				
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									]
CON SUP (CT)									]
R/W									1
CON							5,939	5,939	
TOTAL							5,939	5,939	1

# **SR-18 Corridor Freight and Safety Project**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

Amendment (Existing Project) YES NO Date 12/11/2025 14:40:2						
Programs L	PP-C LPP-	F SCCP	☐ TCEP 🔀 S	TIP Other		
District	EA	Project ID	PPNO	Nominating Agency		
08				San Bernardino County	Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency	
San Bernardino Cou	18	100.900	115.900			
				MPO	Element	
				SCAG	Capital Outlay	
Pr	oject Manager/Cont	act	Phone	Email A	Address	
	Jamie Carone		909-884-8276	jcarone@g	osbcta.com	
Project Title						

SR 18 Corridor Freight and Safety Project

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

The SR-18 Corridor Freight and Safety Project proposes to enhance a 15-mile corridor of State Route 18 for the San Bernardino County portion, from the Los Angeles/San Bernardino County line to US 395 near Victorville. Phase 1 of the project will be located on SR 18 from Smith Road to US 395. The project includes operational, safety, and complete streets upgrades including the addition of a center striped median and left/right turn lanes at key intersections. No new through lanes are being proposed. The project also includes roadway reprofiling, a truck charging station at the east end, new bicycle facilities, signal modifications, and resilience upgrades and route redundancy. In addition, a ZE charging station with a capacity of 4.8 Mega Watts will be proposed as a companion project in a future Trade Corridor Enhancement Program grant cycle to add to the state's existing ZE infrastructure

Component		Implementing Agency					
PA&ED	San Bernardino	San Bernardino County Transportation Authority					
PS&E	San Bernardino	San Bernardino County Transportation Authority					
Right of Way	San Bernardino	San Bernardino County Transportation Authority					
Construction	San Bernardino	County Transportation	Authority				
Legislative Districts							
Assembly:	39,41	Senate:	23	Congressional:	23		
Project Milestone				Existing	Proposed		
Project Study Report	Approved						
Begin Environmental	(PA&ED) Phase				06/01/2026		
Circulate Draft Enviro	nmental Document	Document Type			03/01/2027		
Draft Project Report					03/01/2027		
End Environmental Pl	nase (PA&ED Milesto	ne)			06/01/2027		
Begin Design (PS&E)	Phase			Z. \	06/01/2027		
End Design Phase (R	eady to List for Adver	tisement Milestone)			09/01/2029		
Begin Right of Way P	hase			V~	10/01/2027		
End Right of Way Pha	ase (Right of Way Cei	rtification Milestone)		7	09/01/2029		
Begin Construction Pl	nase (Contract Award	l Milestone)			04/01/2030		
End Construction Pha	se (Construction Cor	tract Acceptance Miles	stone)		10/01/2032		
Begin Closeout Phase	9				10/01/2032		
End Closeout Phase	(Closeout Report)				10/01/2033		

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

Date 12/11/2025 14:40:25

### Purpose and Need

The project addresses a chronic freight and operational safety constraint on SR-18 caused by trucks and other vehicles stopping in the travel lane to wait for left turns combined with an undulating vertical profile that reduces sight distance and slows heavy vehicles. (Same reason why San Bernardino County Public Works Department used HSIP funds to improve nearby Phelan Road in 2023) In addition, Phelan and the surrounding High Desert subregion support a network of small farms, certified farmers markets and local agricultural producers that rely on short-haul freight (farm-to-market deliveries, farm supply and equipment trucks, and small freight carriers). Improvements to SR-18 will also bring these added benefits for these small agricultural freight movements, improving access to local markets and distribution channels. The project also provides a regional resilience benefit: SR-18 functions as a redundancy route when I-15 through the Cajon Pass is closed for incidents or extreme events. Strengthening SR-18's operation and safety reduces the transportation system's vulnerability during I-15 closures and helps maintain freight continuity through the region. (e.g. July 2015 and August 2016 - I-15 closed due to wildfire). The project is also needed to address safety and resiliency concerns throughout this corridor. For the SR-18 segment in San Bernardino County, the actual Fatal, Fatal plus Injury, and Total Collision rates are higher than the statewide average rates for similar facilities. The Fatal Rate is 65% higher and the Total Rate is 36% higher than average. The main types of collisions reported were broadside, rear-end, sideswipe, and head-on. There are almost 60 side streets to rural residential areas in this portion of SR-18, contributing to the existing safety concern. The crash reduction factor for adding a median lane to a two-lane roadway in these types of rural areas is 49 percent, based on the rural segment samples in California from the report FHWA-HRT-08-042 page 3. Upgrading the SR-18 infrastructure to make it a more robust trucking corridor could improve efficiency and safety for trucking while providing a much-needed boost to local rural economies.

NHS Improvements X YES NO Roadway Class 3		Roadway Class 3	Reversible Lane Analysis YES		
Inc. Sustainable Communities Strategy	c. Sustainable Communities Strategy Goals XYES NO Reduce Greenhouse Gas E			Emissions	YES NO
Project Outputs					
Category		Outputs		Unit	Total
Operational Improvement	Channe	elization		EA	1
Active Transportation	Pedest	rian/Bicycle facilities m	iles constructed	Miles	15
ADA Improvements	New sid	New sidewalk		LF	7,800
Operational Improvement	Interse	Intersection / Signal improvements		EA	5

ORAFI

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

Date 12/11/2025 14:40:25

Additional Information

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

	Performance Indicators and Measures								
					I				
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change			
Congestion	LPPC, SCCP,	Change in Daily Vehicle Miles	Miles	238,504	238,504	0			
Reduction	LPPF	Travelled	VMT per Capita	0	0	0			
61	TCEP	Change in Daily Vehicle Hours of Delay	Hours	308	463	-155			
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	3	7	-4			
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.017	0.035	-0.018			
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	45	92	-47			
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.23	0.46	-0.23			
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	651	0	651			
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.9	0	4.9			
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	24,446	-24,446			
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	34,379	0	34,379			

### PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	18			
Project Title	>				

SR 18 Corridor Freight and Safety Project

		Exis	ting Total I	Project Cos	t (\$1,000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)				120					San Bernardino County Transportati
PS&E			~~	-					San Bernardino County Transportati
R/W SUP (CT)									San Bernardino County Transportation
CON SUP (CT)									San Bernardino County Transportation
R/W									San Bernardino County Transportation
CON									San Bernardino County Transportation
TOTAL									
	!	Prop	osed Total	Project Co	st (\$1,000s)		!		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									]
CON					58,260	/		58,260	
TOTAL					58,260			58,260	
Fund #1:	RIP - State	e Cash (Un			- 0				Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Y .
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	I,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		)							
CON SUP (CT)									
R/W									۵ ا
CON					9,927			9,927	
TOTAL					9,927			9,927	

PRG-0010 (REV 08/2020)

PPR ID ePPR-6507-2026-0001 v0

Fund #2:	Local Fund	ds - Local N	/leasure (C	ommitted)					Program Code
	<u> </u>		Existing F	unding (\$1,	000s)				
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									7),
R/W SUP (CT)									
CON SUP (CT)									
R/W			1						
CON			0	1					
TOTAL			7/						
	l .		Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					8,333			8,333	
TOTAL					8,333			8,333	
Fund #3:	SB1 TCEF	P - Federal	Trusted Fu	nd (Uncom	mitted)				Program Code
				unding (\$1,					
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)						/			California Transportation Commission
PS&E					<				
R/W SUP (CT)									
CON SUP (CT)					OX	-			
R/W				- /	1/6				
CON									
TOTAL									0.3
			Proposed F	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					40,000			40,000	
TOTAL		V~			40,000			40,000	

Section 18. Board Resolution or Documentation of 2026 RTIP Approval								

### Minute Action

**AGENDA ITEM: 19** 

**Date:** October 1, 2025

### Subject:

2026 State Transportation Improvement Program Proposals

### Recommendation:

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

Approve the following programming proposals to be submitted to the California Transportation Commission (CTC) for inclusion in the 2026 State Transportation Improvement Program.

- A. Propose programming an additional \$18.5 million in Fiscal Year (FY) 2026/2027 for the Zero-Emission Multiple Unit Procurement Project, bringing the total programmed amount to \$26 million.
- B. Propose programming an additional \$1.868 million of Regional Improvement Program funds for Planning, Programming, and Monitoring activities.
- C. Maintain the programming for the State Route (SR) 62 Street Improvements Phase 2B Widening Project.
- D. Adjust programming year forward one year for the Metrolink San Bernardino Line Double Track Project from FY 2028/2029 to FY 2027/2028 to align with the current project schedule.
- E. Adjust programming years and amounts for the National Trails Highway Bridges Replacement Project to align with the current project schedules and funding scenarios: adjust Phase 3 from FY 2026/2027 to FY 2030/2031 and increase programming from \$5.7 million to \$11.331 million, and reduce programming on Phase 4 from \$12.8 million to \$7.475 million. Maintain programming year for Phase 4 of FY 2027/2028 and programming year and amount for Phase 5.
- F. Nominate Phase 6 of the National Trails Highway Bridges Replacement Project and program \$6.75 million in FY 2029/2030.
- G. Nominate SR 18 Corridor Freight, Safety, and Zero-Emission Project and program \$9.927 million in FY 2029/2030.
- H. Authorize staff to make adjustments to programming amounts and programming years of the proposed projects based on additional discussion with project sponsors and CTC staff.

### Background:

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

Entity: San Bernardino County Transportation Authority

Funding levels for the STIP have varied yearly depending on the overall economic situation at the State and Federal levels. Although Senate Bill (SB) 1, the State funding bill passed by the Legislature in April 2017, does not provide new funding for the STIP, it does stabilize the historically volatile funding source. SB 1 also includes an annual indexing of fuel taxes to inflation to stop the degradation of STIP funding revenue.

The California Transportation Commission (CTC) is responsible for developing STIP guidelines, approving the programming of projects submitted by regions and Caltrans for inclusion in the STIP, allocating the STIP funds, and monitoring the delivery of STIP projects. When considering the statewide nominations, CTC staff work with the regional agencies to ensure that the nominations are constrained by the annual programming capacity. This usually involves an iterative process before the STIP nominations are finalized for CTC approval. To obtain public input on the final proposed programming, the CTC conducts two STIP hearings, one in the north and one in the south.

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

### **2026 STIP Programming Capacity**

The 2026 STIP programming cycle began with the CTC adopting the final 2026 STIP FE at the August 2025 Commission meeting. The FE identified \$2.7 billion of programming capacity available statewide over the next five years (Fiscal Year (FY) 2026/2027 to FY 2030/2031). Of the \$2.7 billion in total estimated program capacity over the 2026 STIP FE period, new STIP capacity currently available for programming is \$951.65 million. The bulk of the new STIP capacity is available in the last two years of the five-year cycle (FY 2029/2030 and FY 2030/2031).

The total current STIP share for San Bernardino County is \$187.415 million. Table 1 on the following page shows the current STIP Programming for San Bernardino County totaling \$187.415 million. The target 2026 STIP RIP share for San Bernardino County is \$37.351 million, and the maximum share is \$64.719 million of new programming capacity. It should be noted that SBCTA typically proposes programming at the target share rather than the maximum share, as the maximum share advances funding from future STIP periods and is not as likely to be approved by the CTC if there are programming capacity constraints.

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

Project	Allocated or Extended	2025/2026	2026/2027	2027/2028	2028/2029
Planning, Programming, and Monitoring	\$1,495		\$1,495	\$1,495	\$1,393
I-10 Corridor Contract 2 Construction		\$72,889			
SR 62 Street Improvements			\$4,500		
National Trails Highway Bridge Replacements			\$5,700	\$12,800	\$21,800
Zero-Emission Multiple Unit Conversion			\$7,500		
Metrolink Double Track					\$56,348
Total RIP Programmed	\$1,495	\$72,889	\$19,195	\$14,295	\$79,541

Total RIP County Share (as of June 30, 2025)	\$187,415
Total Programmed/Allocated Since July 1, 2024	\$187,415
Unprogrammed Share Balance	\$0
RIP Share Balance Advanced/Overdrawn	\$0

### **2026 STIP Programming - Recommended Priorities**

The 2026 STIP cycle will include the current programming in FY 2026/2027 and beyond. That programming, along with the new programming capacity, results in a total programming capacity of up to \$150.382 million. In developing the recommendations for programming, staff have placed the greatest emphasis on identifying projects where funding needs to align with the expected programming capacity, which, as stated previously, is mostly in FY 2029/2030 and FY 2030/2031, with very limited capacity in FY 2028/2029. Additionally, staff have considered that the RIP funds are one of many sources available to SBCTA to meet the funding needs of the prioritized projects countywide. Because of the complexity of the STIP guidelines and CTC processes, an attempt has been made to minimize the number of projects programmed in the STIP. The recommendations for programming will be incorporated into the 2026 Update to the 10-Year Delivery Plan. Descriptions of the proposed programming are indicated below.

### Recommendation A

With the completion of the Redlands Passenger Rail Project, \$7.5 million is currently programmed to partially fund the procurement of three Zero-Emission Multiple Unit (ZEMU) railcars for the Arrow Service. The State of California requested the procurement of these units in conjunction with the award of Transit and Intercity Rail Capital Program funds to develop near zero-emission railcar technology. The procurement of the ZEMU railcars is more costly than previously estimated; therefore, staff recommends increasing the programmed amount by \$18.5 million to procure two vehicles, bringing the total programmed amount to \$26 million. After programming these funds, the programming capacity remaining is \$124.382 million.

### Recommendation B

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

- Regional transportation planning, including the development and preparation of the Regional Transportation Plan.
- Project planning, including the development of project study reports or major investment studies conducted by regional agencies or by local agencies in cooperation with regional agencies.

- Program development, including the preparation of STIP submittals and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the CTC's guidelines.

SBCTA relies on PPM funds for staff time associated with fundamental SBCTA activities such as Transportation Improvement Program development, administration of State and Federal transportation funds, planning, and project delivery support. The STIP FE identifies a maximum programming capacity of \$3.261 million for PPM in San Bernardino County in FY 2028/2029 through FY 2030/2031, which, when combined with the existing programming in FY 2026/2027 and FY 2027/2028, brings the total to \$6.251 million over the five-year period. Staff recommends continuing to program the maximum allowed for this purpose. Adjustments are recommended to current programming in FY 2026/2027 through FY 2028/2029 to maximize funding within the 5% limit and to provide a more uniform amount for budgeting purposes. After programming PPM funds, the programming capacity remaining is \$118.131 million.

### Recommendation C

The State Route (SR) 62 Street Improvements Phase 2B Widening Project (Project) in the City of Twentynine Palms will construct curbs, gutters, sidewalks, and raised medians on SR 62 from Encelia Avenue to Larrea Avenue. The Project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms wash. The Morongo Basin Subarea has determined this Project to be the #1 Regional Priority, and it was programmed in the 2024 STIP. The construction phase is anticipated to begin in FY 2026/2027, with a cost estimate of \$4.5 million. Staff recommends maintaining the funding for this Project at \$4.5 million in FY 2026/2027. After programming these funds, the programming capacity remaining is \$113.631 million.

### Recommendation D

The Metrolink San Bernardino Line Double Track Project (Project) will complete construction of a 0.7-mile double track segment from Control Point Lilac to just west of Sycamore Avenue in the City of Rialto. The Project segment straddles the Rialto Station and has been identified as a critical early project for Metrolink's Southern California Optimized Rail Expansion program. In addition to the double track, the Project includes: a pedestrian underpass and second platform at the Rialto Station on the south side of the tracks, station area upgrades to meet current Americans with Disabilities Act (ADA) standards, intertrack fencing, and vehicular and ADA-compliant safety improvements at four street crossings, thereby making the segment quiet-zone ready. Staff recommends maintaining the funding for this Project at \$56.348 million and requesting that the programming be advanced to FY 2027/2028 to align with the current project schedule. After programming these funds, the programming capacity remaining is \$57.283 million.

### Recommendation E

The National Trails Highway Bridges Replacement Project will replace 33 bridges less than 20 feet long on the National Trails Highway. The North Desert Subarea has determined this project to be the #1 Regional Priority, and Phases 3, 4, and 5 were programmed in the 2024 STIP. Staff recommends adjusting programming years and amounts for Phases 3 and 4 to align with the current schedules and funding scenarios. The recommended adjustments are as follows: adjust Phase 3 from FY 2026/2027 to 2030/2031 and increase STIP from \$5.7 million to \$11.331 million, and reduce STIP on Phase 4 from \$12.8 million to \$7.475 million to account for grant funds that were received from the State. Staff recommends maintaining the programming

year for Phase 5 in FY 2028/2029. After programming these funds, the programming capacity remaining is \$16.677 million.

### Recommendation F

Staff recommends nominating the National Trails Highway Bridges Replacement Project Phase 6, which will replace eight bridges less than 20 feet in length on the National Trails Highway. This is the final phase of this project in need of funding. Staff recommend programming \$6.75 million for Phase 6 of the overall project, which leaves \$9.927 million of programming capacity available for other projects.

### Recommendation G

Staff recommends nominating the SR 18 Corridor Freight, Safety, and Zero-Emission Project for construction funding. 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. SBCTA is also working with a vendor to locate a truck charging station in the vicinity of the SR 18/US 395 junction, in support of the State's SB 671 zero-emission corridor strategy; this effort would be funded with grant funds if awarded. Staff recommends programming \$9.927 million of STIP funds in FY 2029/2030 for the construction phase with the intention of applying for grant funds in future cycles to fully fund construction.

Table 2
Proposed 2026 STIP Programming for San Bernardino County (\$1,000s)
(Amendments and Additions shown in bold)

Current Programmed/Proposed Projects	2026/27	2027/28	2028/29	2029/30	2030/31
Planning, Programming, and Monitoring	\$1,495	\$1,495	\$1,393		
Planning, Programming, and Monitoring			-\$306	\$1,087	\$1,087
SR 62 Street Improvements	\$4,500				
Metrolink San Bernardino Line Double Track		\$56,348			
Zero-Emission Multiple Unit Procurement	\$7,500				
Zero-Emission Multiple Unit Procurement	\$18,500				
National Trails Highway Bridges Replacements Phase 3		\$5,700			
National Trails Highway Bridges Replacements Phase 3		-\$5,700			\$11,331
National Trails Highway Bridges Replacements Phase 4		\$12,800			
National Trails Highway Bridges Replacements Phase 4		-\$5,325			
National Trails Highway Bridges Replacements Phase 5			\$21,800		
National Trails Highway Bridges Replacements Phase 6				\$6,750	
SR 18 Corridor Freight, Safety, and ZE Project				\$9,927	
Total RIP Programmed	\$31,995	\$65,318	\$22,887	\$17,764	\$12,418
Total RIP Capacity/Proposed Programming			\$150,382		

With SBCTA Board of Directors approval, staff will submit the proposed 2026 STIP programming to the Southern California Association of Governments for the required analysis of regional performance measures, and to the CTC by the December 15, 2025 deadline. The CTC is required to adopt the 2026 STIP by April 1, 2026, and will publish CTC staff recommendations at least 20 days prior to the adoption of the STIP. It should be noted that changes to the programming years may be necessary as CTC staff coordinates annual programming statewide.

### Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

### Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on September 10, 2025.

### Responsible Staff:

Jamie Carone, Management Analyst III

RESULT: APPROVED [UNANIMOUS]

**MOVER:** Curt Hagman, County of San Bernardino

**SECONDER:** Joe Baca, City of Rialto

**AYES:** Bishop, Silva, Ulloa, Marquez, Navarro, Hussey,

McCallon, Dailey, Dutrey, Jernigan, Wapner, Michael, Saucedo, Baca, Mintz, Zuniga, Jones, Woolsey, Denison, Rowe, Hagman, Baca Jr.,

Reyes (Alt.), Putz (Alt.)

**ABSENT:** Warren, Pullen, Tran, Cook, Armendarez

Approved Board of Directors Date: October 1, 2025

Witnessed By:

Marleana Roman, Clerk of the Board 10/01/2025

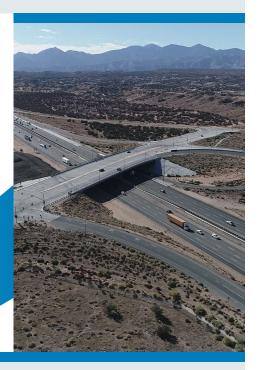
### Section 19. Fact Sheet



# 2026 State Transportation Improvement Program (STIP)

San Bernardino County Transportation Authority (SBCTA) is pleased to submit the following projects in the 2026 Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2026 State Transportation Improvement Program (STIP).

- State Route 62 Street Improvements Project, Phase 2B
- National Trails Highway Bridge Replacements Project Phases 3, 4, 5, and 6
- Metrolink San Bernardino Line Double Track Project
- Zero Emission Multiple Unit (ZEMU) Conversion Project
- SR 18 Corridor Freight, Safety, and Zero-Emission Project



SBCTA's RTIP programming decisions are guided by the region's and state's top priorities and are influenced by the need to develop an approach to project delivery that will achieve the goals of Assembly Bill 32, and subsequent Executive Orders, which target greenhouse gas (GHG) emissions reductions, without damaging the economy or our region's competitiveness. Projects from both the long-range Strategic Plan and the near-term SBCTA 10-Year Delivery Plan have been incorporated into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which reflect broader goals of the California Transportation Plan (CTP) and the Climate Action Plan for Transportation Infrastructure (CAPTI).

Proposed projects reflect priorities defined in SBCTA's Countywide Transportation Plan (CTP) by incorporating strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists, and pedestrians. The projects identified in the 2026 RTIP are representative of the overall objective of the CTP to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors.

SBCTA's 2026 RTIP also prioritizes and reflects the goals identified in the broader Inland Empire Comprehensive Multimodal Corridor Plan including improving safety and mobility for all modes of travel and delivering transportation projects and services to promote economic competitiveness, affordable housing, environmental quality, and overall sustainability. Projects identified in this Plan to accomplish these goals include the SR 18 Corridor Freight, Safety, and Zero-Emission Project and the ZEMU Procurement project.

The 2020-2045 RTP/SCS, also known as "Connect SoCal 2020," reflects the commitment of the region to improve mobility, sustainability, and economy and demonstrates how the region will reduce GHG emissions and meet federal transportation conformity requirements. There are four core categories that define the Connect SoCal Plan: mobility, communities, environment, and economy. The projects identified in SBCTA's 2026 RTIP align with Connect SoCal 2020 by providing consistent benefits including mobility, safety, health, travel-time reliability, air quality, economic productivity, environmental justice, and transportation asset condition.

### **SBCTA 2026 RTIP Project Benefits**



### State Route 62 Street Improvements Project, Phase 2B

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

# National Trails Highway Bridge Replacements Project — Phases 3, 4, 5 and 6

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

### **Metrolink San Bernardino Line Double Track Project**

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

### ZEMU Conversion Project

- Reduces GHG emissions with the procurement of zero-emission, hybrid hydrogen/ battery-operated vehicles
- Advances ZEV technology

### SR 18 Corridor Freight, Safety, and Zero-Emission Project

- Operational and safety improvements including the addition of a center striped median and left/right turn lanes at key intersections
- Roadway reprofiling to improve sight distance, safety, and ride quality
- New bike and pedestrian facilities in the east end including buffered Class II bike lanes
- The addition of sidewalk and ADA-compliant curb ramps
- Signal modifications at intersections
- Resiliency upgrades such as drainage improvements, paved 8' shoulders, and safety enhancements (e.g., rumble strips)

# **Environmental Priorities**

In addition to addressing local and regional priorities, the proposed project list also includes many of the state's top environmental priorities identified in both the CTP 2050 Recommendations and CAPTI. These priorities include the following goals and recommendations: Improve goods movement systems and infrastructure; improve transit, rail, and shared mobility options; advance ZEV technology and supportive infrastructure; seek sustainable, longterm transportation funding mechanisms; and expand access to jobs, goods, and education. The projects identified in the 2026 RTIP will also aid in facilitating the strategies identified in CAPTI such as supporting light, medium, and heavy duty zero-emission vehicles and infrastructure and adhering to Executive Order N-79-20 by prioritizing transit, passenger rail, active transportation, and complete streets.



### **Stay Connected**

877-55-SBCTA info@goSBCTA.com goSBCTA.com



Section 20. Alternative Deliv	very Methods (Optiona	al- NA)	

Section 21. Additional Appendices: Detailed Project Programming Summary Table	

### Section 21. Detailed Project Programming Table 1

(\$ in thousands)

						Proi	ect Totals	by Fiscal	Year			Project Totals by Component					
Agency	Rte	PPNO	Project		Tota			27-28		29-30	30-31	R/W			PS&E R/W Su	p Con	
TID D!		/A	-4 2005)														
TIP Projects at Fund lighway Projects:	stimate	(Augu	St 2025)														
BBCTA		0011	Planning, programming, and monitoring		/oted 1.49	1.495	0	0	0			0	1.495	0	0	0	
BCTA			Planning, programming, and monitoring  Planning, programming, and monitoring		4.383		1					0		0		0	
BCTA	loc		Rt10 Corridor Freight Mngd Lns, Contract 2B (TCEP)		72.889				1,393			0		0	-	0	
ity of Twentynine Palm			SR 62 Street Improvements Phase 2B		4.500			0	U			0	,	0		0	
an Bernardino County	loc		National Trails Highway Bridges Replacements Phase 6 (form	arly Dhass 1)	5.700			0	0			U	5,700	U	U	U	
an Bernardino County	loc		National Trails Highway Bridges Replacements Phase 6 (form		12.800		-,	U	0				12,800				
an Bernardino County	loc		National Trails Highway Bridges Replacements Phase 3 (form		21,800				·				21,800				
an Bernardino County	100	1330	National Trails Highway Bridges Replacements Phase 4 (1011)	eny Phase 3)	21,000	<u> </u>	0	U	21,000				21,000				
	Subto	tal, Hig	hway Projects		123,56	74,384	11,695	14,295	23,193			0	123,567	0	0	0	
ail and Transit Projec	t Projec																
BCTA	rail		Zero-Emission Multiple Unit (ZEMU) Procurement		7,500		7,500	0	0			0	7,500	0	0	n	
CRRA	rail		Metrolink San Bernardino Line Double Track		56.348		7,300	- 0	56.348			- 0	56.348		0	4	
JRRA	Idii	1339	Metrolink San Bernardino Line Double Track		30,340	7			30,346				30,340				
	Subto	tal, Ra	il and Transit Projects		63,848	3 0	7,500	0	56,348			0	63,848	0	0	0	
	Total	Existin	│ g STIP Projects		187,41	74,384	19,195	14,295	79,541			0	187,415	0	0	0	
	PROF	OSED	2026 PROGRAMMING														
ighway Project Propo	sals:																
BCTA		9811	Planning, programming, and monitoring		1,868	3 0	0	0	-306	1,087	1,087	0	1,868	0	0	0	
an Bernardino County	loc	1336	National Trails Highway Bridges Replacements Phase 6 (form	erly Phase 1)	-1,39	5 0	-5,700				4,305	0	-1,395	0	0	0	
an Bernardino County	loc	NEW	National Trails Highway Bridges Replacements Phase 5		NEW 8,45					8,451		0	8,451	0	0	0	
BCTA	loc		SR 18 Corridor Freight, Safety, and ZE Project		NEW 9,92	7				9,927		0	9,927	0	0	0	
																+	
	Subto	tal, Hig	l Jhway Proposals		18,85	1 0	-5,700	0	-306	19,465	5,392	0	18,851	0	0	0	
ail and Transit Projec	t Drong	olor				-										+	
<u>ali and Transit Projec</u> BCTA	rail		Zero-Emission Multiple Unit (ZEMU) Procurement		18.500	VI .	18.500						18.500			-	
BUIA	Tall	1200	Zero-Emission Muniple Onic (ZEMO) Procurement		16,500	4	10,500						16,300				
	Subto	tal, Ra	il and Transit Proposals		18,500	0	18,500	0				0	18,500	0	0	0	
	Propo	sed 20	26 STIP Programming Changes		37,35	1 0	12,800	0	-306	19,465	5,392	0	37,351	0	0	0	
	$\perp$		ed 2026 STIP Programming		150.382	4	31,995	14,295	79,235	19.465	5.392		150,382				

Notes: RTIP adopted by SBCTA Board on October 1, 2025

Balance of STIP County Share, San Bernardino	
Total County Share June 30, 2025	187,415
Total now programmed or voted since July 1, 2024	187,415
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	0
Proposed New Programming	37,351
Target	37,351
Maximum	64,719
Under (Over) Target	0

# Section 21. Detailed Project Programming Summary Table 2 (\$ in thousands)

				San Berr	nardi	no											
						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project		Total	Prior				29-30	30-31	R/W	Const			R/W Sup Con Sup	
D	POP	OSED 1	2026 PROGRAMMING														
<u>-</u>	IXO.	OOLD 2	2020 I ROCKAMIMINO														
Highway Project Proposals:																	
SBCTA		9811	Planning, programming, and monitoring		6,251	0	1,495	1,495	1,087	1,087	1,087	0	6,251	0	0	0 (	
City of Twentynine Palms	loc		SR 62 Street Improvements Phase 2B		4,500	0	4,500	0	0	0	0	0	4,500	0	0	0 (	
San Bernardino County	loc	1337	National Trails Highway Bridges Replacements Phase 3		12,800	0		12,800	0		0	0	12,800	0	0	0 (	
San Bernardino County	loc	1338	National Trails Highway Bridges Replacements Phase 4		21,800	0	0		21,800	0	0	0	21,800	0	0	0 (	
San Bernardino County	loc	NEW	National Trails Highway Bridges Replacements Phase 5	NEW	8,451	0	0	0	0	8,451	0	0	8,451	0	0	0 (	
San Bernardino County	loc	1336	National Trails Highway Bridges Replacements Phase 6		4,305	0	0	0	0	0	4,305	0	4,305	0	0	0 (	
SBCTA	loc		SR 18 Corridor Freight, Safety, and ZE Project	NEW	9,927	0	0	0	0	9,927	0		9,927				
S	Subto	tal, Hig	hway Proposals		68,034	0	5,995	14,295	22,887	19,465	5,392	0	68,034	0	0	0 (	
Rail and Transit Project Prop	oosal	s:															
	rail		Zero-Emission Multiple Unit (ZEMU) Procurement		26,000	0	26,000	0	0	0	0	0	26,000	0	0	0 (	
	rail		Metrolink San Bernardino Line Double Track		56,348	0	0	56,348	0	0	0	0	56,348	0	0	0 (	
													0				
S	ubto	tal, Rail	and Transit Proposals		82,348	0	26,000	56,348	0	0	0	0	82,348	0	0	0 (	
Т	otal	Propos	ed 2026 STIP Programming		150,382	0	31,995	70,643	22,887	19,465	5,392	0	150,382	0	0	0	