

<b>RTIP ID#</b> <i>(required)</i> 20179701									
<b>TCWG Consideration Date:</b> March 27, 2018									
<b>Project Description</b> <i>(clearly describe project)</i> This project is proposed to add eastbound and westbound auxiliary lanes, widen ramps and the S-W connector from I-15 in State Route 60 (SR-60) in San Bernardino County, from Post Mile (PM) R7.3 to R10.0.									
Segment 1 - PM 8.9 to 9.96 Adding auxiliary lanes in the westbound direction, widen westbound on-ramp from Milliken Avenue, widen eastbound on-ramp from Haven Avenue for CHP Enforcement, and widen westbound off-ramp to Haven Avenue. Also, the 1-15 S-W connector would be widened from one to two lanes from approximately 300 feet west of Milliken Avenue to eliminate the existing lane-drop and extend the outside lane from the connector to the Archibald Avenue westbound off-ramp.									
Segment 2- PM 7.35 to 9.11 Adding auxiliary lanes in the westbound direction, widen all the ramps at Archibald Avenue, add eastbound deceleration lane before Archibald Avenue. Due to the widening and reconfigurations, the following bridges will be widened: Deer Creek, Archibald Avenue, Cucamonga Creek and Haven Avenue (Tieback wall)									
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway									
<b>County</b> San Bernardino	<b>Narrative Location/Route &amp; Postmiles</b> On Route 60 Between 0.2 miles West of Cucamonga Creek Bridge and I -15 connector in the city of Ontario (PM R7.3 to R10.0)  <b>Caltrans Projects – EA#</b> 0E33U								
<b>Lead Agency:</b> Caltrans									
<b>Contact Person</b> Hoang Pham	<b>Phone#</b> (909) 383-6764	<b>Fax#</b>	<b>Email</b> hoang.pham@dot.						
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10 X</b>									
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>									
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b>									
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>									
<input type="checkbox"/> <b>Exempt</b>		<input checked="" type="checkbox"/> <b>Section 326 –Categorical Exemption</b>		<input type="checkbox"/> <b>Section 327 – Non-Categorical Exemption</b>					
<b>Current Programming Dates</b> <i>(as appropriate)</i>									
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>					
<b>Start</b>	05/01/2017	11/02/2018	11/01/2018	03/01/2021					
<b>End</b>	11/01/2018	05/15/2020	05/01/2020	06/01/2022					

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Purpose:**

The purpose of this project is to improve the operational efficiency on this segment of the freeway mainline and reduce congestion and vehicle delay. A reduction in crash potential is also expected as operational efficiency at the merge/diverge conflict point is improved allowing vehicles to enter or exit the freeway more smoothly.

**Need:**

State Route 60, within the project limits, currently operates at near capacity during peak periods. As a result, merge/diverge maneuvers at existing ramps and freeway connectors are severely restricted. The existing on- and off-ramps are, in general, single lane ramps providing limited storage capacity. The south to west connector reduces from two to one lane before it merges with the SR-60 westbound roadbed, creating a lane drop and a bottleneck that causes traffic to queue upstream creating additional congestion on southbound I-15. Congestion on this connector is further increased by merging traffic from the Milliken Avenue westbound on-ramp, and by the abrupt end of this connector at the Haven Avenue westbound off-ramp. The lack of storage capacity at on- and off-ramps and the constraining effects of a facility operating at capacity result in recurring congestion or bottlenecks that have adverse impacts on the safety and operational efficiency of the facility. Also, the recurring congestion is expected to worsen as traffic demand increases, bringing the facility to an operational breakdown.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Within the project limits, SR-60 consists of four mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction, divided by a concrete barrier. The inside and outside shoulder are 8 feet and 10 feet, respectively. The existing HOV lane and the inside lane are 11 feet wide, while the other three lanes are 12 feet wide. The structural section of the existing traveled way consists of Portland Cement Concrete Pavement and asphalt concrete pavement for the inside and outside shoulders. There are three local street interchanges within the project limits and a system interchange just east of the project limits.

The project transects portion of the city of Ontario that is characterized by various types of land uses and traffic generators. This segment consists of retail, commercial, and residential land uses as well as the Ontario International Airport.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility									
SR 60 East Bound	Opening Year (2022) No Build				Opening Year (2022) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
West of Vineyard Ave Off-Ramp	D	130,242	8.92%	11,613	D	130,242	8.92%	11,613	
Vineyard Ave Off-Ramp to On-Ramp	D	122,249	8.92%	10,900	D	122,249	8.92%	10,900	
Vineyard Ave On-Ramp to Archibald Ave Off-Ramp	D	130,806	8.92%	11,663	D	130,806	8.92%	11,663	Add decel lane approx. 1400 ft.
Archibald Ave Off-Ramp to On-Ramp	D	119,370	8.92%	10,644	D	119,370	8.92%	10,644	
Archibald Ave On-Ramp to Haven Ave Off-Ramp	D	128,256	8.92%	11,436	D	128,256	8.92%	11,436	Add decel lane approx. 1400 ft.
Haven Ave Off-Ramp to On-Ramp	D	121,010	9.16%	11,081	D	121,010	9.16%	11,081	
Haven Ave On-Ramp to Lane Addition	D	131,020	9.16%	11,998	D	131,020	9.16%	11,998	Extend existing two lanes to the existing ramp meter limit line
Lane Addition to Milliken Ave Off-Ramp	C	131,020	9.16%	11,998	C	131,020	9.16%	11,998	
Milliken Ave Off-Ramp to I-15 NB/SB Off-Connector	C	122,828	9.16%	11,248	C	122,828	9.16%	11,248	
I-15 NB/SB Off-Connector to Milliken Ave On-Ramp	B	68,867	9.16%	6,306	B	68,867	9.16%	6,306	
Milliken Avenue On-Ramp to I-15 NB On-Connector	B	72,324	9.16%	6,623	B	72,324	9.16%	6,623	
I-15 NB On-Connector to I-15 SB On-Connector	C	87,702	6.94%	6,090	C	87,702	6.94%	6,090	
I-15 SB On-Connector to Mission Blvd Off-Ramp	D	117,059	6.94%	8,129	D	117,059	6.94%	8,129	
Mission Blvd Off-Ramp to Etiwanda Ave On-Ramp	C	99,028	6.94%	6,877	C	99,028	6.94%	6,877	
East of Etiwanda Ave On-Ramp	D	107,224	4.77%	5,119	D	107,224	4.77%	5,119	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility									
SR 60 West Bound	Opening Year (2022) No Build				Opening Year (2022) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
East of Etiwanda Ave Off-Ramp	E	101,102	4.77%	4,827	E	101,102	4.77%	4,827	
Etiwanda Ave Off-Ramp to Mission Blvd On-Ramp	D	92,434	6.94%	6,419	D	92,434	6.94%	6,419	
Mission Blvd On-Ramp to I-15 NB/SB Off-Connector	F	108,843	6.94%	7,558	F	108,843	6.94%	7,558	
I-15 NB/SB Off-Connector to I-15 NB On-Connector	B	65,388	6.94%	4,541	B	65,388	6.94%	4,541	
I-15 NB On-Connector to Milliken Ave Off-Ramp	C	83,266	9.16%	7,625	C	83,266	9.16%	7,625	
Milliken Ave Off-Ramp to I-15 SB On-Connector	C	80,445	9.16%	7,367	C	80,445	9.16%	7,367	
I-15 SB On-Connector to Milliken Ave On-Ramp	C	116,044	9.16%	10,627	C	116,044	9.16%	10,627	
Milliken Ave On-Ramp to Haven Ave Off-Ramp	D	123,962	9.16%	11,352	D	123,962	9.16%	11,352	Converted trap lane to 5th GP Lane, add aux lane.
Haven Ave Off-Ramp to On-Ramp	D	113,715	9.16%	10,413	C	113,715	9.16%	10,413	Add 5th GP lane
Haven Ave On-Ramp to Archibald Ave Off-Ramp	F	124,842	9.16%	11,432	D	124,842	9.16%	11,432	Converted aux lane to 5th GP trap lane.
Archibald Ave Off-Ramp to On-Ramp	D	116,220	8.92%	10,363	D	116,220	8.92%	10,363	
Archibald Ave On-Ramp to Vineyard Ave Off-Ramp	E	124,951	8.92%	11,141	E	124,951	8.92%	11,141	
Vineyard Ave Off-Ramp to On-Ramp	D	117,594	8.92%	10,485	D	117,594	8.92%	10,485	
West of Vineyard Ave On-Ramp	D	124,953	8.92%	11,141	D	124,953	8.92%	11,141	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility									
SR 60 East Bound	Horizon Year (2045) No Build				Horizon Year (2045) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
West of Vineyard Ave Off-Ramp	E	149,453	8.92%	13,326	E	149,453	8.92%	13,326	
Vineyard Ave Off-Ramp to On-Ramp	D	140,281	8.92%	12,508	D	140,281	8.92%	12,508	
Vineyard Ave On-Ramp to Archibald Ave Off-Ramp	E	150,100	8.92%	13,384	E	150,100	8.92%	13,384	Add decel lane approx. 1400 ft.
Archibald Ave Off-Ramp to On-Ramp	D	136,977	8.92%	12,214	D	136,977	8.92%	12,214	
Archibald Ave On-Ramp to Haven Ave Off-Ramp	E	147,174	8.92%	13,123	E	147,174	8.92%	13,123	Add decel lane approx. 1400 ft.
Haven Ave Off-Ramp to On-Ramp	E	138,860	9.16%	12,716	E	138,860	9.16%	12,716	
Haven Ave On-Ramp to Lane Addition	D	150,346	9.16%	13,768	D	150,346	9.16%	13,768	Extend existing two lanes to the existing ramp meter limit line
Lane Addition to Milliken Ave Off-Ramp	D	150,346	9.16%	13,768	D	150,346	9.16%	13,768	
Milliken Ave Off-Ramp to I-15 NB/SB Off-Connector	C	140,946	9.16%	12,907	C	140,946	9.16%	12,907	
I-15 NB/SB Off-Connector to Milliken Ave On-Ramp	B	79,024	9.16%	7,236	B	79,024	9.16%	7,236	
Milliken Avenue On-Ramp to I-15 NB On-Connector	C	82,992	9.16%	7,600	C	82,992	9.16%	7,600	
I-15 NB On-Connector to I-15 SB On-Connector	D	100,638	6.94%	6,989	D	100,638	6.94%	6,989	
I-15 SB On-Connector to Mission Blvd Off-Ramp	E	134,325	6.94%	9,328	E	134,325	6.94%	9,328	
Mission Blvd Off-Ramp to Etiwanda Ave On-Ramp	D	113,635	6.94%	7,891	D	113,635	6.94%	7,891	
East of Etiwanda Ave On-Ramp	D	123,039	4.77%	5,874	D	123,039	4.77%	5,874	

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RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility									
SR 60 West Bound	Horizon Year (2045) No Build				Horizon Year (2045) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
East of Etiwanda Ave Off-Ramp	F	116,014	4.77%	5,539	F	116,014	4.77%	5,539	
Etiwanda Ave Off-Ramp to Mission Blvd On-Ramp	E	106,068	6.94%	7,366	E	106,068	6.94%	7,366	
Mission Blvd On-Ramp to I-15 NB/SB Off-Connector	F	124,898	6.94%	8,673	F	124,898	6.94%	8,673	
I-15 NB/SB Off-Connector to I-15 NB On-Connector	C	75,032	6.94%	5,211	C	75,032	6.94%	5,211	
I-15 NB On-Connector to Milliken Ave Off-Ramp	D	95,548	9.16%	8,750	D	95,548	9.16%	8,750	
Milliken Ave Off-Ramp to I-15 SB On-Connector	C	92,310	9.16%	8,453	C	92,310	9.16%	8,453	
I-15 SB On-Connector to Milliken Ave On-Ramp	D	133,160	9.16%	12,194	D	133,160	9.16%	12,194	
Milliken Ave On-Ramp to Haven Ave Off-Ramp	F	142,246	9.16%	13,026	E	142,246	9.16%	13,026	Converted trap lane to 5th GP Lane, add aux lane.
Haven Ave Off-Ramp to On-Ramp	E	130,488	9.16%	11,949	D	130,488	9.16%	11,949	Add 5th GP lane
Haven Ave On-Ramp to Archibald Ave Off-Ramp	F	143,256	9.16%	13,118	D	143,256	9.16%	13,118	Converted aux lane to 5th GP trap lane.
Archibald Ave Off-Ramp to On-Ramp	E	133,363	8.92%	11,891	E	133,363	8.92%	11,891	
Archibald Ave On-Ramp to Vineyard Ave Off-Ramp	E	143,381	8.92%	12,785	E	143,381	8.92%	12,785	
Vineyard Ave Off-Ramp to On-Ramp	E	134,939	8.92%	12,032	E	134,939	8.92%	12,032	
West of Vineyard Ave On-Ramp	E	143,384	8.92%	12,785	E	143,384	8.92%	12,785	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT									
SR 15 Northbound	Opening Year (2022) No Build				Opening Year (2022) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
South of SR-60 EB Off-Connector	C	94,060	7.35%	6,913	C	94,060	7.35%	6,913	
SR-60 EB Off-Connector to SR-60 WB Off-Connector	C	78,683	7.35%	5,783	C	78,683	7.35%	5,783	
SR-60 WB Off-Connector to SR-60 WB On-Connector	C	60,804	7.35%	4,469	C	60,804	7.35%	4,469	
SR-60 WB On-Connector to SR-60 EB On-Connector	C	85,850	7.35%	6,310	C	85,850	7.35%	6,310	
SR-60 EB On-Connector to Lane Drop	D	122,713	7.35%	9,019	D	122,713	7.35%	9,019	
Lane Drop to Jurupa St Off-Ramp	E	122,713	7.35%	9,019	E	122,713	7.35%	9,019	

SR 15 Southbound	Opening Year (2022) No Build				Opening Year (2022) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
Jurupa St On-Ramp to SR-60 EB/WB Off-Connector	B	115,290	7.35%	8,474	B	115,290	7.35%	8,474	
SR-60 EB/WB Off-Connector to SR-60 EB On-Connector	C	50,334	7.35%	3,700	C	50,334	7.35%	3,700	
SR-60 EB On-Connector to SR-60 WB On-Connector	D	67,434	7.35%	4,956	D	67,434	7.35%	4,956	
South of SR-60 EB On-Connector	D	85,843	7.35%	6,309	D	85,843	7.35%	6,309	

Intersection	Opening Year (2022) No Build		Opening Year (2022) Build		Notes
	LOS	Total AADT	LOS	Total AADT	
Archibald Ave/SR-60 EB	C	55,371	C	55,371	
Archibald Ave/SR-60 WB	C	51,424	C	51,424	
Haven Ave/SR-60 EB	C	48,705	C	48,705	
Haven Ave/SR-60 WB	B	59,051	B	59,051	
Milliken Ave/SR-60 EB	D	31,018	D	31,018	
Milliken Ave/SR-60 WB	C	40,415	C	40,415	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT									
SR 15 Northbound	Horizon Year (2045) No Build				Horizon Year (2045) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
South of SR-60 EB Off-Connector	D	107,935	7.35%	7,933	D	107,935	7.35%	7,933	
SR-60 EB Off-Connector to SR-60 WB Off-Connector	D	90,289	7.35%	6,636	D	90,289	7.35%	6,636	
SR-60 WB Off-Connector to SR-60 WB On-Connector	D	69,773	7.35%	5,128	D	69,773	7.35%	5,128	
SR-60 WB On-Connector to SR-60 EB On-Connector	D	98,513	7.35%	7,241	D	98,513	7.35%	7,241	
SR-60 EB On-Connector to Lane Drop	E	140,813	7.35%	10,350	E	140,813	7.35%	10,350	
Lane Drop to Jurupa St Off-Ramp	F	140,813	7.35%	10,350	F	140,813	7.35%	10,350	

SR 15 Southbound	Horizon Year (2045) No Build				Horizon Year (2045) Build				Notes
	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	LOS	Total AADT	Heavy Truck %	Heavy Truck AADT	
Jurupa St On-Ramp to SR-60 EB/WB Off-Connector	F	132,296	7.35%	9,724	B	132,296	7.35%	9,724	
SR-60 EB/WB Off-Connector to SR-60 EB On-Connector	C	57,759	7.35%	4,245	C	57,759	7.35%	4,245	
SR-60 EB On-Connector to SR-60 WB On-Connector	D	77,380	7.35%	5,687	D	77,380	7.35%	5,687	
South of SR-60 EB On-Connector	D	98,505	7.35%	7,240	D	98,505	7.35%	7,240	

Intersection	Horizon Year (2045) No Build		Horizon Year (2045) Build		Notes
	LOS	Total AADT	LOS	Total AADT	
Archibald Ave/SR-60 EB	C	63,538	C	63,538	
Archibald Ave/SR-60 WB	D	52,671	D	52,671	
Haven Ave/SR-60 EB	C	55,888	C	55,888	
Haven Ave/SR-60 WB	C	67,762	C	67,762	
Milliken Ave/SR-60 EB	E	35,593	E	35,593	
Milliken Ave/SR-60 WB	C	46,377	C	46,377	



**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*)

The proposed project would improve overall performance and reduce congestion within the project limits by removing an existing bottleneck. Traffic volumes are going to be the same With Project vs. Without Project. The proposed auxiliary lane improvement gives the highest density result. LOS improvement were seen in the segments where improvements are being proposed. The intersection analysis results in no change in LOS.

**Comments/Explanation/Details** (*attach additional sheets as necessary*)

The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" (POAQC) are required to perform a PM2.5 and PM10 hot-spot analysis. EPA defines POAQCs as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM2.5 SIP as a localized air quality concern. A discussion of the proposed project compared to POAQCs, as defined by 40 CFR 93.123(b)(1), is provided below:

**(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;**

The proposed project involves adding auxiliary lanes and widening ramps, but would not involve a new or expanded highway. The project would not change surrounding land uses such that a significant increase in diesel vehicles would occur.

**(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;**

Intersections in the project vicinity would operate at LOS D, E, or F under the Build and No Build alternatives at both Opening Year 2022 and Horizon Year 2045. However, it would operate at the same LOS or better under the Build Alternative relative to the No Build Alternative. The increases in volumes are not expected to increase diesel truck traffic, as land uses in the project vicinity are almost entirely residential.

**(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;**

The proposed project has no bus or rail terminal component, or affect any bus terminals or transfer points.

**iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and**

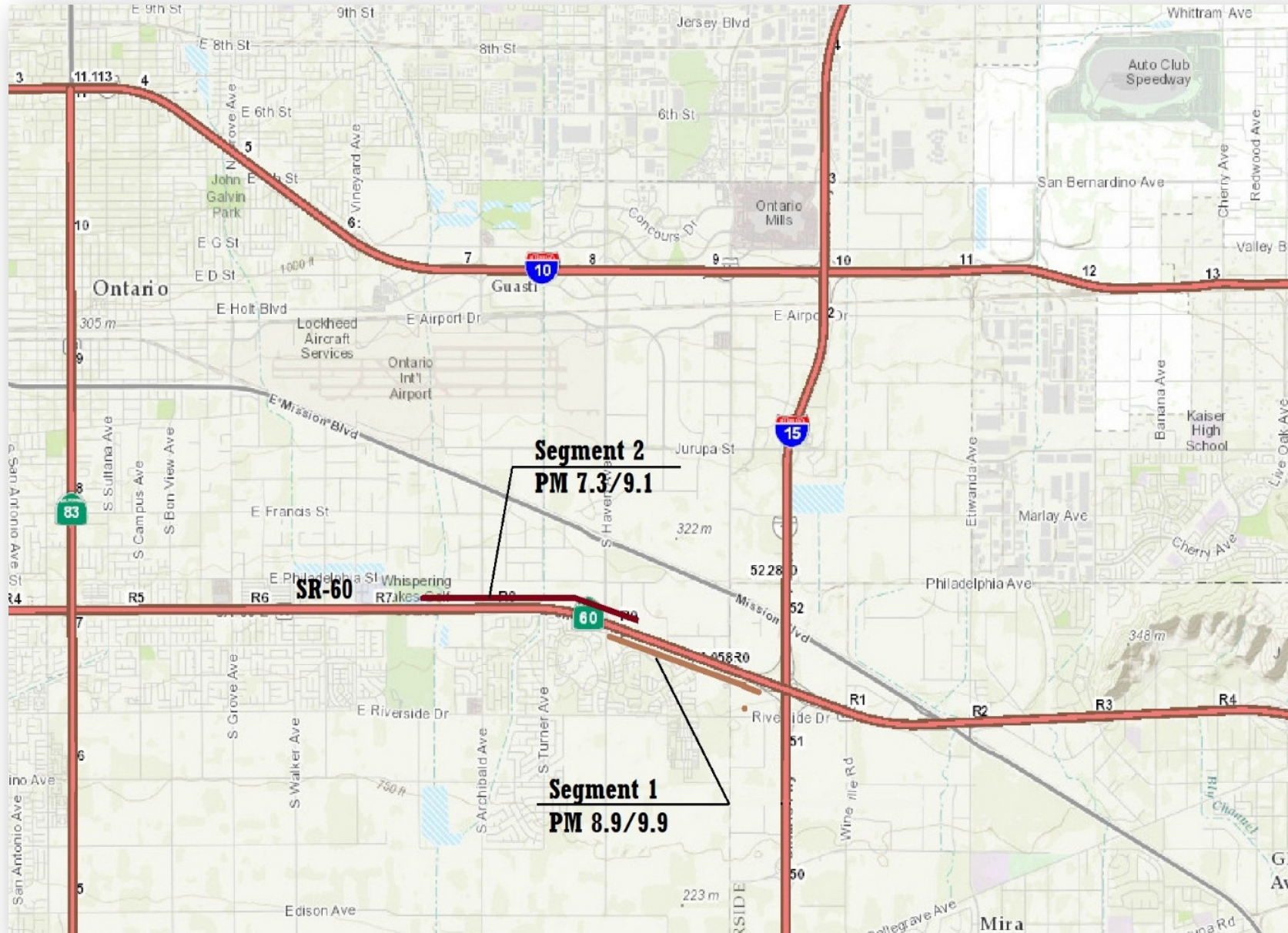
The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

**(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**

The project site is not in or affecting locations, areas, or categories of sites that are identified in a PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed project would not be considered a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1). Traffic volumes would be the same under the Build Alternative relative to the No Build Alternative. Truck composition of total AADT would be slightly over 8% and the traffic volumes between 104,000 to 129,000. The existing truck percentage is about the same for the Opening Year (2022) and Horizon Year (2045). The Horizon Year AADT increases 15% in comparison of the Existing Year. In addition, It is not a new or expanded highway. Therefore, the example of 125,000 AADT and 8% diesel trucks is not applicable. Substantial PM2.5 and PM10 emissions increase are not anticipated under the Build Alternative relative to the No Build Alternative. A quantitative hot-spot evaluation would not be required. It is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of national AAQS for PM2.5 or PM10.

# Vicinity Map





## 2017 Federal Transportation Improvement Program

San Bernardino County  
State Highway  
Including Amendments 1 - 17  
(In 000' s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
34770	San Bernardino	MDAB		34770	CAX67	58	143.5	12.9			S	NON-EXEMPT	14	
Description: 0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58 (PPNO: 0215C)														
Fund		ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019		2019/2020	2020/2021	2021/2022	Total
STIP ADVANCE CON-IIP		21,514	30,792	192,630	244,936	52,306		77,800	84,235		30,595			244,936
34770 Total		21,514	30,792	192,630	244,936	52,306		77,800	84,235		30,595			244,936

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
201114	San Bernardino	SCAB		4M04050	CAX75	60	1.1	3.55			S	NON-EXEMPT	6	
Description: WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.														
Fund		ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019		2019/2020	2020/2021	2021/2022	Total
CITY FUNDS		250	100	250	600	250		100	250					600
DEVELOPER FEES		3,026	677	9,654	13,357	3,026		677	9,654					13,357
SBD CO MEASURE I		1,030	474	6,765	8,269	1,030		474	6,765					8,269
201114 Total		4,306	1,251	16,669	22,226	4,306		1,251	16,669					22,226

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
200604	San Bernardino	SCAB		200604	CARH3	60	5.1	1			S	NON-EXEMPT	0	
Description: SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES														
Fund		ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019		2019/2020	2020/2021	2021/2022	Total
DEVELOPER FEES		3,681			3,681			1,227	2,454					3,681
SBD CO MEASURE I		3,940			3,940			1,313	2,627					3,940
200604 Total		7,621			7,621			2,540	5,081					7,621

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
200602	San Bernardino	SCAB		200602	CARH3	60	6.86	1			S	NON-EXEMPT	0	
Description: SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES														
Fund		ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019		2019/2020	2020/2021	2021/2022	Total
DEVELOPER FEES		4,596			4,596			4,596						4,596
SBD CO MEASURE I		3,025			3,025			3,025						3,025
200602 Total		7,621			7,621			7,621						7,621

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
20179701	San Bernardino	SCAB		4M07008	CAY63	60	7.35	10			S	NON-EXEMPT	14	
Description: In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.														
Fund		ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019		2019/2020	2020/2021	2021/2022	Total
SHOPP - ADVANCE CONSTRUCTION		6,870	730	28,062	35,662						35,662			35,662
20179701 Total		6,870	730	28,062	35,662						35,662			35,662