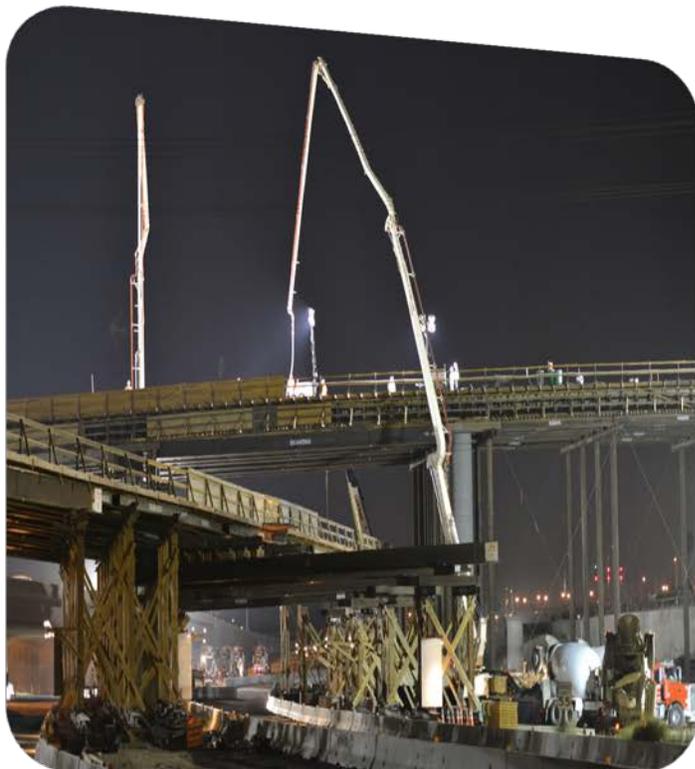


2016 Regional Transportation Improvement Program San Bernardino County

Governments
SANBAG
Working Together





•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

December 15, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Mr. Kempton,

Attached is San Bernardino Associated Governments' (SANBAG) proposal for the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2016 State Transportation Improvement Program (STIP). At its October 7, 2015, meeting, the SANBAG Board of Directors recommended project programming in the 2016 STIP period totaling \$129.689 million in STIP funds for San Bernardino County.

If you have any questions regarding SANBAG's proposed program, please contact Philip Chu, Management Analyst III at (909) 884-8276.

Sincerely,

A handwritten signature in black ink that reads "Andrea Zureick".

Andrea Zureick
Director of Fund Administration & Programming

Enclosure

cc: John Bulinski, District Director, Caltrans District 8
Anthony Liao, Program Management, Caltrans District 8
Rachel Falsetti, Transportation Programming, Caltrans Headquarters
Maria Lopez, Southern California Association of Governments

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A. Overview and Schedule

Section 1. Executive Summary

San Bernardino Associated Governments (SANBAG) is pleased to submit the Regional Transportation Improvement Program (RTIP) for San Bernardino County for inclusion in the 2016 State Transportation Improvement Program (STIP). The 2016 RTIP recommends \$129.689 million in STIP-Regional Improvement Program (RIP) funds for five projects covering fiscal years (FY) 2016/2017 through 2020/2021 and was approved for submittal by the SANBAG Board of Directors on October 7, 2015.

Consistent with the 2016 STIP Guidelines and the Fund Estimate (FE) adopted by the California Transportation Commission (CTC) on August 27, 2015, SANBAG is proposing five projects for the 2016 STIP consisting of two new projects and three 2014 STIP carry-over projects. A map depicting the location of each of the projects is included in Section 14. A summary of SANBAG's RTIP submittal is included in Section 7, which lists the projects and proposed STIP funding by fiscal year and other funding programmed to support each project. Detailed project information is provided in the individual project programming request forms in Section 15.

SANBAG is requesting the following adjustments to existing projects:

- Planning, Programming, and Monitoring – SANBAG recommends programming 5% of the current programming capacity for this purpose.
- I-10 Express Lanes Phase I – This project was previously titled I-10 HOV Lanes from Haven to Ford in the 2014 STIP. SANBAG has since adopted a locally preferred alternative to construct two express lanes in each direction from western San Bernardino County limit to the City of Redlands. Utilizing the design-build delivery method, Phase 1 of the project will begin from western San Bernardino County line to the I-10/I-15 junction. Total project cost and schedule for this project has been updated to reflect the new delivery strategy.
- I-215 Barton Road Interchange Reconstruction – The project cost and schedule has been modified based on current cost and delivery schedule.

SANBAG is requesting to add two new projects:

- Redlands Passenger Rail Project (\$22.611 million in FY 2016/2017)
- I-15 Express Lanes Phase I (\$15 million in FY 2018/2019, \$5.603 million in FY 2019/2020 and \$28.347 million in FY 2020/2021)

As part of the 2016 RTIP submittal, SANBAG is requesting the deletion of the following projects from the 2016 STIP. STIP funding from these projects is proposed to be reprogrammed to other projects in the 2016 STIP listed above.

- SR-210 Widening from Highland Ave to I-10 (\$25 million in FY 2017/2018)
- I-215 Mount Vernon/Washington Interchange Improvement (\$38.523 million in FY 2018/2019)

In accordance with the 2016 STIP guidelines, SANBAG has analyzed performance measures for each of the relevant projects (Section 13), which demonstrates that each of the projects meets or exceeds the minimum performance criteria.

Section 2. General Information

- **Regional Agency Name**

San Bernardino Associated Governments (SANBAG)

Regional Agency Website Link <http://www.sanbag.ca.gov>

RTIP document link <http://www.sanbag.ca.gov/funding/state-funding.html>

RTP link <http://scagrtpscs.net/Pages/default.aspx>

- **Executive Director Contact Information**

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- **RTIP Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program

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 (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the CTC 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 four to five years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. SANBAG's Historical and Current Approach to Developing the RTIP

SANBAG 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 SANBAG Board of Directors approved the Measure I 2010-2040 Strategic Plan, noting that the magnitude of Measure I 2010-2040 rivals the transportation budgets of some states and that the policy, fiscal, and institutional issues associated with administration of Measure I are complex, interrelated, and differ between the different areas of the county. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program. It also establishes the policies, procedures and institutional processes needed to manage the implementation and on-going administration of Measure I 2010-2040.

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

The CTC adopted the 2016 STIP Fund Estimate (FE) on August 27, 2015. The FE identified \$2.4 billion of programming capacity available statewide over the next five years including new programming capacity of \$223 million. However, when the projected shortfall of allocation capacity for FY 2015/2016 was considered, the new capacity was reduced to \$46 million. This is significantly less than the prior 2014 STIP new capacity of \$1.3 billion. The reduction in new STIP capacity is primarily caused by the reduction in retail prices and consumption of gasoline and diesel fuel since the price-based excise tax for fuel has dropped nearly 45% from 22 cents per gallon in FY 2013/2014, to 12 cents per gallon in FY 2015/2016. As a result, there is no new STIP programming capacity in either of the two years added to the five-year cycle of STIP programming (FY 2019/2020 and FY 2020/2021) and some current programming may be required to be delayed to later years.

Additionally SANBAG's STIP programming decisions are being influenced by the need to develop an approach to project delivery that will achieve the goals of Assembly Bill 32 and subsequent Executive Orders by Governors Schwarzenegger and Brown, which target greenhouse gas emissions reductions, without damaging the economy or our region's competitiveness. While SANBAG is still committed to delivering the projects laid out in Measure

I and contained in the RTP/SCS, the projects proposed for funding from the STIP have changed slightly to highlight the measures being taken in San Bernardino County to develop a transportation network that promotes environmental sustainability while recognizing that capacity enhancements to the system will still be needed.

Section 4. Completion of Prior RTIP Projects

Seven projects have been completed since the adoption of the 2014 STIP. Project descriptions and summaries of improvements/benefits are provided below.

Project Name and Location: I-215 HOV Improvements Project (Segments 1 & 2), San Bernardino, CA

Description: Add one HOV and one mixed flow lane in each direction from just south of Rialto Avenue to just south of Massachusetts Avenue and other operational improvements.

Summary of Improvements/Benefits: This project will reduce mainline traffic congestion and add capacity through the addition of HOV, general purpose, and auxiliary lanes in each direction through a three mile corridor. In addition, safety will be improved through ramp reconfigurations, specifically elimination of the fast lane on ramps.

This project was anticipated to reduce congestion and improve safety through the addition of new traffic lanes and ramp configurations. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Congestion has been reduced and conditions on the mainline are safer with longer weave distances, auxiliary lanes and ramp reconfigurations.

Project Name and Location: I-215 Bi-County HOV Gap Closure, San Bernardino, Colton, Grand Terrace, and Riverside, CA

Description: Add one HOV lane in each direction from Orange Show Road in San Bernardino to just south of the SR 91/SR 60/I-215 Interchange and other operational improvements.

Summary of Improvements/Benefits: This project will reduce mainline traffic congestion and add capacity through the addition of HOV and auxiliary lanes in each direction through a six mile corridor. In addition, safety will be improved through median barrier improvements and the pavement through the corridor was rehabilitated.

This project was anticipated to reduce congestion and improve safety through the addition of new HOV lanes and median barrier and safety rail improvements. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Congestion has been reduced and conditions on the mainline are safer with longer weave distances, auxiliary lanes and median and barrier improvements.

Project Name and Location: I-10/Cherry Avenue Interchange reconstruction, Fontana, CA

Description: Replace the existing five-lane Cherry Avenue bridge with an eight-lane bridge and add one lane to each ramp.

Summary of Improvements/Benefits: The existing Cherry bridge over I-10 and UPRR were replaced with longer and wider structures. Work also included new retaining walls, ramp widenings, and the widening of Cherry Avenue from Valley Boulevard to Slover Avenue.

This project was anticipated to reduce congestion and make operational and safety improvements through widening Cherry and the ramps. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Congestion has been reduced and conditions on the mainline are safer since the widened ramps provide more storage, reducing queuing onto the mainline.

Project Name and Location: I-10/Citrus Avenue Interchange reconstruction, Fontana, CA

Description: Replace the existing four-lane Citrus Avenue bridge with a seven-lane bridge and add one lane to each ramp.

Summary of Improvements/Benefits: The existing Citrus bridge over I-10 was replaced with a longer and wider structure. Work also included new retaining walls, ramp widening, and the widening of Citrus Avenue in the project limits.

This project was anticipated to reduce congestion and make operational and safety improvements through widening Citrus Avenue and the ramps. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Congestion has been reduced and conditions on the mainline are safer since the widened ramps provide more storage, reducing queuing onto the mainline.

Project Name and Location: I-15/Ranchero Road Interchange, Hesperia, CA

Description: Construct a new freeway interchange which includes construction of a new eight lane overcrossing over I-15, including turn lanes, and a new connection of Ranchero Road between Mariposa Road and Caliente Road.

Summary of Improvements/Benefits: This new interchange constructed on I-15 provides access to the City of Hesperia and surrounding area and provides congestion relief to the adjacent interchanges. Work includes construction of a new bridge and ramps and construction of Ranchero Road between Mariposa Road and Caliente Road, providing a new arterial for local traffic.

This project was anticipated to reduce congestion on the adjacent interchanges and reducing corresponding congestion which could impact mainline operations. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Congestion has been reduced and conditions on the mainline are safer since there is less congestion on the adjacent mainline interchanges and local circulation is improved with the construction of this new connection segment.

Project Name and Location: SR 210 Corridor East Landscaping, Fontana, Rialto and San Bernardino, CA

Description: Landscape beautification of the SR 210 Corridor from Sierra Avenue in Fontana to the I-215 interchange in San Bernardino using drought tolerant plants, drip irrigation, and native wildflower seeding to minimize maintenance and water use.

Summary of Improvements/Benefits: This new corridor landscape work has been executed to provide erosion control, reduce maintenance costs, and help conserve water through the use of efficient irrigation strategies. New landscape materials have been added within State right of way including various trees, bushes, native flowers, and various ground cover materials.

This project was anticipated to reduce maintenance and use efficient water use strategies to preserve the integrity of State right of way areas adjacent to the mainline and provide aesthetic enhancements to the corridor. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Maintenance work using the efficient irrigation system is reduced, water usage is less than using conventional irrigation systems, and the corridor is enhanced with an aesthetically pleasing array of plants and ground cover materials.

Project Name and Location: North Milliken Grade Separation, Ontario, CA

Description: This project replaces the existing at-grade crossing between North Milliken Avenue and the UPRR tracks with a new underpass between Guasti Road and Airport Drive in the City of Ontario. This project separates vehicular and freight rail traffic.

Summary of Improvements/Benefits: This new grade separation consists of a new bridge to convey the UPRR tracks over North Milliken Avenue. The UPRR tracks are supported on the new bridge over Milliken and the approaches supported through new retaining walls. Milliken Avenue was reconstructed to slightly lower the profile from existing grade. This new separation increases safety by elimination of an at-grade crossing between vehicles and freight rail traffic. It also reduces traffic congestion and improves air quality by eliminating delay at the existing at grade crossing and allows better response times for emergency vehicles.

This project was anticipated to reduce traffic congestion and improve safety by eliminating an existing at grade vehicle/freight rail crossing. The projected benefits prior to construction were met and are the same as actual benefits achieved with completion of construction. Traffic delay at the grade crossing has been eliminated, safety has been increased with the elimination of at grade crossing, and air quality has been improved with the elimination of traffic delay time at the at grade crossing.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
SANBAG adopts 2016 RTIP	October 7, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

On April 1, 2009, the SANBAG 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.

SANBAG's RTIP projects are selected from the adopted RTP as well as voter-approved projects that are included in the Measure I 2010-2040 Expenditure plan.

A broad, inclusive public involvement process was done during the development of the 2012 and the 2016 RTP. In addition to the public participation outreach for the RTP, SANBAG held various committee and Board meetings prior to the adoption of the RTIP project selection.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 8

The SANBAG 2016 RTIP was developed in consultation with Caltrans District 8 as required per Section 17 of the STIP Guidelines.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

The 2016 FE indicates that the STIP is already fully programmed for the five years of the 2016 STIP period; therefore the CTC did not provide regional shares for the 2016 STIP. This is primarily due to the decrease in the price-based excise tax for fuel. Projects currently programmed in the STIP may need to be reprogrammed into later years.

A. 2016 Regional Fund Share per 2016 STIP Fund Estimate

SANBAG currently has \$129.689 million programmed in the STIP in the 2016 STIP Period. There is no additional regional fund share for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming

Fiscal Year	2016/17	2017/18	2018/19	2019/20	2020/21
Planning Programming and Monitoring	\$1,270	\$1,270	\$1,270	\$1,119	
I-10 Express Lanes Phase I		\$30,588			
I-215 Barton Rd. Interchange Reconstruction		\$22,611			
Redlands Passenger Rail Project	\$22,611				
I-15 Express Lanes Phase I			\$20,603		\$28,347
Total Programmed	\$23,881	\$54,469	\$21,873	\$1,119	\$28,347
Total 2016 STIP Programming Capacity	\$129,689				
Total Proposed Programming	\$129,689				
Capacity Remaining /(Advanced)	\$0				

Section 7. Outside Funding Sources Included in the RTIP.

Proposed 2016 RTIP	Total RTIP	Other Funding								Total Project Cost
		ITIP	RSTP/CMAQ	FTA	STA/LTF	CTSGP	DEMO	TIFIA/Bond	Local	
Planning Programming and Monitoring	\$4,929									\$4,929
Redlands Passenger Rail Project	\$22,611		\$18,255	\$44,720	\$20,552	\$4,793			\$116,963	\$227,894
I-10 Corridor Express Lane Phase I	\$31,588		\$110,000					\$306,273	\$195,313	\$643,174
I-15 Express Lane Phase I	\$48,950							\$276,841	\$150,796	\$476,587
I-215 Barton Interchange Reconstruction	\$40,011		\$10,632				\$8,962		\$23,960	\$83,565
Totals	\$148,089	- \$0	\$138,887	\$44,720	\$20,552	\$4,793	\$8,962	\$583,114	\$487,032	\$1,436,149

Notes: Total RTIP includes previously allocated amount.

Section 8: Interregional Improvement Program Funding

Not applicable.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

Redlands Passenger Rail Project

Redlands Passenger Rail Project (RPRP) will extend the current Metrolink Commuter Rail line easterly into San Bernardino and Redlands. The project will provide enhanced transit service options throughout the San Bernardino Valley. The project ties into the recently implemented and first bus rapid transit line in the Inland Empire, the E Street San Bernardino Rapid Transit (sbX). The western terminus of the RPRP, ties into the recently opened downtown San Bernardino Transit Center, which is a primary bus hub in the valley. The implementation of RPRP extends service westerly along the Metrolink line throughout San Bernardino County which would build off of findings from the recent Advanced Regional Rail Integrated Vision – East (ARRIVE) study that evaluated the transformation of the San Bernardino Metrolink Line into an integrated regional rail/land use corridor.

The implementation of RPRP continues the momentum of significant improvements to transit service throughout the valley over the past several years. The reach of transit is expanding rapidly, which satisfies state, regional and local sustainability goals by offering residents, workers and visitors convenient modes of travel choices instead of relying on automobiles. Projects are currently underway to enhance bicycle and pedestrian access to existing and future rail stations that RPRP may serve to further expand the reach of the key rail corridor in the county. Implementation of RPRP is anticipated to spur economic development in and around station areas along the line.

I-10 Express Lanes Phase 1

The I-10 Express Lanes Phase 1 would add tolled express lanes in the median of I-10 from the Los Angeles County Line to I-15. The I-10 Express Lanes project will improve operational efficiencies of a heavily traveled corridor. The I-10 corridor is a key goods movement corridor included in both the Federal Primary Freight Network and the California Freight Mobility Plan (CFMP). The express lanes project is a key part of the CFMP project list. There are significant logistics operations throughout the I-10 corridor and the corridor is heavily traveled by trucks.

The corridor is degrading from an operational perspective and future capacity and operational efficiencies are necessary to ensure a high degree of mobility throughout the corridor to satisfy future transportation demands. Several interchanges in the I-10 Express Lanes Phase I project are included in the CFMP which create a synergy with the I-10 Express Lanes project by improving efficiencies and the connection between the local arterial system and the national goods movement corridor. To achieve cost savings efficiencies, some of the interchange projects along I-10 will be implemented along with the express lanes project. This will expand the benefits of the express lane project and work to improve operational efficiencies of the entire corridor, thus allowing for improvement in the San Bernardino County economy. Other projects that are planned or underway within the corridor include improvements to the 4th/Grove, Mountain View and Archibald interchanges as well as implementation of rail grade crossings for the parallel rail corridors. Additional interchange improvements are planned on the section of I-10 to the east of I-15, which will also work to improve overall corridor operations.

I-15 Express Lanes Phase 1

The I-15 Express Lanes Phase 1 project will add two express lanes in each direction to the median of I-15 from the Riverside County Line to SR-210. The I-15 corridor is included in the Federal Primary Freight Network as a key goods movement corridor. I-15 serves as a gateway from the Ports of Los Angeles and Long Beach through the Inland Empire carrying a significant amount of goods to the rest of the nation.

The corridor improvements are being designed to be consistent with and build off of the express lanes planned on I-15 in Riverside County up to the San Bernardino County border. The extension of this facility into San Bernardino County will provide a seamless express lane network connecting to the SR-91 express lane facilities in Riverside and Orange Counties. Interchange improvements are planned as part of long-term corridor operational improvements. Future interchange improvements are planned at 6th/Arrow interchange and Sierra, Duncan Canyon and Baseline interchanges are currently under construction. Implementation of all projects will improve corridor operations that will provide significant economic benefits to San Bernardino County and the region.

I-215 Barton Road Interchange

The I-215/Barton Road interchange is a key project to improve traffic operations of a key interchange in the city of Grand Terrace. With the recent opening of the I-215 Bi-county Project that added an HOV lane to I-215 between SR-60 and I-10, local access improvements are necessary to fully optimize the efficiency of the freeway corridor. The implementation of the corridor is anticipated to improve traffic operations throughout the local circulation system and freeway corridor. Future interchange improvement projects at adjacent interchanges and a future additional general purpose lane project will further improve operations of the corridor to satisfy future traffic demands.

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

Section 10. Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG's 2016 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region, it includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and is home to more than 18 million Californians. SCAG's RTP/SCS meets all targets set by the Air Resources Board related to Senate Bill 375 (SB 375) and greenhouse gas (GHG) reduction targets. 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 2016 STIP-RTIP:

- The STIP-RTIP model does not include system wide preservation investments, such as rolling stock. As such, it does not reflect 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 but does include transit and active transportation investments. At a regional scale, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

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

Investment Effectiveness

The 2016 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several categories, including:

- Savings resulting from reduced travel delay;
- Air quality improvements;
- Safety improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2016 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2016 STIP were summarized in one mile per hour (1-mph) speed bins to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2016 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2016 STIP provides a regional network-level benefit/cost ratio of 7.5. Benefits and costs are estimated over the planning period from 2016 through 2035.

Section 11. Regional and Statewide Benefits of RTIP

INVESTMENT ANALYSIS		
SUMMARY RESULTS		
Life-Cycle Costs (mil. \$)	\$6,556.4	
Life-Cycle Benefits (mil. \$)	\$48,946.7	
Net Present Value (mil. \$)	\$42,390.3	
Benefit / Cost Ratio:	7.5	
Rate of Return on Investment:	N/A	
Payback Period:	N/A	
ITEMIZED BENEFITS (mil. \$)		
	Average Annual	Total Over 20 Years
Travel Time Savings	\$1,682.5	\$33,649.6
Veh. Op. Cost Savings	\$567.9	\$11,358.1
Accident Cost Savings	\$130.8	\$2,616.6
Emission Cost Savings	\$66.1	\$1,322.4
TOTAL BENEFITS	\$2,447.3	\$48,946.7
Person-Hours of Time Saved	197,285,144	3,945,702,883
CO ₂ Emissions Saved (tons)	1,332,049	26,640,989
CO ₂ Emissions Saved (mil. \$)	\$25.5	\$509.4

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG's regional travel demand model.

VMT per Capita

Impacts are projected to reduce VMT per capita by 0.75 miles per day

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 2.1 percent.

Commute mode share (travel to work or school)

Not applicable

Asset Conditions (State Highway and Local Streets)

Based on the 2013 Pavement Condition Survey, almost 20 percent of the State Highway System (SHS) lane miles are in some form of distress (i.e., major distress, minor distress, or poor ride). The average Pavement Condition Index (PCI) for the region's local roads is 69. The STIP does not impact asset conditions in this cycle.

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

Not applicable

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

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

Fatalities

SCAG's analysis projects that fatalities per million persons per day will decline from 0.26 to 0.25 and injuries will be reduced from 13.06 to 12.96 per million persons per day.

Fatalities and injuries per million VMT will remain relatively unchanged at 0.01 and 0.53 respectively.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

Not applicable.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.53 minutes for automobiles and 0.7 minutes for transit. Impacts are also projected to reduce mean school commute travel times by 0.11 minutes for automobiles and by 0.05 minutes for transit.

Change in acres of agricultural land

Not applicable

GHG Impacts

Impacts are projected to reduce daily GHG/capita by approximately 0.47 pounds.

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.

**Table B2 Evaluation
Cost-Effectiveness Indicators and Measures**

Goal	Indicator/Measure	Future Level of Performance (Baseline)	Projected Performance Improvement (2035)
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	22.89	Reduction in VMT per capita = 0.75 miles per day
	Reduce Percent of congested VMT (at or below 35 mph)	17.20%	Reduction of 2.1%
	Change in commute mode share (travel to work or school)		
	Vehicle Trips Drive Alone	9.00%	0%
	Vehicle Trips 2 Person Carpool	8.41%	0%
	Vehicle Trips 3+ Person Carpool	9.95%	0%
	Auto Passenger Trips	39.96%	0%
	Transit Trips	4.01%	0%
Non-Motorized Person Trips	28.69%	0%	
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable	Not applicable
	Improve Pavement Condition Index (local streets and roads)	Not applicable	Not applicable
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable	Not applicable
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled	Improvement cannot be modeled
Safety	Reduce fatalities and serious injuries per capita (daily)	Fatalities per million persons = 0.26 Injuries per million persons = 13.06	Reduction in Fatalities per million persons = 0.01 Reduction in Injuries per million persons = 0.1
	Reduce fatalities and serious injuries per VMT	Daily Fatalities per million VMT = 0.01 Daily Injuries per million VMT = 0.53	No Reduction in Fatalities per million VMT No Reduction in Injuries per million VMT
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 37.3% Jobs % = 45.25%	Not applicable
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 25.08 mins Auto School = 12.19 mins Transit Home Based Work = 77.34 mins Transit School = 57.24 mins	Auto Home Based Work Reduction = 0.53 mins Auto School Reduction = 0.11 mins Transit Home Based Work Reduction = 0.70 mins Transit School = 0.05 mins
Environmental Sustainability	Change in acres of agricultural land	Not applicable	Not applicable
	CO ₂ emissions reduction per capita (daily)	11.45 lbs	Daily Reduction per capita = 0.47 lbs

Section 13. Project Specific Evaluation (Required per Section 19)

Redlands Passenger Rail Project

3 INVESTMENT ANALYSIS SUMMARY RESULTS																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Life-Cycle Costs (mil. \$)</td> <td style="text-align: right;">\$227.6</td> </tr> <tr> <td>Life-Cycle Benefits (mil. \$)</td> <td style="text-align: right;">\$691.0</td> </tr> <tr> <td>Net Present Value (mil. \$)</td> <td style="text-align: right;">\$463.4</td> </tr> <tr> <td> Benefit / Cost Ratio:</td> <td style="text-align: right;"> 3.0</td> </tr> <tr> <td> Rate of Return on Investment:</td> <td style="text-align: right;"> 15.3%</td> </tr> <tr> <td> Payback Period:</td> <td style="text-align: right;"> 7 years</td> </tr> </table>	Life-Cycle Costs (mil. \$)	\$227.6	Life-Cycle Benefits (mil. \$)	\$691.0	Net Present Value (mil. \$)	\$463.4	 Benefit / Cost Ratio:	 3.0	 Rate of Return on Investment:	 15.3%	 Payback Period:	 7 years	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ITEMIZED BENEFITS (mil. \$)</th> <th style="text-align: center;">Average Annual</th> <th style="text-align: center;">Total Over 20 Years</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td style="text-align: right;">\$10.4</td> <td style="text-align: right;">\$207.6</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td style="text-align: right;">\$19.7</td> <td style="text-align: right;">\$393.5</td> </tr> <tr> <td>Accident Cost Savings</td> <td style="text-align: right;">\$2.3</td> <td style="text-align: right;">\$45.5</td> </tr> <tr> <td>Emission Cost Savings</td> <td style="text-align: right;">2.218341</td> <td style="text-align: right;">\$44.4</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td style="text-align: right;">34.5477</td> <td style="text-align: right;">\$691.0</td> </tr> <tr> <td> Person-Hours of Time Saved</td> <td style="text-align: right;"> 1,613,458</td> <td style="text-align: right;"> 32,269,154</td> </tr> <tr> <td>CO₂ Emissions Saved (tons)</td> <td style="text-align: right;">32,059</td> <td style="text-align: right;">641,184</td> </tr> <tr> <td>CO₂ Emissions Saved (mil. \$)</td> <td style="text-align: right;">\$0.5</td> <td style="text-align: right;">\$10.7</td> </tr> </tbody> </table>	ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years	Travel Time Savings	\$10.4	\$207.6	Veh. Op. Cost Savings	\$19.7	\$393.5	Accident Cost Savings	\$2.3	\$45.5	Emission Cost Savings	2.218341	\$44.4	TOTAL BENEFITS	34.5477	\$691.0	 Person-Hours of Time Saved	 1,613,458	 32,269,154	CO ₂ Emissions Saved (tons)	32,059	641,184	CO ₂ Emissions Saved (mil. \$)	\$0.5	\$10.7
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Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
2) Vehicle Operating Costs? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
3) Accident Costs? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
4) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	<input type="checkbox"/> Y <small>Default = Y</small>

I-10 Express Lane Phase 1

3 INVESTMENT ANALYSIS SUMMARY RESULTS																																								
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Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
2) Vehicle Operating Costs? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
3) Accident Costs? (y/n)	<input type="checkbox"/> Y <small>Default = Y</small>
4) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	<input type="checkbox"/> Y <small>Default = Y</small>

I-15 Express Lane Phase I

3		INVESTMENT ANALYSIS		
SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)		\$426.7		
Life-Cycle Benefits (mil. \$)		\$1,210.5		
Net Present Value (mil. \$)		\$783.8		
Benefit / Cost Ratio:		2.8		
Rate of Return on Investment:		17.1%		
Payback Period:		7 years		
ITEMIZED BENEFITS (mil. \$)				
		Average	Total Over	
		Annual	20 Years	
Travel Time Savings		\$107.9	\$2,158.1	
Veh. Op. Cost Savings		-\$37.3	-\$746.9	
Accident Cost Savings		-\$6.1	-\$122.0	
Emission Cost Savings		-\$3.9	-\$78.7	
TOTAL BENEFITS		\$60.5	\$1,210.5	
Person-Hours of Time Saved		10,522,777	210,455,531	
CO₂ Emissions Saved (tons)		-25,160	-503,208	
CO₂ Emissions Saved (mil. \$)		-\$0.5	-\$9.0	

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

I-215 Barton Road Interchange

3		INVESTMENT ANALYSIS		
SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)		\$81.7		
Life-Cycle Benefits (mil. \$)		\$244.4		
Net Present Value (mil. \$)		\$162.7		
Benefit / Cost Ratio:		3.0		
Rate of Return on Investment:		23.3%		
Payback Period:		4 years		
ITEMIZED BENEFITS (mil. \$)				
		Average	Total Over	
		Annual	20 Years	
Travel Time Savings		\$10.0	\$200.9	
Veh. Op. Cost Savings		\$1.9	\$37.7	
Accident Cost Savings		\$0.0	\$0.0	
Emission Cost Savings		\$0.3	\$5.8	
TOTAL BENEFITS		\$12.2	\$244.4	
Person-Hours of Time Saved		1,053,802	21,076,033	
CO₂ Emissions Saved (tons)		8,775	175,496	
CO₂ Emissions Saved (mil. \$)		\$0.2	\$3.4	

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

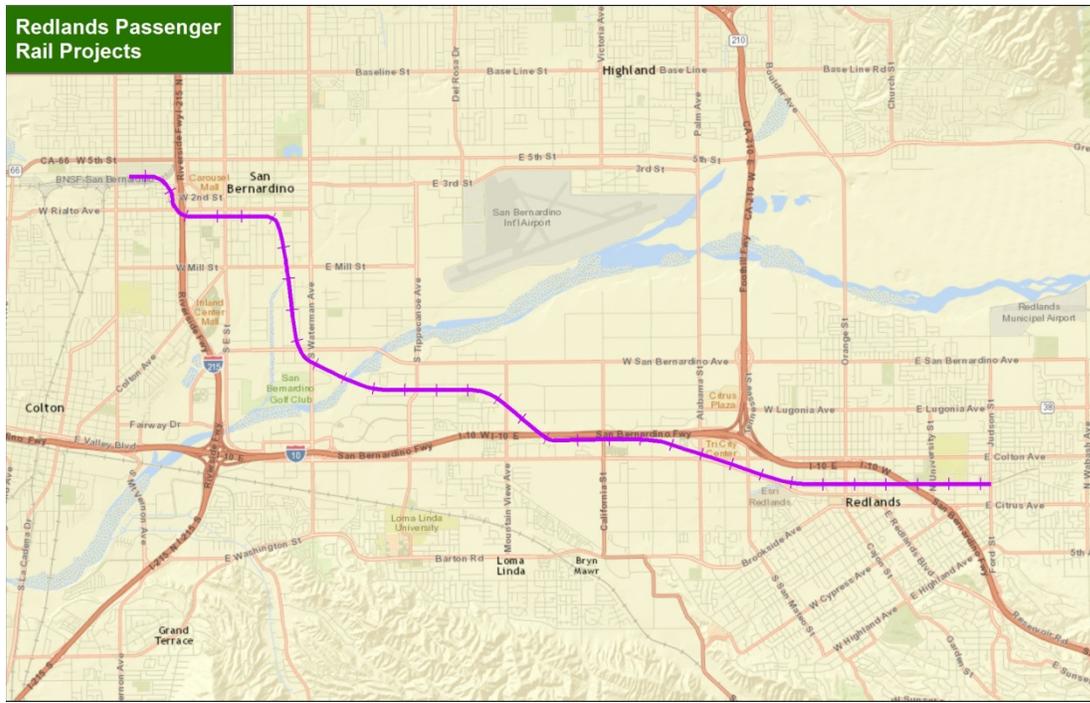
4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

Section 14. Overview of Projects Programmed with Regional Funding

Planning Programming and Monitoring

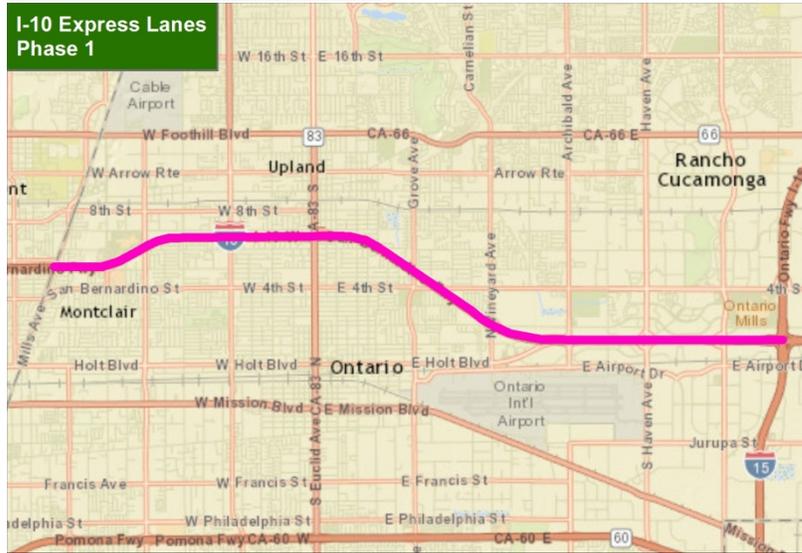
The proposed \$4,929,000 represents a 5% set-aside for planning, programming, and monitoring (PPM) activities out of the statutorily authorized 5% of the total RIP funds available in Fiscal Years (FY) 2016/2017 to 2020/2021. These funds are authorized for activities such as regional transportation planning, project planning, program development, and monitoring the implementation of STIP projects. SANBAG relies on PPM funds for fundamental transportation commission activities such as transportation improvement program development, project development such as preparation of Project Study Reports, administration of state and federal transportation funds and project delivery support.

Redlands Passenger Rail Project



This is a new project proposed for the 2016 STIP. Programming capacity was made available from deprogramming \$25 million of STIP from the Route 210 Widening project and \$38.523 million from I-215 Mt Vernon/Washington Interchange Improvement. The Redlands Passenger Rail project will construct a nine-mile extension of passenger rail service from San Bernardino Transit Center in the City of San Bernardino to University of Redlands in the City of Redlands. This project meets the Governor Executive Order B-30-15 on greenhouse gas emission reduction. SANBAG proposes programming \$22.61 million of STIP for construction in Fiscal Year 2016/2017.

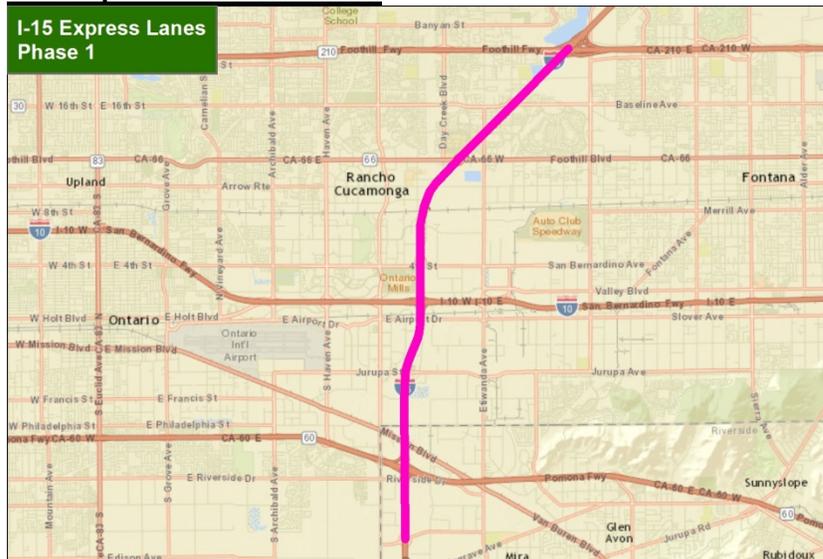
I-10 Express Lanes Phase I



This is a carryover project with a proposed scope change from High Occupancy Vehicle Lanes to Express Lanes. This project is currently in the PA&ED phase with Express Lanes as the locally preferred alternative selected by the SANBAG Board in July 2014 and reaffirmed in November 2015. Since the project is an excellent candidate for the use of Congestion

Mitigation and Air Quality (CMAQ) funds, SANBAG proposes to slightly reduce RIP funds on this project to free up STIP capacity for other projects. The project will utilize the design build delivery method beginning in Fiscal Year 2017/2018.

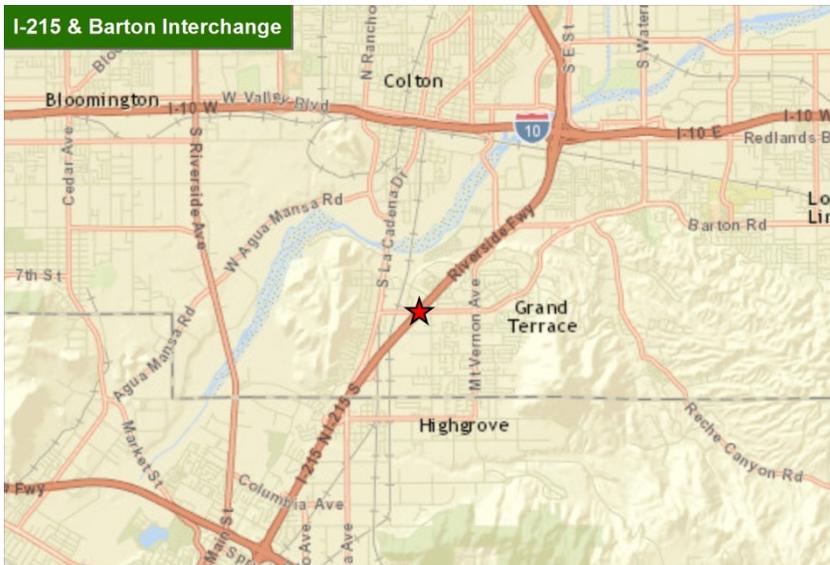
I-15 Express Lanes Phase I



This is a new project proposed for the 2016 STIP. Programming capacity was made available from deprogramming \$25 million of STIP from the Route 210 Widening project and \$38.523 million from the I-215 Mt Vernon/Washington Interchange project. The I-15 Express Lanes Phase I project is approximately 14 miles and would add

two Express Lanes in each direction along the I-15 Corridor between SR-60 and SR-210. SANBAG proposes programming \$15 million for PS&E and \$5.6 million for ROW in Fiscal Year 2018/2019 and \$28.35 million for construction in Fiscal Year 2020/2021.

I-215 Barton Road Interchange



This is a carryover project with a proposed programming change. FHWA requested SANBAG to evaluate a roundabout design option, which delayed completion of the PA&ED phase. Additionally there were delays in Right of Way fund obligations; therefore STIP funds for construction have been delayed from Fiscal Year 2016/2017 to 2017/2018. Construction is now scheduled to begin late 2017 with a completion date of 2019.

Section 15. Project Programming Request

Planning Programming and Monitoring PPM

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)				Date:	4/2/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.
08		0800020587	9811	SBD59303	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD				San Bernardino Associated Governments (SANBAG)	
				MPO	Element
				SCAG	LA
Project Manager/Contact		Phone		E-mail Address	
Andrea Zureick		(909)884-8276		azureick@sanbag.ca.gov	
Project Title					
Planning, Programming and Monitoring					
Location, Project Limits, Description, Scope of Work					
Planning, Programming and Monitoring					
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements					
Component		Implementing Agency			
PA&ED					
PS&E					
Right of Way					
Construction		San Bernardino Associated Governments (SANBAG)			
Purpose and Need					
Project Benefits					
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions					
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document					
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 4/2/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD,	,		0800020587	9811	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Bernardino Associated
R/W									
CON	10,740	1,270	1,270	1,270				14,550	San Bernardino Associated
TOTAL	10,740	1,270	1,270	1,270				14,550	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,740	1,270	1,270	1,270	1,119			15,669	
TOTAL	10,740	1,270	1,270	1,270	1,119			15,669	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Gov
PS&E									\$570 CON voted 07/20/06
R/W SUP (CT)									\$570 CON voted 07/26/07
CON SUP (CT)									\$1200 CON voted 07/24/08
R/W									\$1200 CON voted 10/15/09
CON	10,740	1,270	1,270	1,270				14,550	\$1200 CON voted 07/01/10
									\$1200 CON voted 08/11/11
TOTAL	10,740	1,270	1,270	1,270				14,550	\$1200 CON voted 09/27/12
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,740	1,270	1,270	1,270	1,119			15,669	
TOTAL	10,740	1,270	1,270	1,270	1,119			15,669	

Redlands Passenger Rail Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input checked="" type="checkbox"/> New Project				Date:	11/23/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.
08				20151301	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD				San Bernardino Associated Governments (SANBAG)	
				MPO	Element
				SCAG	Rail
Project Manager/Contact		Phone		E-mail Address	
Carrie Schindler		909-884-8276		cschindler@sanbag.ca.gov	
Project Title					
Redlands Passenger Rail Project					
Location, Project Limits, Description, Scope of Work					<input type="checkbox"/> See page 2
Construct a 9-mile Redlands Passenger Rail Project (RPRP) connecting the cities of City of Redlands, San Bernardino, and Loma Linda					
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements					
Component	Implementing Agency				
PA&ED	San Bernardino Associated Governments (SANBAG)				
PS&E	San Bernardino Associated Governments (SANBAG)				
Right of Way	San Bernardino Associated Governments (SANBAG)				
Construction	San Bernardino Associated Governments (SANBAG)				
Purpose and Need					<input type="checkbox"/> See page 2
To improve transit options between the three cities. Currently local traffic circulation between the three cities often use the I-10 due to the lack of continuous east-west arterials. Bus service is similarly indirect. An opportunity exists to utilize the Redlands Subdivision Rail Line owned by SANBAG to provide a more direct transportation solution and focus future development along a dedicated transit corridor.					
Project Benefits					<input type="checkbox"/> See page 2
The passenger rail project will provide an alternative mode of transportation for those in the corridor particularly for those currently using I-10. This will provide travel time savings not only to riders but to the entire network. The mode shift from driving to using transit will reduce congestion, travel times and emissions.					
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions					
Project Milestone					Proposed
Project Study Report Approved					NA
Begin Environmental (PA&ED) Phase					01/31/12
Circulate Draft Environmental Document				Document Type	EIR/EIS
Draft Project Report					06/30/14
End Environmental Phase (PA&ED Milestone)					NA
Begin Design (PS&E) Phase					03/31/15
End Design Phase (Ready to List for Advertisement Milestone)					10/31/15
Begin Right of Way Phase					04/30/17
End Right of Way Phase (Right of Way Certification Milestone)					10/31/15
Begin Construction Phase (Contract Award Milestone)					04/30/17
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/17
Begin Closeout Phase					01/31/20
End Closeout Phase (Closeout Report)					02/28/20
					08/31/20

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 11/23/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD					
Project Title: Redlands Passenger Rail Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	10,165							10,165	
PS&E	40,239							40,239	
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,900							5,900	
CON		22,611	148,979					171,590	
TOTAL	56,304	22,611	148,979					227,894	

Fund No. 1:	National Highway-NH RIP								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANBAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		22,611						22,611	
TOTAL		22,611						22,611	

Fund No. 2:	CMAQ								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANBAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			18,255					18,255	
TOTAL			18,255					18,255	

Fund No. 3:	LTF								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	912							912	SANBAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	912							912	

Fund No. 4:		Measure I Local							Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	9,253							9,253	SANBAG	
PS&E	40,239							40,239		
R/W SUP (CT)										
CON SUP (CT)										
R/W	5,900							5,900		
CON			61,571					61,571		
TOTAL	55,392		61,571					116,963		

Fund No. 5:		State Transit Assistance (STA)							Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									SANBAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			19,640					19,640		
TOTAL			19,640					19,640		

Fund No. 6:		FTA 5307							Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									SANBAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			33,592					33,592		
TOTAL			33,592					33,592		

Fund No. 7:		FTA 5337							Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									SANBAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			11,128					11,128		
TOTAL			11,128					11,128		

Fund No. 8:		CTSGP							Program Code	
Proposed Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			4,793					4,793		
TOTAL			4,793					4,793		

I-10 Express Lanes Phase 1

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	6/10/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08	0C251	0816000076	0134K	20159902		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	10	0	10	San Bernardino Associated Governments (SANBAG)		
LA	10	44.9	48.3	MPO	Element	
				SCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Chad Costello		(909)884-8276		ccostello@sanbag.ca.gov		
Project Title						
I-10 Corridor Express Lanes Phase I						
Location, Project Limits, Description, Scope of Work						
I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	San Bernardino Associated Governments (SANBAG)					
PS&E	San Bernardino Associated Governments (SANBAG)					
Right of Way	San Bernardino Associated Governments (SANBAG)					
Construction	San Bernardino Associated Governments (SANBAG)					
Purpose and Need						
<p>The purpose of the project is to improve traffic operations on the I-10 freeway in San Bernardino County to reduce congestion, increase throughput, and enhance trip reliability for the planning design year of 2045. The objectives of the project are to:</p> <ul style="list-style-type: none"> • Reduce volume-to-capacity (v/c) ratios along the corridor; • Improve travel times within the corridor; • To relieve congestion, improving traffic flow on the regional transportation system; • To address increased travel associated with existing and planned development; 						
Project Benefits						
<p>The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling. This project will be delivered using Design/Build method</p>						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				09/01/08		
Circulate Draft Environmental Document		Document Type	EIR/EIS	05/22/15		
Draft Project Report				09/06/15	12/31/15	
End Environmental Phase (PA&ED Milestone)				10/02/17	06/30/17	
Begin Design (PS&E) Phase				01/01/17	01/01/18	
End Design Phase (Ready to List for Advertisement Milestone)				06/01/20	01/01/18	
Begin Right of Way Phase				10/02/17	06/15/18	
End Right of Way Phase (Right of Way Certification Milestone)				06/01/19	01/15/19	
Begin Construction Phase (Contract Award Milestone)				07/01/20	01/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)				07/01/24	03/01/22	
Begin Closeout Phase				07/15/24	04/01/22	
End Closeout Phase (Closeout Report)				11/01/24	08/01/22	

SANBAG

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 6/10/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD, LA,	10, 10,	0C251	0816000076	0134K	
Project Title: I-10 Corridor Express Lane Phase I						

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+		Total
E&P (PA&ED)	21,750							21,750	San Bernardino Associated
PS&E			49,206					49,206	San Bernardino Associated
R/W SUP (CT)									San Bernardino Associated
CON SUP (CT)									San Bernardino Associated
R/W			11,930					11,930	San Bernardino Associated
CON					452,873			452,873	San Bernardino Associated
TOTAL	21,750		61,136		452,873			535,759	

Proposed Total Project Cost (\$1,000s)								Notes	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+		Total
E&P (PA&ED)	8,292							8,292	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			46,000					46,000	
CON			50,000	538,882				588,882	
TOTAL	8,292		96,000	538,882				643,174	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	San Bernardino Associated Gov
PS&E									\$1000 PAED voted 04/26/12
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Gov
PS&E			27,815					27,815	
R/W SUP (CT)									
CON SUP (CT)									
R/W			11,930					11,930	
CON									
TOTAL			39,745					39,745	

Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30,588					30,588	
TOTAL			30,588					30,588	

Fund No. 3: CMAQ - Congestion Mitigation (CMAQ)									Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Gov
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					46,134			46,134	
TOTAL					46,134			46,134	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Design-build PM Contract
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		46,000						46,000	
CON		34,000						34,000	
TOTAL		80,000						80,000	

Fund No. 4: Local Funds - SBD Co Measure I (XSBD)									Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	20,750							20,750	San Bernardino Associated Gov
PS&E			21,391					21,391	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					406,739			406,739	
TOTAL	20,750		21,391		406,739			448,880	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	7,292							7,292	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		16,000	172,021					188,021	
TOTAL	7,292	16,000	172,021					195,313	

Fund No. 5: TIFIA/Bond									Program Code
Existing Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANBAG
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			306,273					306,273	
TOTAL			306,273					306,273	

Fund No. 6:		Surface Transportation Program (STP)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				30,000				30,000		
TOTAL				30,000				30,000		

1-15 Express Lanes Phase 1

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

[General Instructions](#)

<input checked="" type="checkbox"/> New Project					Date:	12/15/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08	OR800	0812000184	0167M	20159901		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	15	0	11.0	SANBAG		
RIV	15	49.1	52.3	MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Dennis Saylor		(909) 884-8276		dsaylor@sanbag.ca.gov		
Project Title						
I-15 Express Lanes Phase I						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>The proposed I-15 Corridor Project extends for approximately 14 miles and would add two (2) Express Lanes in each direction along the I-15 Corridor between SR-60 and SR-210. The project limits at the southerly end extend approximately 1.3 miles south of the Cantu-Galleano Ranch Road Overcrossing to allow for the placement of advanced signage for Express Lanes. The project limits at the northerly end extend approximately 1.6 miles north of Duncan Canyon Road Overcrossing to accommodate the advanced signage.</p>						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	SANBAG					
PS&E	SANBAG					
Right of Way	SANBAG					
Construction	SANBAG					
Purpose and Need						<input type="checkbox"/> See page 2
<p>The I-15 corridor is experiencing considerable performance problems due to a number of interrelated factors. These factors include high truck volumes (10 to 15 percent of the total traffic), heavy traffic demand on weekends and weekdays, as well as a lack of other reliable travel options. Congestion is typically worsened on Friday afternoons and evenings in the northbound direction and Sunday afternoons and evenings in the southbound direction with demand being 10 to 15 percent higher than it is during the standard weekday peak periods.</p>						
Project Benefits						<input type="checkbox"/> See page 2
Express lanes will relieve congestion and improve traffic flow while reducing accident rates.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Proposed	
Project Study Report Approved					09/01/14	
Begin Environmental (PA&ED) Phase					10/01/14	
Circulate Draft Environmental Document				Document Type	ND/FONSI	04/01/17
Draft Project Report					04/01/17	
End Environmental Phase (PA&ED Milestone)					10/01/17	
Begin Design (PS&E) Phase					07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					06/01/20	
Begin Right of Way Phase					01/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/20	
Begin Construction Phase (Contract Award Milestone)					04/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/24	
Begin Closeout Phase					01/01/24	
End Closeout Phase (Closeout Report)					08/01/24	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 12/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD, RIV	15, 15	0R800	0812000184	0167M	
Project Title: I-15 Express Lanes Phase I						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	13,572							13,572	
PS&E				17,952				17,952	
R/W SUP (CT)									
CON SUP (CT)									
R/W					5,603			5,603	
CON						439,460		439,460	
TOTAL	13,572			17,952	5,603	439,460		476,587	

Fund No. 1:	National Hwy System - RIP								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANBAG
PS&E				15,000				15,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W					5,603			5,603	
CON						28,347		28,347	
TOTAL				15,000	5,603	28,347		48,950	

Fund No. 2:	SBD Co Measure I								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	13,572							13,572	SANBAG
PS&E				2,952				2,952	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						134,272		134,272	
TOTAL	13,572			2,952		134,272		150,796	

Fund No. 3:	TIFIA/Bond								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANBAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						276,841		276,841	
TOTAL						276,841		276,841	

I-215 Barton Road Interchange

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	9/29/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08	0J070	0800000282	0243K	SBD31850		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	215	0.7	2.0	San Bernardino Associated Governments (SANBAG)		
				MPO	Element	
				SCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Andrea Nieto		(909)884-8276		anieto@sanbag.ca.gov		
Project Title						
I-215/Barton Interchange Reconstruction						
Location, Project Limits, Description, Scope of Work						
In the city of Grand Terrace. Reconstruct Barton Road interchange.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	San Bernardino Associated Governments (SANBAG)					
PS&E	Caltrans					
Right of Way	San Bernardino Associated Governments (SANBAG)					
Construction	Caltrans					
Purpose and Need						
I-215/ Barton is the main access to the City of Grand Terrace. the project is designed to relieve traffic congestion. The project will reconstruct and improve the interchange to attain a desirable LOS in the future and to accommodate the future widening of the I-215 Freeway from I-10 to the San Bernardino/Riverside County line.						
Project Benefits						
The proposed construction will relive traffic congestion and reconfigure the southbound ramps to standards which will reduce accident rates. The project will also replace Barton Road overcrossing						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					06/19/07	
Circulate Draft Environmental Document					10/01/13	12/30/13
Draft Project Report					09/01/13	11/25/13
End Environmental Phase (PA&ED Milestone)					02/01/14	03/05/14
Begin Design (PS&E) Phase					02/01/14	03/06/14
End Design Phase (Ready to List for Advertisement Milestone)					03/01/16	04/03/17
Begin Right of Way Phase					02/01/14	03/06/14
End Right of Way Phase (Right of Way Certification Milestone)					03/01/16	02/01/17
Begin Construction Phase (Contract Award Milestone)					09/01/16	10/04/17
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/18	06/03/19
Begin Closeout Phase					09/02/18	06/04/19
End Closeout Phase (Closeout Report)					03/01/19	06/03/21

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/29/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD,	215,	OJ070	0800000282	0243K	
Project Title: I-215/Barton Interchange Reconstruction						

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+		Total
E&P (PA&ED)	2,365							2,365	San Bernardino Associated
PS&E	3,832							3,832	Caltrans
R/W SUP (CT)									San Bernardino Associated
CON SUP (CT)			7,698					7,698	Caltrans
R/W	22,336							22,336	San Bernardino Associated
CON			41,106					41,106	Caltrans
TOTAL	28,533		48,804					77,337	
Proposed Total Project Cost (\$1,000s)								Notes	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+		Total
E&P (PA&ED)	2,365							2,365	
PS&E	4,888							4,888	
R/W SUP (CT)	557							557	
CON SUP (CT)			7,698					7,698	
R/W	26,951							26,951	
CON			41,106					41,106	
TOTAL	34,761		48,804					83,565	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Gov
PS&E									\$17400 RW voted 05/21/14
R/W SUP (CT)									
CON SUP (CT)			7,698					7,698	
R/W	17,400							17,400	
CON			14,913					14,913	
TOTAL	17,400	22,611						40,011	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,698					7,698	
R/W	17,400							17,400	
CON			14,913					14,913	
TOTAL	17,400	22,611						40,011	

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Gov
PS&E	2,481							2,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,481							2,481	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,738							4,738	
R/W SUP (CT)	557							557	
CON SUP (CT)									
R/W	3,667							3,667	
CON									
TOTAL	8,962							8,962	

Fund No. 3:		Local Funds - SBD Co Measure I (XSBD)							Program Code	
Existing Funding (\$1,000s)									LOCAL FUNDS	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	2,365							2,365	San Bernardino Associated Gov	
PS&E	1,351							1,351		
R/W SUP (CT)										
CON SUP (CT)										
R/W	3,436							3,436		
CON		15,561						15,561		
TOTAL	7,152	15,561						22,713		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	2,365							2,365		
PS&E	150							150		
R/W SUP (CT)										
CON SUP (CT)										
R/W	5,884							5,884		
CON			15,561					15,561		
TOTAL	8,399		15,561					23,960		

Fund No. 4:		Local Funds - Surface Transportation Program (STP)							Program Code	
Existing Funding (\$1,000s)									20.10.400.335	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									San Bernardino Associated Gov	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	1,500							1,500		
CON		10,632						10,632		
TOTAL	1,500	10,632						12,132		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			10,632					10,632		
TOTAL			10,632					10,632		

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP

SANBAG 2016 STIP BOARD APPROVAL

Minute Action

AGENDA ITEM: 22

Date: *October 7, 2015*

Subject:

2016 State Transportation Improvement Program

Recommendation:

That the Board, acting as the San Bernardino County Transportation Commission, approve the following actions related to the 2016 State Transportation Improvement Program, as shown in Table 2:

- A. Propose programming of \$1.119 million in Fiscal Year 2019/2020 for Planning, Programming, and Monitoring activities.
- B. Propose an amendment to deprogram \$38.523 million of Regional Improvement Program construction funds in Fiscal Year 2018/2019 from I-215 Mount Vernon /Washington Street Interchange Improvement project and \$25 million of Regional Improvement Program construction funds in Fiscal Year 2017/2018 from State Route 210 Widening project.
- C. Propose an amendment to the current programming for the Interstate 10 Express Lane Phase I project to reduce Regional Improvement Program funds from \$39.745 million to \$30.588 million.
- D. Propose an amendment to the current programming for the I-215 Barton Road Interchange project to reprogram Regional Improvement Program construction funds of \$22.611 million from Fiscal Year 2016/2017 to 2017/2018 for the same amount.
- E. Nominate the following new projects for Regional Improvement Program funds to be submitted to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program:
 - i. Redlands Passenger Rail Project – Program \$22.611 million for construction in Fiscal Year 2016/2017.
 - ii. I-15 Express Lane Project- Program \$15 million for Final Design and \$5.603 million for Right of Way in Fiscal Year 2018/2019 and \$28.347 million for Construction in Fiscal Year 2020/21.

Background:

The State Transportation Improvement Program (STIP) is one of the oldest state transportation programs that provides funding for transportation projects. Prior to SB 45, Caltrans nominated the projects to be included in the STIP. After the enactment of SB 45 in 1997, the STIP was divided into two subprograms: the Regional Improvement Program (RIP) funded with 75% of the STIP, and the Interregional Improvement Program (IIP) funded with 25% of the STIP. The RIP is further divided between Northern and Southern California, and finally subdivided by formula into county shares. County shares are available solely for projects nominated by

Entity: *CTC*

regional agencies such as SANBAG. IIP projects are nominated by Caltrans. Funding levels for the STIP vary from year to year depending on the overall economic situation at the state and federal levels. The STIP draws its revenues from the State Highway Account (SHA), which is funded with various state and federal taxes on fuels. The California Transportation Commission (CTC) is responsible for developing STIP guidelines, approving the programming of projects submitted by regions and Caltrans for the inclusion in the STIP, allocating the STIP funds, and monitoring the delivery of STIP projects.

The STIP is a biannual program adopted no later than April 1 of each even numbered year. Development of the STIP starts with the adoption of the Fund Estimate (FE), usually in August of the previous year, followed by project submittals by the regions and Caltrans based on the target shares published in the FE. The FE is based on estimates of the tax revenues and assumptions on the new Federal Highway Act. The actual STIP funds available are dependent on the accuracy of these estimates. The STIP program may need to be adjusted if there is a large discrepancy between the actuals and the estimated. Considering the statewide nominations, the CTC, in collaboration with the applicants, makes necessary adjustments to the nominations to ensure that the overall program is solvent and in the best interest of the State. To obtain public input, the CTC conducts two STIP hearings, one in the north and one in the south.

Each new STIP covers a five-year period including 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.

2016 STIP Programming Capacity

The 2016 STIP programming cycle began with the CTC adopting the FE on August 27, 2015. The FE identified \$2.4 billion of programming capacity available statewide over the next five years. The 2016 STIP FE projects a new estimated STIP capacity of \$223 million over the FE period. However, when the projected shortfall of allocation capacity for Fiscal Year 2015/2016 is considered, the capacity is reduced to \$46 million. This is significantly less than the prior 2014 STIP new capacity of \$1.3 billion over the previous FE period. The reduction in new STIP capacity is primarily caused by the reduction in retail prices and consumption of gasoline and diesel fuel since the price based excise tax revenue for fuel has dropped nearly 45% from 0.22 cents per gallon in FY 2013/2014 to 0.12 cents per gallon in Fiscal Year 2015/2016. As a result and as reported at the July 1, 2015, SANBAG Board meeting, there is no new STIP programming capacity in either of the two years added to the five-year cycle of STIP programming (Fiscal Years 2019/2020 and 2020/2021). Because of the overall shortfall of the STIP, there will be constrained programming capacity and some current programming may be required to be delayed to later years.

Current programming for San Bernardino County totals about \$130 million, which includes all projects that have not received allocation of STIP funds from the CTC. The SANBAG Ten-Year Delivery Plan identified a total of \$184 million of STIP funding from the 2016 STIP period for the following projects:

- SR-210 Widening - \$25 million for construction in Fiscal Year 2017/2018, which is consistent with current programming.

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- I-10 Express Lanes - \$121.6 million for Plans, Specifications and Estimates (PS&E), Right-of-way (ROW) and Construction in Fiscal Year 2017/2018 to Fiscal Year 2019/2020. The current programming of \$40 million for the I-10 assumes the High Occupancy Vehicle alternative. The large amount of STIP shown in the Ten-Year Delivery Plan assumes a design-bid-build project delivery method. If a design-build method is selected, it could limit the opportunities for STIP funding because STIP rules require that all funding for a single contract be allocated in the year the contract is advertised. The programming capacity in the year of anticipated contract award will likely prohibit programming such a large amount of STIP on the project.
 - I-215 Barton Road Interchange - \$22.6 million for Construction in Fiscal Year 2016/2017, which is consistent with current programming.
- I-15 Express Lanes - \$14.8 million for Construction in Fiscal Year 2020/2021, which is currently not programmed in the STIP.

2016 STIP Programming - Recommended Priorities

Table 1 shows current STIP commitments approved by the SANBAG Board and the CTC during the 2014 STIP cycle and the estimated programming capacity for each year. Note that CTC has indicated that programming must be delayed from early years to beyond 2019 but has not provided county-level programming targets.

Table 1
Current STIP Programming and Estimated Capacity for San Bernardino County (\$000s)

Fiscal Year	2015/16	2016/17	2017/18	2018/19	2019/20-21
Current Programmed Project					
Planning Programming and Monitoring	\$1,200	\$1,270	\$1,270	\$1,270	
I-215 Mt Vernon/Washington Interchange Improvement*				\$38,523	
Rte 210 Widening, Highland Ave to San Bernardino Ave			\$25,000		
I-10 HOV lanes, Haven to Ford Street			\$39,745		
I-215 Barton Rd. Interchange Reconstruction		\$22,611			
Total Programmed	\$1,200	\$23,881	\$66,015	\$39,793	
Advanced/Overdrawn share from 2014 STIP				-\$91	
Lapsed funds returned from previous FY					\$0
Est. New Programming Capacity for FY 2019/20-2020/21					\$0
Total Estimated 2016 STIP Programming Capacity		\$23,881	\$66,015	\$39,702	\$0

Reference to Executive Order B-30-15 issued by the Governor requiring state agencies to implement measures to achieve reduction of greenhouse gas emissions to meet 2030 and 2050 emission reduction targets was included in the proposed 2016 STIP Guidelines. The Executive Order provides State agencies planning and investment principles such as:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;

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- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state’s most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

Regional agencies must consider these principle set by the Executive Order when proposing new programming of projects for the 2016 STIP. The CTC will also consider the Executive Order when approving programming recommendations for the 2016 STIP and when prioritizing allocations in cases of annual allocation capacity shortfalls.

In order to maximize the opportunity to receive STIP funds, staff recommends a strategic approach to programming by programming projects that demonstrate greenhouse gas reductions and sustainability to the extent alternative funding sources will allow. Table 2 details the proposed programming for the 2016 STIP.

Table 2
Proposed 2016 STIP Programming for San Bernardino County (\$000s)
(Amendments and Additions shown in bold)

Fiscal Year	2016/17	2017/18	2018/19	2019/20	2020/21
Proposed Programming					
Planning Programming and Monitoring	\$1,270	\$1,270	\$1,270	\$1,119	
I-215 Mt Vernon/Washington Interchange Improvement*			\$38,523		
Rte 210 Widening, Highland Ave to San Bernardino Ave		\$25,000			
I-10 Express Lanes Phase I		\$39,745			
		\$30,588			
I-215 Barton Rd. Interchange Reconstruction	\$22,611	\$22,611			
Redlands Passenger Rail Project	\$22,611				
I-15 Express Lanes Phase I			\$20,603		\$28,347
<i>Total Programmed</i>	<i>\$23,881</i>	<i>\$54,469</i>	<i>\$21,873</i>	<i>\$1,119</i>	<i>\$28,347</i>
Total Estimated 2016 STIP Programming Capacity	\$129,689				
Total Proposed Programming	\$129,689				
Capacity Remaining /(Advanced)	\$0				

**Project proposed to be removed per Board Action 7/2/2014*

Descriptions of the proposed programming and rationale are as follows:

- **Planning, Programming, and Monitoring:** 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.

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

SANBAG staff recommends programming 5% of the county share funds for this purpose. SANBAG relies on PPM funds for fundamental transportation commission activities such as transportation improvement program development, administration of state and federal transportation funds, and project delivery support. There is only sufficient funding capacity through Fiscal Year 2019/2020 at current funding levels. If future STIP cycles continue to have constrained capacity, staff will propose lower annual funding levels.

- I-215 Mount Vernon/Washington St. Interchange – This project is proposed for removal from the STIP per Board action to discontinue work on the project in July 2014.
- SR-210 Widening – Staff recommends removing this project from the proposed 2016 STIP. Although a greenhouse gas emissions study has not been conducted for this project, staff is concerned that capacity enhancing projects could be deprioritized by the CTC in years where allocation capacity is constrained. The current STIP funding of \$25 million for project construction in Fiscal Year 2017/2018 can be replaced by federal Surface Transportation Program funds without impacting the delivery schedule.
- I-10 Express Lane Phase I - Currently \$39.74 million is programmed in Fiscal Year 2017/2018 for ROW and PS&E for the I-10 HOV Lanes Addition Project from Haven Avenue to Ford Street. Because the SANBAG Board has approved the Express Lane alternative as the locally preferred alternative for the I-10 project, staff recommends amending the STIP programming to reflect that option as the design-build delivery method proposed for the express lanes will require a different programming structure than a design-bid-build project. Because this project is one of the more flexible projects in terms of funding eligibility, staff recommends reducing programming to \$30.59 million in Fiscal Year 2017/2018 to fit with the funding needs of the other proposed projects while demonstrating an effort to comply with the need to reduce near-term programming capacity. Staff is unsure how Express Lanes will fare in relation to Executive Order B-30-15, but because they encourage ridesharing and provide a means for maintenance of the improvements provided, staff is hopeful they will be looked on favorably for programming and allocation.
- I-215 Barton Road Interchange Reconstruction- Staff recommends delaying current programming of \$22.61 million for construction in Fiscal Year 2016/2017 to Fiscal Year 2017/2018, which is consistent with the current project schedule. Although staff is unsure how an interchange project will fare in a constrained allocation situation, this is the ideal programming scenario. Based on current revenue estimates, if the STIP funds are not available when the project is ready for construction, other projects such as SR-210 Widening, I-15 Express Lanes, or I-10 Express Lanes Phase 2 could be impacted as these projects share common fund sources. In this situation, decisions on funding priorities would be subject to SANBAG Board approval.

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- Redlands Passenger Rail Project- Staff recommends programming \$22.61 million of STIP for construction in Fiscal Year 2016/2017. The Redlands Passenger Rail project will construct a nine mile extension of passenger rail service from San Bernardino Transit Center to University of Redlands in the City of Redlands. This programming will replace a like amount of Congestion Mitigation and Air Quality (CMAQ) funds that are currently programmed for this project so that those funds can be programmed toward the displaced STIP capacity in the Freeway Program. This is the type of project that would receive priority for allocation in a situation of constrained allocation capacity; however, there is a risk that the CTC will not allow SANBAG to maintain the full programming amount in Fiscal Year 2016/2017 that was programmed in the 2014 STIP.
- I-15 Express Lanes Project - Staff recommends programming \$15 million for PS&E and \$5.6 million for ROW in Fiscal Year 2018/2019 and \$28.35 million for construction in Fiscal Year 2020/21. As with the I-10 Express Lanes Project, staff is unsure of how Express Lanes will fare in relation to Executive Order B-30-15, but because they encourage ridesharing and provide a means for maintenance of the improvements provided, staff is hopeful they will be looked on favorably for programming and allocation.

Staff will submit the proposed 2016 STIP programming to Southern California Association of Governments (SCAG) after SANBAG Board approval. SCAG will perform evaluation on project performance and cost effectiveness at a regional level for all proposed STIP projects as required by the 2016 STIP guidelines. The outcome of the evaluation will be included in the SANBAG 2016 STIP submittal to the CTC by the December 15, 2015, deadline. It is typical in constrained programming situations for the programming proposal to be an iterative process with CTC staff as they try to balance the statewide programming to annual allocation capacity. Any changes to the proposed programming will be communicated to the Board for approval. The CTC is scheduled to publish staff recommendations on February 19, 2016, and adopt the 2016 STIP at their meeting on March 16-17, 2016.

Financial Impact:

This item has no impact on the adopted Fiscal Year 2015/2016 Budget.

Reviewed By:

This item was reviewed by the General Policy Committee on September 9, 2015 and recommended for approval (10-2-0). Mayor Yates and Mayor Rigsby opposed recommendations C and E ii.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Minute Summary:

Board Members Tahan and Hagman opposed Recommendation C.
Board Members Yates and Robertson opposed Recommendations C and E, ii.
Board Member Wilson opposed Recommendation D

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Grand Terrace City Manager G. Harold Duff, stated he had concerns with Recommendation D. He was concerned that deferring funding to Fiscal Year 2017/2018 would require that the project would have to re-compete for funding with other projects and funding could be delayed further. Theron Roschen, a contract civil engineer for the City of Grand Terrace, stated the City of Grand Terrace supports the reprogramming of funds into a later year that meets the project schedule but wanted assurances that funding for the right-of-way phase would stay intact. Additionally, he was concerned about the criteria SANBAG would use when weighing the project against larger regional projects and whether or not SCAG will apply the same criteria when they review all proposed regional 2016 STIP projects. Board Members questioned whether or not the environmental impact report would be affected by the delay of the Barton Road Interchange project. They wanted to know if there was a guarantee that funding for this project would be available in the future. There were also questions about whether or not this was the first introduction of the Express Lanes project into the STIP and would it compete against existing projects. There was also a question as to why programming on the I-10 Express Lane Phase I project was being reduced by \$9.1 million. Staff addressed the City of Grand Terrace's concerns stating if STIP funds became unavailable it would be very easy to swap STIP funds with Measure I funds and the project would be kept on schedule to avoid having to re-draft the environmental impact report. Staff added this was the first time that Express Lanes were identified in the STIP, however, they had been previously listed as an HOV project and it would not be in competition with other projects since the necessary funding was available to keep all projects moving forward. Staff clarified that programming was not being reduced. The reduction of STIP funds was offset with other federal funding sources. Finally, staff reiterated that these recommendations were merely to move funds around with flexible funding sources to avoid jeopardizing projects as a result of the STIP funding shortage and restrictions imposed by the current administration.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Larry McCallon, Mayor ProTem, City of Highland
SECONDER:	Julie McIntyre, Mayor, City of Barstow
AYES:	Harrison, Hagman, Emick, McIntyre, Jahn, Yates, Graham, Navarro, Tahan, McCallon, Paget, Robertson, Davis, McEachron, Riddell, Huntington, Ramos, Gonzales, Wilson (Alt.), Bozar (Alt.), Dorst-Porada (Alt.)
ABSENT:	Kerr, Klink, Leonard, Rigsby, Eaton, Lovingood, Rutherford

Approved
Board of Directors
Date: October 7, 2015
Witnessed By:


V. Watson, Clerk of the Board 10/7/2015

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Section 17. Detailed Project Programming Summary Table
 (\$ in thousands)

San Bernardino

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
STIP Projects at Fund Estimate (August 2015)																
SANBAG		9811	Planning, programming, and monitoring	3,810		1,270	1,270	1,270	0	0	0	3,810	0	0	0	0
Caltrans	10	0134K	I-10 HOV lanes from Haven Ave to Ford	11,930	0	0	11,930	0	0	0	11,930	0	0	0	0	0
SANBAG	loc	0134K	I-10 HOV lanes from Haven Ave to Ford	27,815	0	0	27,815	0	0	0	0	0	1,000	27,815	0	0
SANBAG	loc	243K	I-215/Barton interchange reconstruction	22,611	0	22,611	0	0	0	0	0	14,913	0	0	0	7,698
SANBAG	loc	0242L	I-215 Mount Vernon/Washington interchange improvement	38,523	0	0	0	38,523	0	0	0	38,523	0	0	0	0
SANBAG	loc	0195N	Route 210 Lane addition Highland Ave to I-10	25,000	0	0	25,000	0	0	0	0	25,000	0	0	0	0
Total Existing STIP Projects				129,689	0	23,881	66,015	39,793	0	0	11,930	82,246	1,000	27,815	0	7,698
PROPOSED 2016 PROGRAMMING																
Highway Projects Proposals:																
SANBAG		9811	Planning, programming, and monitoring	4,929	0	1,270	1,270	1,270	1,119	0	0	4,929	0	0	0	0
SANBAG	loc	0134K	I-10 Express Lanes Phase I	30,588	0	0	30,588	0	0	0	0	30,588	0	0	0	0
SANBAG	loc	243K	I-215/Barton interchange reconstruction	22,611	0	0	22,611	0	0	0	0	14,913	0	0	0	7,698
SANBAG	loc	0242L	I-215 Mount Vernon/Washington interchange improvement	DELETE	0	0	0	0	0	0	0	0	0	0	0	0
SANBAG	loc	0195N	Route 210 Lane addition Highland Ave to I-10	DELETE	0	0	0	0	0	0	0	0	0	0	0	0
SANBAG	loc	0167M	I-15 Express Lanes Phase I	NEW	48,950	0	0	0	15,000	5,603	28,347	5,603	28,347	0	15,000	0
Subtotal, Highway Projects				107,078	0	1,270	54,469	16,270	6,722	28,347	5,603	78,777	0	15,000	0	7,698
SANBAG	loc		Redlands Passenger Rail Project	NEW	22,611	0	22,611	0	0	0	0	22,611	0	0	0	0
Subtotal, Transit Projects				22,611	0	22,611	0	0	0	0	0	22,611	0	0	0	0
Total Proposed 2016 STIP Programming				129,689	0	0	-11,546	-23,523	6,722	28,347	-6,327	19,142	0	-12,815	0	0
Remaining STIP Capacity				0												

