

**Table ES-1: Ten-Year Delivery Plan Projects**

<i>Measure I Programs</i>	
<b><i>Cajon Pass Subarea Program</i></b>	
I-15/I-215 (Devore) Interchange	
<b><i>San Bernardino Valley Freeway Program</i></b>	
I-10 Widening (HOV or Express Lanes) from LA County Line to Ford Street	
I-15 Express Lanes from Riverside County Line to I-215	
I-215 Widening from Riverside County Line to I-10	
I-10 Truck Climbing Lane from Live Oak to Riverside County Line	
SR-210 Widening from Highland Avenue to I-10	
<b><i>San Bernardino Valley Freeway Interchange Program</i></b>	
I-10/Cherry Avenue	I-10/Alabama Street
I-10/Citrus Avenue	I-15/Baseline Road
I-10/Tippecanoe Avenue Phase 1 & 2	I-10/Mount Vernon Avenue
I-10/Cedar Avenue	SR-60/Archibald Avenue
SR-210/Baseline Road	I-10/Monte Vista Avenue
SR-60/Central Avenue	I-10/Pepper Avenue Phase 2
I-10/University Avenue	I-10/Riverside Avenue Phase 2
I-215/University Parkway	
<b><i>San Bernardino Valley Major Street Program</i></b>	
North Vineyard Avenue Grade Separation (Union Pacific)	
South Milliken Avenue Grade Separation (Union Pacific)	
Glen Helen Parkway Grade Separation (Burlington Northern-Santa Fe)	
Palm Avenue Grade Separation (Burlington Northern-Santa Fe)	
Laurel Avenue Grade Separation (Burlington Northern-Santa Fe)	
<b><i>San Bernardino Valley Metrolink/Passenger Rail Program</i></b>	
Downtown San Bernardino Rail	
Redlands Passenger Rail	
San Bernardino Line Double Track (Preliminary Engineering)	
Gold Line to Montclair (Environmental Documentation/Preliminary Engineering)	
<b><i>Valley Express Bus &amp; Bus Rapid Transit Program</i></b>	
E Street Bus Rapid Transit	
<b><i>Victor Valley Major Local Highway Program</i></b>	
Yucca Loma Corridor – Yucca Loma Bridge and Yates Road	
I-15/Ranchero Road Interchange	
Yucca Loma Corridor – Green Tree Boulevard Extension	
US-395 Widening from SR-18 to Chamberlaine Way	
Ranchero Road Corridor	
<b><i>North Desert Major Local Highway Program</i></b>	
Lenwood Road Grade Separation	

Source: SANBAG Measure I 2010-2040 Ten-Year Delivery Plan, March 2014

Table ES-2: CTP Scenarios

		Projects	Funding
CTP Scenarios	Baseline	<p><b>10-Year Delivery Plan Plus Constrained Projects through 2040:</b></p> <ul style="list-style-type: none"> <li>• Freeway/Interchange Program (10-YDP Projects only)</li> <li>• I-15 Express Lanes to US-395</li> <li>• I-215 North HOV lane (SR-210 to I-15)</li> <li>• Valley Interchange Phasing Program (constrained to revenue) or Priority 11-18 interchanges (note that priorities are being re-evaluated in 2015)</li> <li>• Arterial Program (constrained to revenue)</li> <li>• No additional grade separations</li> <li>• Redlands Passenger Rail Project</li> <li>• Gold Line to Montclair</li> <li>• Metrolink double track (CP Lilac to CP Rancho)</li> <li>• Metrolink expansion (50 daily trains)</li> <li>• Active Transportation Projects supportable by grants and Transportation Development Act funds</li> <li>• West Valley Connector Express Bus</li> <li>• Foothill/5<sup>th</sup> Express Bus</li> </ul>	<p><b>Core Revenues, Financially Constrained Traditional sources:</b></p> <ul style="list-style-type: none"> <li>• Measure I Forecast revenue in 10-YDP</li> <li>• State revenues constrained to gas tax collections</li> <li>• Federal revenues constrained to gas tax collections</li> <li>• Tolls for express lane scenario</li> <li>• Transit revenue adequate to cover current operations held at 3%</li> <li>• Mitigation fees</li> </ul>
	Aggressive	<p><b>Baseline Projects Plus the Following:</b></p> <ul style="list-style-type: none"> <li>• Freeway Improvements                             <ul style="list-style-type: none"> <li>○ Full Buildout of I-215 from I-10 to SR-60 (including I-215/Washington-Mt Vernon interchange)</li> <li>○ I-215 mixed flow lane from SR-210 to I-15</li> <li>○ Completion of I-10 to Riverside Co. Line with HOV or Express Lanes</li> <li>○ SR-210 HOV lane from I-215 to I-10</li> <li>○ I-10/I-15 Express Lane Connectors</li> </ul> </li> <li>• Interchange Program Buildout</li> <li>• Arterial Program Buildout</li> <li>• All Nexus Study Grade Separations</li> <li>• Additional Alameda Corridor East Grade Separations</li> <li>• Additional rail projects (i.e. Redlands Rail Phase 2)</li> <li>• Additional Metrolink double track segments</li> <li>• BRT (West Valley Connector, Foothill-5th)</li> <li>• Express Bus (Remaining key transit corridors)</li> <li>• Non-Motorized Transportation Plan buildout (Secondary Active Transportation Projects)</li> <li>• Goods movement projects (truck climbing lanes, Intermodal access improvements)</li> <li>• East-West Freight Corridor (regional project)</li> <li>• High Desert Corridor (public and/or private funding)</li> <li>• Passenger Rail to Ontario Airport</li> </ul>	<p><b>Match Funding to Infrastructure Need Potential options:</b></p> <ul style="list-style-type: none"> <li>• Tolls for express lane scenario</li> <li>• Supplemental Measure I</li> <li>• State and Federal gas taxes indexed to be on par with current authorizations with inflation</li> <li>• Regional/State/Federal VMT fee (or equivalent)</li> <li>• Aggressive assumptions for State Bonds/Federal Stimulus</li> <li>• Prop 1B-type infusion every 10 years</li> <li>• Federal freight dollars</li> </ul>