ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

I-10 Corridor Freight and Managed Lane Project

Resolution TCEP-P-2324-03B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☑ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 1/25/2024 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, San Bernardino County Transportation Authority, and the Implementing Agency, San Bernardino County Transportation Authority, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the I-10 Corridor Freight and Managed Lane Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution TCEP G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 San Bernardino County Transportation Authority agrees to secure funds for any additional costs of the project.

4.6 San Bernardino County Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 San Bernardino County Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 San Bernardino County Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: I-10 Corridor Freight and Managed Lane Project

Resolution: TCEP-P-2324-03B

(to be completed by CTC)

Ray Wolfe
Ray Wolfe (Jan 8, 2024 15:17 PST)

Jan 8, 2024
Date

Raymond W. Wolfe
Executive Director

Project Applicant

Ray Wolfe
Ray Wolfe (Jan 8, 2024 15:17 PST)

Jan 8, 2024
Date

Raymond W. Wolfe
Executive Director

Implementing Agency

01/12/2024
Date

Catalino A. Pining III
District Director
California Department of Transportation

01/19/2024
Date

Tony Tavares
Director
California Department of Transportation

03/19/2024
Date

Tanisha Taylor
Executive Director
California Transportation Commission

B. FACT SHEET – INTERSTATE 10 CORRIDOR FREIGHT AND MANAGED LANE PROJECT

Project Scope

The **Interstate 10 (I-10) Corridor Freight and Managed Lane Project** is a collaborative effort by the San Bernardino County Transportation Authority and Caltrans District 8 to improve efficiency, operations, and safety by taking a "managed lane" approach to: 1) address a nationally-significant freight bottleneck and 2) provide incentives for use of transit and shared rides that do not currently exist on this section of I-10. The segment extends from Interstate 15 in Ontario to Pepper Avenue in Colton, a distance of 11.1 miles. It will construct two auxiliary lanes and lengthen two acceleration lanes to strategically improve truck operations and safety, involving the Cherry, Sierra, Riverside, and Pepper Ave. interchanges. Currently, eastbound queues of trucks and other traffic regularly extend from these interchanges all the way back to the I-10/I-15 interchange in the PM peak period. **The I-10/I-15 interchange is ranked the 9th most critical truck bottleneck in the U.S.** by the American Transportation Research Institute.

Also included are single high-occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the express/managed lanes currently under construction on I-10 west of I-15. These managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles, consistent with the intent of the state's Climate Action Plan for Transportation Infrastructure (CAPTI). Note that the adopted alternative for this segment of I-10 was previously two managed lanes in each direction. The concept for this segment has now been modified to single lane HOT, in response to CAPTI, reducing vehicle miles traveled (VMT) and greenhouse gas emissions from the original dual-lane concept.

Funding will be contributed to zero-emission infrastructure for trucks at two sites: battery-electric charging for a innovative "truck-as-a-service" facility at a location in San Bernaridino just off I-10, and a fueling site for hydrogen fuel cell (HFC) trucks in Colton.

The project will:

- Improve the efficiency and reliability of regional freight flows by addressing the I-10/I-15 truck bottleneck.
- Improve safety and upgrade this 60-year-old facility to current standards, including median improvements and replacement of 5 miles of older thrie-beam guardrail
- Transition Interstate 10 to a truly managed multimodal facility that will better address the needs of freight, transit, shared-ride travel.

Nominating Agency:
San Bernardino County Transportation Authority

Oblique Aerial of I-10 Segment (in red) looking from west to east across I-15.

Project Cost:

- PS&E and Proj. Mgmt. - $86.34 million
- Right-of-Way – $6 million
- Construction – $704 million
- Total - $796 million for I-10 infrastructure
- $10 million for zero-emission fueling

Project Schedule:

- End Environmental – July 2017
- End Design/Ready-to-List – 04/01/2024
- End ROW Phase – 04/01/2024
- End Construction – 10/01/2026

Project Benefits: Outcomes

1. How community input and Caltrans/SBCTA project decisions led to a better outcome:

Prior to the environmental process for the I-10 project (from the LA County line to Redlands), there had been no outreach on the concept of high occupancy toll lanes or roadway pricing in San Bernardino County. The public engagement process was therefore designed, in part, to help familiarize residents and businesses with the overall concept, focused on both I-10 and I-15 managed lanes. This broad-based public engagement over 3 years (2015-2017) was consistent and comprehensive.

Even prior to that, a report entitled *Equity Assessment for I-10 and I-15 in San Bernardino County* was prepared by SBCTA in 2013. The purpose of the assessment was to determine how the prospective express/managed lane projects could impact disadvantaged communities and how to mitigate those impacts. More recently, the SBCTA Board endorsed a down-sized version of the project, originally planned with two managed lanes in each direction, in response to CAPTI, as indicated above.

Consequently, the right-of-way requirements were much more limited, and the project does not anticipate displacing or acquiring property from disadvantaged communities. This and the zero-emission fueling infrastructure initiative are important because the air quality impacts and other proximity impacts of the logistics industry in general have been of great concern to communities in southwestern San Bernardino County and northwestern Riverside County.

2. Key benefits and metrics:

- The project components combine to yield a benefit/cost (B/C) ratio of 8.0. This represents over **500 million person-hours of savings** over the 20-year analysis period. Freight benefits amount to $1.4 billion over the 20 year life-cycle.
- The project will allow for **better overall corridor management** for freight, transit, and shared-ride modes. Southern California is building a world-class managed lanes network to prepare the region for better multimodal traffic management, and this I-10 segment is an essential part of that planned regional network.
- The downsized approach together with the benefits to transit, shared-ride travel, and a local jumpstart to zero-emission truck fueling/charging is a **win-win approach to addressing the mobility needs and the impacts transportation can have on disadvantaged communities.** This is not simply a stand-alone project but part of a truly multimodal program of projects to improve mobility. The I-10 concept has been tailored to optimize improvements to critical freight bottlenecks while also providing incentives for transit, shared-ride travel, and accelerating the turnover in truck fleets to zero-emission

3. Equity:

In addition to what is discussed in No. 1 above, it should be noted that SBCTA, RCTC, and LA Metro were involved in a joint effort to produce the 2009 report *Healthy Communities and Healthy Economies: A Toolkit for Goods Movement.* The toolkit grew out of the Caltrans-funded effort: "*Environmental Justice Analysis and Community Outreach Study*," the outreach for which is described in more detail in the application. The Toolkit provides practical tools for avoiding, minimizing, and mitigating the impacts of goods movement activities on local communities, while also recognizing the economic benefits that the logistics industry brings, and these strategies are being incorporated into local jurisdiction planning policies and practices in the Inland Empire as logistics development continues. This has occurred in the context of San Bernardino Countywide Vision, which was adopted in 2011 and drives much of the sustainability, equity, health, economic, and other environmental initiatives in the county. This, too, is explained in greater detail in the application.

EXHIBIT C

Appendix B. Performance Measures and Indicators: TCEP 2022 I-10 Corridor Freight and Managed Lane Project

							Notes
Existing Average Annual Vehicle Volume on Project Segment			85,775,000				Cal-BC ADT x 365 (derived from Caltrans count data)
Estimated Annual Vehicle Truck Percent on Porject Segment			11%				Cal-BC (derived from Caltrans truck count data)
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project			110,000,780				Cal-BC ADT x 365 for Year 20
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project			11%				Cal-BC and Caltrans Count Data
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**	
Congestion Reduction	Change in Daily Vehicle Hours of Delay	All	69,816	246,690	(176,874)	Decrease	Calculation from CalBC Emissions Tab Data, on I-10 segment, Y20
	Change in Daily Truck Hours of Delay	All (except rail)	8,625	27,136	(18,511)	Decrease	Calculation from CalBC Emissions Tab Data, on I-10 segment, Y20
	(Optional) Person Hours of Travel Time Saved	All			(70,786)	Decrease	Daily avg. from CalBC results page (Annual Avg./365)
	(Optional) Daily Truck Trips Due to Mode Shift				-		
	(Optional) Daily Truck Miles Traveled Due to Mode Shift						
	(Optional) Other Information: Daily Vehicle Hours of Travel Time Reduction	All	120,817	297,691	(176,874)	Decrease	Calculation from CalBC Emissions Tab Data, on I-10 segment, Y20
Throughput (Freight)	Change in Annual Truck Volume	Highway, road, and port projects only	12,431,595	12,431,595	-	No change	On I-10 segment only, Y20. Focus is on efficiency of truck movement. But see narrative of application to see scenarios. Could be as much as 3300 trucks/day increase
	Change in Rail Volume	Rial	Not Applicable				
	(Optional) Change in Cargo Volume	Transit Rail and Transit Bus	Not Applicable				
	(Optional) Other Information	All	Not Available				
System Reliability (Freight)	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only	1.56	3.42	(1.86)	Decrease	Off-peak speed divided by peak speed, truck only, Year 1 from CalBC

(Freight)	(Optional) Other Information: Daily Vehicle Hours of Travel Time Reduction (study area)	All					
Velocity (Freight)	Travel time or total cargo transport time	All	14,235	32,746	(18,511)	Decrease	Daily truck VHT per CalBC, Year 20.
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	41.7	19.0	22.7	Increase	Peak period truck MPH per CalBC Year 1
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	Not Applicable				
	(Optional) Other Information	All	Not Available				
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**	
Air Quality	Particulate Matter (PM 10)	All			(15)	Decrease	On I-10 segment, over 20 years - changes directly from CalBC
	Particulate Matter (PM 2.5)				(14)	Decrease	
	Carbon Dioxide (CO2)				(723,465)	Decrease	On I-10 segment, over 20 years
	Volatile Organic Compounds (VOC)				(159)	Decrease	On I-10 segment, over 20 years
	Sulphur Dioxides (SOx)				(7)	Decrease	On I-10 segment, over 20 years
	Carbon Monoxide (CO)				(884)	Decrease	On I-10 segment, over 20 years
	Nitrogen Oxides (NOx)				(176)	Decrease	On I-10 segment, over 20 years
Safety	Number of Fatalities	All	14.0	14.0	-	No change	From CA Transportation Injusy Mapping System (TIMS) - No change to fatal rate per Perf. Measures
	Rate of Fatalities per 100 Million VMT		0.051	0.051	-	No change	No change to fatal rate per Perf. Measures Guidebook
	Number of Serious Injuries		839	932	(93)	Decrease	TIMS - 10% reduction with build scenario. See text and FHWA Desk Reference for Crash Reduction
	Rate of Serious Injuries per 100 Million VMT		0.309	0.343	(0.03)	Decrease	TIMS - 10% reduction with build scenario. See text and FHWA Desk Reference for Crash Reduction Factors
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries				-		
	(Optional) Other Information		Not Available				
Cost Effectiveness	Cost-Benefit Ratio	All	8.0		8.0	Increase	Ratio of benefits to cost, per Cal-B/C
	(Optional) Other Information		Not Available				
Economic Development	Jobs Created	All	10,348	-	10,348	Increase	13 Jobs/$M
	(Optional) Other Information		Not Available				

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0005 v1

Amendment (Existing Project)	☒ YES	☐ NO				Date	12/21/2023 13:33:28
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
08	1P710	0824000092	1325	San Bernardino County Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou	10	10.000	16.600		
				MPO	**Element**
				SCAG	Capital Outlay

Project Manager/Contact	Phone	Email Address
Sal Chavez	909-884-8276	schavez@gosbcta.com

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: I-15 to Sierra Avenue, Contract 2A

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

The Contract 2A component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 13.4 lane miles on I-10 from I-15 in Ontario to Sierra Ave in Fontana and approximately 0.35 lane miles of auxiliary lane going eastbound (EB) only, between Cherry Ave and Citrus Ave.

The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a total distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved	04/15/2016	
Begin Environmental (PA&ED) Phase	09/01/2012	09/01/2012
Circulate Draft Environmental Document — Document Type EIR/EIS	04/01/2016	04/01/2016
Draft Project Report	03/15/2016	03/15/2016
End Environmental Phase (PA&ED Milestone)	07/06/2017	07/06/2017
Begin Design (PS&E) Phase	07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2024	04/01/2024
Begin Right of Way Phase	11/01/2022	11/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2024	04/01/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2026	10/01/2026
Begin Closeout Phase	10/01/2026	10/01/2026
End Closeout Phase (Closeout Report)	10/01/2027	10/01/2027

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0005 v1

Date 12/21/2023 13:33:28

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Contract 2A component is a necessary component to be able to achieve the purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct one lane in each direction on I-10 from I-15 in Ontario to Sierra Ave in Fontana. Contract 2A will construct approximately 13.4 lane miles, approximately 0.35 miles of auxiliary lane and includes the widening of five structures: Day Canyon Channel Bridge, Etiwanda Wash, Valley Blvd, Etiwanda-San Sevaine Channel, and Kaiser Spur. The outputs that will be delivered as part of the TSP Component of the I-10 Corridor Freight and Managed Lane Project are tolling system infrastructure necessary for the lanes constructed under Contract 2A to operate as HOT lanes.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.35
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	13.4

Date 12/21/2023 13:33:28

Additional Information

The preconstruction phase of this project is being delivered under PPNO 3019M. All preconstruction funding is removed from this ePPR and shown under PPNO 3019M to eliminate duplication of fund data,
This project is one of the three child projects that will construct and deliver the entire project scope of the project.

"Scope and Location" section continued:
In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0005 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P710	0824000092	1325

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: I-15 to Sierra Avenue, Contract 2A

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	46,440							46,440	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)		7,008						7,008	San Bernardino County Transportatio
R/W	3,000							3,000	San Bernardino County Transportatio
CON		368,710						368,710	San Bernardino County Transportatio
TOTAL	49,440	375,718						425,158	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		375,718						375,718	
TOTAL		375,718						375,718	

Fund #1:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	34,491							34,491	PS&E includes $8.700M in SBCTA Project Management costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON		300,718						300,718	
TOTAL	37,491	300,718						338,209	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		300,718						300,718	
TOTAL		300,718						300,718	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0005 v1

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	11,949							11,949	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,949							11,949	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$75M for Construction of mainline. CON includes $7.008M for Caltrans support costs.
R/W SUP (CT)									
CON SUP (CT)		7,008						7,008	
R/W									
CON		67,992						67,992	
TOTAL		75,000						75,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$75M for Construction of mainline; $7.008M may be used for Caltrans support costs.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		75,000						75,000	
TOTAL		75,000						75,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0005 v1

Complete this page for amendments only Date 12/21/2023 13:33:28

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P710	0824000092	1325

SECTION 1 - All Projects

Project Background

The Contract 2A component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 13.4 lane miles on I-10 from I-15 in Ontario to Sierra Ave in Fontana and approximately 0.35 lane miles of auxiliary lane going eastbound (EB) only, between Cherry Ave and Citrus Ave.

The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a total distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety.

Programming Change Requested

In Fund #3, TCEP: to combine the amount in CON Support and the amount in CON and show those costs in CON only. To refine scope, output information, and project limits to reflect Contract 2A rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

Reason for Proposed Change

In Fund #3, TCEP: CON Support was programmed separately from CON. However, this is only done for Caltrans-implemented projects. As this is a locally-led project, the amount shown in CON Support and the amount in CON should be combined and shown in the CON Phase. To refine scope, output information, and project limits to reflect Contract 2A rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

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

Proposed change does not delay any component of the project.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

In Fund #3, TCEP: request to combine the amount in CON Support and the amount in CON and show those costs in CON only.
CON Support was programmed separately from CON, and this is only done for Caltrans-implemented projects. The Interstate 10 Corridor Freight and Managed Lane Project: I-15 to Sierra Avenue, Contract 2A is a locally-led project.
To refine scope, output information, and project limits to reflect Contract 2A rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.
This change does not impact the scope, cost, or schedule of Contract 2A nor does it impact the scope, cost, schedule, or benefits of the overall I-10 Corridor Freight and Managed Lane Project.

Approvals

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

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Amendment (Existing Project)	☒ YES	☐ NO				Date	12/21/2023 13:35:21
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
08	1P740	0824000096	1328	San Bernardino County Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou					
				MPO	**Element**
				SCAG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, WattEV

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

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site on E Street in the City of San Bernardino in San Bernardino County.

The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved	11/22/2022	
Begin Environmental (PA&ED) Phase	09/01/2012	02/12/2022
Circulate Draft Environmental Document — Document Type CE	04/01/2016	03/28/2022
Draft Project Report	03/15/2016	11/01/2023
End Environmental Phase (PA&ED Milestone)	07/06/2017	04/30/2022
Begin Design (PS&E) Phase	07/01/2022	01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	11/01/2024	06/05/2024
Begin Right of Way Phase	01/01/2023	06/05/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2024	06/05/2024
Begin Construction Phase (Contract Award Milestone)	05/01/2025	08/22/2024
End Construction Phase (Construction Contract Acceptance Milestone)	05/01/2027	12/15/2024
Begin Closeout Phase	05/01/2027	01/15/2025
End Closeout Phase (Closeout Report)	05/01/2028	01/15/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Date 12/21/2023 13:35:21

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the I-10 Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site in San Bernardino in San Bernardino County. WattEV has secured a site located on E Street, south of Orange Show Road, in the City of San Bernardino. The Zero-emission Fueling Infrastructure component, WattEV Contract, is a necessary component to be able to achieve the overall purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct a publicly accessible medium- and heavy-duty battery-electric vehicle charging station to add to existing infrastructure that is necessary to create a network that will enable zero-emission goods movement throughout California. Please see Additional Information section for Output information.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.7
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	22.2

Additional Information

"Scope and Location" section continued:
In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

ZE Fueling Infrastructure Component:
The TCEP amount ($10 million) for the ZE Fueling Infrastructure Component of the I-10 Corridor Freight and Managed Lane Project will be equally shared by two separate vendors (WattEV and Nikola). Therefore, two separate contracts will be executed and each contract will be reflected in its own ePPR.

Outputs related to the ZE Component of the I-10 Corridor Freight and Managed Lane Project are currently being vetted and are not yet finalized. The outputs below reflect the preliminary outputs indicated in the TCEP application for the WattEV Contract/Scope of Work. Preliminary output information consistent with the application for the Nikola Contract/Scope of Work is reflected in a separate ePPR (PPNO 1329). Outputs will be finalized prior to allocation of TCEP funds.

20 - Combined Charging System (CCS) 240 KW Chargers
8 - CCS 1.2 MW Chargers, as they become available

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P740	0824000096	1328

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, WattEV

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON			10,000					10,000	San Bernardino County Transportatio
TOTAL			10,000					10,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E		78						78	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,922					7,922	
TOTAL		78	7,922					8,000	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$10M for zero-emission fueling infrastructure in the I-10 corridor.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL			10,000					10,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$5 million; WattEV Contract. $5 million for Nikola Contract reflected in separate ePPR.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E		78						78	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,922					2,922	
TOTAL		78	2,922					3,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Complete this page for amendments only Date 12/21/2023 13:35:21

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P740	0824000096	1328

SECTION 1 - All Projects

Project Background

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site on E Street in the City of San Bernardino in San Bernardino County.

The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety.

Programming Change Requested

The application for the Interstate 10 Corridor Freight and Managed Lane Project included an ePPR for $10 million of TCEP funds to fund the Zero-emission (ZE) Fueling Infrastructure Component of this project. The funds for this component will be equally shared by two vendors (WattEV and Nikola) and will fund two separate contracts. Therefore, the programming change being requested is the division of the original ePPR into two ePPRs to reflect the two separate contracts with WattEV and Nikola. Both ePPRs will reflect a funding amount of $5 million in TCEP to fund the respective contracts. The original ePPR submitted with the application for the ZE component reflected programming in FY 2024/2025. However, all TCEP funds for the project were programmed in FY 2023/2024. SBCTA requests that the $10 million of TCEP funds for the ZE component be programmed in FY 2024/2025 to remain consistent with the schedule identified in the TCEP application. Lastly, the scope and limits of the project have been refined to reflect the ZE Fueling Infrastructure, WattEV Contract, component rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

Reason for Proposed Change

The application for the Interstate 10 Corridor Freight and Managed Lane Project included an ePPR for $10 million of TCEP funds to fund the Zero-emission Fueling Infrastructure Component of this project. The funds for this component will be equally shared by two vendors (WattEV and Nikola) and will fund two separate contracts; therefore, in accordance with TCEP guidelines, each contract should have its own Project Programming Request Form (ePPR). Both ePPRs will reflect a funding amount of $5 million in TCEP to fund the respective contracts. Additionally, the original ePPR submitted with the application for the ZE component reflected programming in FY 2024/2025. However, all TCEP funds for the project were programmed in FY 2023/2024. SBCTA requests that the $10 million of TCEP funds for the ZE component be programmed in FY 2024/2025 to remain consistent with the schedule identified in the TCEP application. Lastly, the scope and limits of the project have been refined to reflect the ZE Fueling Infrastructure, WattEV Contract, component rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

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

There is no delay associated with this component.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

The proposed programming change does not impact the scope, schedule, or cost of the ZE Fueling Infrastructure, WattEV Contract, component nor the scope, cost, schedule, or benefits of the I-10 Corridor Freight and Managed Lane Project.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Approvals

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

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/21/2023 13:34:26
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	1P750	0824000095	1329	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola

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

The Zero-emission Fueling Infrastructure component, Nikola Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (hydrogen) fueling infrastructure at a site in Colton in San Bernardino County, approximately 3 miles south of I-10.
The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2022	
Begin Environmental (PA&ED) Phase	09/01/2012	03/14/2022
Circulate Draft Environmental Document Document Type CE	04/01/2016	05/31/2023
Draft Project Report	03/15/2016	11/01/2023
End Environmental Phase (PA&ED Milestone)	07/06/2017	05/31/2023
Begin Design (PS&E) Phase	07/01/2022	09/21/2023
End Design Phase (Ready to List for Advertisement Milestone)	11/01/2024	04/01/2025
Begin Right of Way Phase	01/01/2023	04/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2024	04/01/2025
Begin Construction Phase (Contract Award Milestone)	05/01/2025	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	05/01/2027	12/31/2025
Begin Closeout Phase	05/01/2027	05/01/2026
End Closeout Phase (Closeout Report)	05/01/2028	05/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

Date 12/21/2023 13:34:26

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Zero-emission Fueling Infrastructure component, Nikola Contract, of the I-10 Corridor Freight and Managed Lane Project will install zero-emission (hydrogen) fueling infrastructure at a site in Colton (2081 Placentia Lane) in San Bernardino County, approximately 3 miles south of I-10. The site has been secured and will be operated by Nikola Corporation. The Zero-emission Fueling Infrastructure component, Nikola Contract, is a necessary component to be able to achieve the overall purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct a hydrogen fueling station to initiate the
installation of a hydrogen fuel network. The fueling station will be open to the public and will accommodate heavy-duty zero emission vehicles. Please see the Additional Information section for Output information.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.7
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	22.2

Additional Information

"Scope and Location" section continued:
In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

ZE Fueling Infrastructure Component:
The TCEP amount ($10 million) for the ZE Fueling Infrastructure Component of the I-10 Corridor Freight and Managed Lane Project will be equally shared by two separate vendors (WattEV and Nikola). Therefore, two separate contracts will be executed and each contract will be reflected in its own ePPR.

Outputs related to the ZE Component of the I-10 Corridor Freight and Managed Lane Project are currently being vetted and are not yet finalized. The outputs below reflect the preliminary outputs indicated in the TCEP application for the Nikola Contract/Scope of Work. Preliminary output information consistent with the application for the WattEV Contract/Scope of Work is reflected in a separate ePPR (PPNO 1328). Outputs will be finalized prior to allocation of TCEP funds.

1 - Greenfield liquid delivered refueling station
2 - Pumps
2 - Fueling positions

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P750	0824000095	1329

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	215							215	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			19,328					19,328	
TOTAL	215	239	19,328					19,782	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$10M for zero-emission fueling infrastructure in the I-10 corridor.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$5 million; Nikola Contract. $5 million for WattEV Contract reflected in separate ePPR.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	215							215	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,328					14,328	
TOTAL	215	239	14,328					14,782	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0014 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 12/21/2023 13:32:50

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	1P720	0824000094	1326	San Bernardino County Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou	10	16.600	21.000		
				MPO	**Element**
				SCAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

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

The Contract 2B component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going eastbound (EB) between Sierra Ave and Cedar Ave and EB and westbound (WB) between Riverside Ave and Pepper Ave.
The overall I-10 Corridor Freight and Managed Lane Project will provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone		Existing	Proposed
Project Study Report Approved		04/15/2016	
Begin Environmental (PA&ED) Phase		09/01/2012	09/01/2012
Circulate Draft Environmental Document	Document Type EIR/EIS	04/01/2016	04/01/2016
Draft Project Report		03/15/2016	03/15/2016
End Environmental Phase (PA&ED Milestone)		07/06/2017	07/06/2017
Begin Design (PS&E) Phase		07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2024	06/30/2025
Begin Right of Way Phase		01/01/2023	01/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		11/01/2024	06/30/2025
Begin Construction Phase (Contract Award Milestone)		05/01/2025	12/15/2025
End Construction Phase (Construction Contract Acceptance Milestone)		05/01/2027	12/15/2028
Begin Closeout Phase		05/01/2027	12/15/2028
End Closeout Phase (Closeout Report)		05/01/2028	12/15/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0014 v1

Date 12/21/2023 13:32:50

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Contract 2B component is a necessary component to be able to achieve the purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct one lane in each direction on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton. Contract 2B will construct approximately 9.4 lane miles and approximately 1.8 miles of auxiliary lanes. The outputs that will be delivered as part of the TSP Component of the I-10 Corridor Freight and Managed Lane Project are tolling system infrastructure necessary for the lanes constructed under Contract 2B to operate as HOT lanes.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.8
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	9.4

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Additional Information

The preconstruction phase of this project is being delivered under PPNO 3019M. All preconstruction funding is removed from this ePPR and shown under PPNO 3019M to eliminate duplication of fund data,
This project is one of the three child projects that will construct and deliver the entire project scope of the project.

"Scope and Location" section continued:
The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0014 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P720	0824000094	1326

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	39,280							39,280	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)				6,992				6,992	San Bernardino County Transportatio
R/W	3,000							3,000	San Bernardino County Transportatio
CON			247,278	47,250				294,528	San Bernardino County Transportatio
TOTAL	42,280		247,278	54,242				343,800	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				301,520				301,520	
TOTAL				301,520				301,520	

Fund #1:	State SB1 TCEP - Federal Trusted Fund (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									TCEP funds will not be used on this contract; however, it is required to identify TCEP as a fund source in order to finalize the ePPR in CalSMART.
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									
TOTAL									

PPR ID
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Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E	20,000							20,000	PS&E includes $6M in Caltrans support costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	20,000							20,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									SBCTA will request an advance allocation of RIP funds if necessary. CON includes $6.992M in Caltrans support costs.
R/W SUP (CT)									
CON SUP (CT)				6,992				6,992	
R/W									
CON				47,250				47,250	
TOTAL				54,242				54,242	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									SBCTA will request an advance allocation of RIP funds if necessary; $6.992M may be used for Caltrans support costs.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,889				72,889	
TOTAL				72,889				72,889	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0014 v1

Fund #4:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	19,280							19,280	PS&E includes $8.680M in SBCTA Project Management costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON			247,278					247,278	
TOTAL	22,280		247,278					269,558	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				228,631				228,631	
TOTAL				228,631				228,631	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0014 v1

Complete this page for amendments only Date 12/21/2023 13:32:50

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P720	0824000094	1326

SECTION 1 - All Projects

Project Background

The Contract 2B component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will construct one lane in each direction for a total of 9.4 lane miles on I-10 from Sierra Ave in Fontana to Pepper Ave in Colton and approximately 1.8 lane miles of auxiliary lanes, going eastbound (EB) between Sierra Ave and Cedar Ave and EB and westbound (WB) between Riverside Ave and Pepper Ave.

The overall I-10 Corridor Freight and Managed Lane Project will provide one managed lane in each direction on I-10 from I-15 in Ontario to Pepper Ave in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction.

Programming Change Requested

In Fund #3, STIP-RIP: to combine the amount in CON Support and the amount in CON and show those costs in CON only. Also, to move programming of local funds, Fund #4, from FY24/25 to FY25/26. To refine scope, output information, and project limits to reflect Contract 2B rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

Reason for Proposed Change

In Fund #3, STIP-RIP: CON Support was programmed separately from CON. However, this is only done for Caltrans-implemented projects. As this is a locally-led project, the amount shown in CON Support and the amount in CON should be combined and shown in the CON Phase. Moving programming of local funds, Fund #4, from FY24/25 to FY25/26, to maintain consistency with the programming of STIP-RIP funds (Fund #3) which are programmed in FY25/26. To refine scope, output information, and project limits to reflect Contract 2B rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

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

Proposed change does not delay any component of the project.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

In Fund #3, STIP-RIP: request to combine the amount in CON Support and the amount in CON and show those costs in CON only.
CON Support was programmed separately from CON, and this is only done for Caltrans-implemented projects. The Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B is a locally-led project.
To move programming of local funds, Fund #4, from FY24/25 to FY25/26, to maintain consistency with the programming of STIP-RIP funds (Fund #3) which are programmed in FY25/26.
To refine scope, output information, and project limits to reflect Contract 2B rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.
This change does not impact the scope, cost, or schedule of Contract 2B nor does it impact the scope, cost, schedule, or benefits of the overall I-10 Corridor Freight and Managed Lane Project.

Approvals

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

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

PPR ID
ePPR-6507-2020-0014 v1

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0015 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 12/21/2023 13:31:57

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	1P730	0824000093	1327	San Bernardino County Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou	10	10.000	21.000		
				MPO	**Element**
				SCAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Toll System Provider (TSP) (D/B Contract)

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

The Toll System Provider (TSP) component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will extend express lanes operations on I-10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles. The TSP is responsible for implementation of the toll collection system (TCS) which includes the design, development, and testing of the roadside toll collection system. The TSP will provide maintenance and manage operations of the system once the facility opens.

The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone		Existing	Proposed
Project Study Report Approved		04/15/2016	
Begin Environmental (PA&ED) Phase		09/01/2012	09/01/2012
Circulate Draft Environmental Document	Document Type EIR/EIS	04/01/2016	04/01/2016
Draft Project Report		03/15/2016	03/15/2016
End Environmental Phase (PA&ED Milestone)		07/06/2017	07/06/2017
Begin Design (PS&E) Phase		08/01/2023	08/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		08/01/2023	08/01/2023
Begin Right of Way Phase		08/01/2023	08/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2023	08/01/2023
Begin Construction Phase (Contract Award Milestone)		08/01/2023	08/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		05/01/2027	05/01/2027
Begin Closeout Phase		05/01/2027	05/01/2027
End Closeout Phase (Closeout Report)		05/01/2028	05/01/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0015 v1

Date 12/21/2023 13:31:57

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Toll System Provider (TSP) component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will extend express lanes operations on I-10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles. The TSP component is a necessary component to be able to achieve the purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above. The TSP is responsible for implementation of the toll collection system (TCS) which includes the design, development, and testing of the roadside toll collection system. The TSP will provide maintenance and manage operations of the system once the facility opens in addition to coordinating payment processing with The Toll Roads of Orange County/Transportation Corridor Agencies, with whom SBCTA is in partnership with.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	20
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	10
TMS (Traffic Management Systems)	Changeable message signs	EA	7

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Additional Information

The preconstruction phase of this project is being delivered under PPNO 3019M. All preconstruction funding is removed from this ePPR and shown under PPNO 3019M to eliminate duplication of fund data.
This project is one of the three child projects that will construct and deliver the entire project scope of the project.

"Scope and Location" section continued:
The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0015 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P730	0824000093	1327

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Toll System Provider (TSP) (D/B Contract)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	620							620	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON		26,422						26,422	San Bernardino County Transportatio
TOTAL	620	26,422						27,042	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		26,422						26,422	
TOTAL		26,422						26,422	

Fund #1:	State SB1 TCEP - Federal Trusted Fund (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									TCEP funds will not be used on this contract; however, it is required to identify TCEP as a fund source in order to finalize the ePPR in CalSMART.
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									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0015 v1

Fund #2:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	620							620	PS&E includes $620K in SBCTA Project Management costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		26,422						26,422	
TOTAL	620	26,422						27,042	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		26,422						26,422	
TOTAL		26,422						26,422	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0015 v1

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District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	1P730	0824000093	1327

SECTION 1 - All Projects

Project Background

The Toll System Provider (TSP) component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will extend express lanes operations on I-10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles. The TSP is responsible for implementation of the toll collection system (TCS) which includes the design, development, and testing of the roadside toll collection system. The TSP will provide maintenance and manage operations of the system once the facility opens.

The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction.

Programming Change Requested

No programming change requested. Added project information to the project programming request such as PPNO, expenditure authorization number and project ID.
To refine scope, limits, and outputs to reflect the TSP component of the I-10 Corridor Freight and Managed Lane Project rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

Reason for Proposed Change

No programming change requested. Added project information to the project programming request such as PPNO, expenditure authorization number and project ID. Also, refined scope, limits, and outputs to reflect the TSP component of the I-10 Corridor Freight and Managed Lane Project rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

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

There is no delay associated with these changes.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

No programming change requested. Added project information to the project programming request such as PPNO, expenditure authorization number and project ID. Also, refined scope, limits, and outputs to reflect the TSP component of the I-10 Corridor Freight and Managed Lane Project rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

This change does not impact the scope, cost, or schedule of the TSP component nor does it impact the scope, cost, schedule, or benefits of the overall I-10 Corridor Freight and Managed Lane Project.

Approvals

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

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

Attachments

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

Amendment (Existing Project) ☒ YES ☐ NO				Date	12/21/2023 13:30:12
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	0C253	0820000147	3019M	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou	10	10.000	21.000		
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project – (Pre-CON)

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

Location: This project is located on the I-10 Corridor, just east of I-15 to Pepper Avenue in Colton.
Description: The I-10 Corridor Freight and Managed Lane Project will provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction.
This project funding plan includes pre-CON funds only. The CON phase of this scope is being delivered by PPNOs 1325, 1326, and 1327.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/01/2012	09/01/2012
Circulate Draft Environmental Document Document Type EIR/EIS	04/01/2016	04/01/2016
Draft Project Report	03/15/2016	03/15/2016
End Environmental Phase (PA&ED Milestone)	07/06/2017	07/06/2017
Begin Design (PS&E) Phase	07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	05/30/2025	05/30/2025
Begin Right of Way Phase	01/01/2023	01/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	05/30/2025	05/30/2025
Begin Construction Phase (Contract Award Milestone)	12/01/2025	12/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/2028	12/30/2028
Begin Closeout Phase	01/01/2029	01/01/2029
End Closeout Phase (Closeout Report)	01/01/2030	01/01/2030

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

Date 12/21/2023 13:30:12

Purpose and Need

The purpose of the Interstate 10 Corridor Freight and Managed Lane Project is to improve efficiency, operations, and safety by constructing managed lanes, strategic auxiliary lanes, and ramp improvements to address a nationally-significant freight bottleneck and enable new incentives to be provided for use of transit, shared rides, and zero-emission vehicles along I-10.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☒ YES ☐ NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.0001
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	0.0001

Date 12/21/2023 13:30:12

Additional Information

Construction of this project is being delivered under three contracts: Contract 2A (PPNO 1325), Contract 2B (PPNO 1326), and the TSP Contract (PPNO 1327), which are all components of the Interstate 10 Corridor Freight and Managed Lane Project. This project is updated to reflect the pre-construction phase costs of PPNOs 1325, 1326, and 1327.
The Zero-emission Components of the I-10 Corridor Freight and Managed Lane Project are reflected in PPNO 1328 and 1329 and the ePPRs for these PPNOs reflect the pre-construction costs for those components.
The outputs associated with this project are being delivered by the above individual construction contracts so the outputs of this ePPR are removed.
The PS&E funding of this project is updated to include the updated cost estimate of delivering the design for all three components of the project.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	0C253	0820000147	3019M

Project Title

Interstate 10 Corridor Freight and Managed Lane Project – (Pre-CON)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	71,000							71,000	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W	6,000							6,000	San Bernardino County Transportatio
CON			646,758	54,242				701,000	San Bernardino County Transportatio
TOTAL	77,000		646,758	54,242				778,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E	86,340							86,340	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,000							6,000	
CON									
TOTAL	92,340							92,340	

Fund #1:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E	20,000							20,000	PS&E includes $6M in Caltrans support costs
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	20,000							20,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	20,000							20,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	20,000							20,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									CON includes $16M in Caltrans support costs
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				54,242				54,242	
TOTAL				54,242				54,242	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	39,051							39,051	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,000							6,000	
CON			466,758					466,758	
TOTAL	45,051		466,758					511,809	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	54,391							54,391	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,000							6,000	
CON									
TOTAL	60,391							60,391	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

Fund #4:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	11,949							11,949	$11949 PSE voted 03/16/22
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,949							11,949	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	11,949							11,949	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,949							11,949	

Fund #5:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding ($1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									This project will be proposed in the 2022 TCEP and 2022 SCCP cycles. TCEP - $130 million SCCP - $50 million
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			180,000					180,000	
TOTAL			180,000					180,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2022-0003 v2

Complete this page for amendments only Date 12/21/2023 13:30:12

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	10	0C253	0820000147	3019M

SECTION 1 - All Projects

Project Background

The ePPR is updated to include pre-construction funding only for the project scope.
The CON phase is split into three child projects 2A (PPNO 1325), 2B (PPNO 1326), and the TSP Contract (PPNO 1327).

Programming Change Requested

Reason for Proposed Change

The change is made to this ePPR to reflect the upcoming programming changes where the RTIP funds from this project will be programmed to project PPNO 1326 (Contract 2B). The pre-construction funds (RIP Covid) are already allocated to this PPNO.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

This project will be archived after the pre-construction phases of these projects are completed. The Construction phase of the project will be delivered through three separate contracts. The RIP funds from CON phase of this project will be transferred to the child project - Contract 2B (PPNO 1326) which will be part of STIP 2024 Draft RTIP with the request to program $54.2M to the CON phase in FY25/26.

Approvals

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

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

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

EXHIBIT B

I-10 Corridor Project
EA 0C2500, PN 0800000040
07-LA-10 PM 44.9/48.3
08-SBd-10 PM 0.0/R37.0
Program Code 800.100/HB5
May 2017

PROJECT REPORT

For Project Approval

On Route **10**

Between **0.4 Miles West of White Avenue Overcrossing**

And **Live Oak Canyon Road Overcrossing**

I have reviewed the right of way information contained in this Project Report and the Right of Way Data Sheet attached hereto, and find the data to be complete, current, and accurate:

***REBECCA GUIRADO**, Deputy District Director, Right of Way*

APPROVAL RECOMMENDED:

***RAGHURAM RADHAKRISHNAN**, Project Manager*

***DAVID BRICKER**, Deputy District Director, Environmental Planning*

***CHRISTY CONNORS**, Deputy District Director, Design*

Roger Banos, Senior - TMC for Catalino Pining III

***CATALINO A. PINING III**, Deputy District Director, Traffic Operations*

APPROVED BY:

***JOHN BULINSKI**, District Director* — 5/15/17 *Date*

Link to full Project Report: https://www.gosbcta.com/wp-content/uploads/2019/09/I-10_FinalProjectReport.pdf

Vicinity Map

In Los Angeles and San Bernardino Counties
On Route 10 between 0.4 Miles West of White Avenue Overcrossing and Live Oak Canyon Road Overcrossing

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Kanogporn S. Tiberi

5-9-17

Kanogporn S. Tiberi
Registered Civil Engineer
Parsons

Date

SUBMITTED BY:

5-9-17

Paula Beauchamp
Director of Project Delivery
SBCTA

Date

CONCURRED BY:

5-9-17

Jonathan den Hartog
Senior Oversight Engineer
Caltrans District 8

Date

TABLE OF CONTENT

LIST OF TABLES

ACRONYMS AND ABBREVIATIONS

TERM	DESCRIPTION
AB	Aggregate Base
AC	Asphalt Concrete
ACM	Asbestos-Containing Materials
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
a/mvm	Accidents per Million Vehicle Mile
APE	Area of Potential Effects
APS	Advance Planning Studies
AQMP	Air Quality Management Plan
AS	Aggregate Subbase
ASR	Archeological Survey Report
AST	Above-Ground Storage Tank
ATPB	Asphalt Treated Permeable Base
BMPs	Best Management Practices
BNSF	Burlington Northern – Santa Fe
BO	Biological Opinion
BRT	Bus Rapid Transit
BSA	Biological Study Area
CAG	Community Advisory Group
CAGN	Coastal California Gnatcatcher
CAMUTCD	California Manual of Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CAVs	Clean Air Vehicles
CCTV	Closed Circuit Television
CCUA	Consent to Common Use Agreement
C-D	Collector-Distributor
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cfs	Cubic feet per second
CHIN	Caltrans Highway Information Network
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIDH	Cast-in-drilled-hole
C&M	Construction and Maintenance
CMAQ	Congestion Mitigation and Air Quality
CM/GC	Construction Management/General Contractor
CMP	Corridor Master Plan
CMS	Changeable Message Sign
CO	Carbon Monoxide
COZEEP	Construction Zone Enhanced Enforcement Program
CPUC	California Public Utilities Commission
CRCP	Continuously Reinforced Concrete Pavement
CRHR	California Register of Historical Resources
CSDP	Comprehensive Storm Drain Plan

CTB	Cement Treated Base
dBA	A-Weighted Decibels
d/c	Demand-to-Capacity
DD	Decision Document, Deputy Directive
DEIR/EIS	Draft Environmental Impact Report/Environmental Impact Statement
DHV	Design Hourly Volume (two-way)
DOD	United States Department of Defense
DPGDR	District Preliminary Geotechnical Design Report
DPR	Draft Project Report
DRIS	Draft Relocation Impact Statement
DSF	Delhi Sands Flower-Loving Fly
DWR	Department of Water Resources
EB	Eastbound
ECR	Environmental Commitments Record
EEP	Establish Existing Planting
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
ESA	Environmentally Sensitive Area
ESAL	Equivalent Single Axle Load
FAA	Federal Aviation Administration
FEIR/EIS	Final Environmental Impact Report/Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FNAE	Finding of No Adverse Effect
FR	Foundation Report
FRIS	Final Relocation Impact Statement
FSP	Freeway Service Patrol
FTIP	Federal Transportation Improvement Program
GCC	Grid Control Center
GDR	Geotechnical Design Report
GP	General Purpose
GSRD	Gross Solids Removal Device
HDM	Highway Design Manual
HMA	Hot-Mixed Asphalt
HMDD	Hazardous Material Disclosure Document
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HOV 2	High Occupancy Vehicle with two occupants
HOV 2+	High Occupancy Vehicle with two or more occupants
HOV 3+	High Occupancy Vehicle with three or more occupants
HPSR	Historic Property Survey Report
HQ	Headquarters
HRER	Historical Resources Evaluation Report
I-10	Interstate 10
I-15	Interstate 15
I-215	Interstate 215
IC	Interchange
I/E	Ingress/Egress
ISA	Initial Site Assessment

ITS	Intelligent Transportation Systems
JPCP	Jointed Plain Concrete Pavement
kV	Kilovolt
LA	Los Angeles
LBP	Lead-Based Paint
LCB	Lean Concrete Base
LCCA	Life Cycle Cost Analysis
LCP	Lead-Containing Paint
LHS	Location Hydraulic Study
Lt	Left
LOS	Level of Service
LPA	Locally Preferred Alternative
LPR	License Plate Recognition
LRTP	Long-Range Transit Plan
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendent
MOU	Memorandum of Understanding
mph	Miles per Hour
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NB	Northbound
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NOC	Notification of Construction
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	Noise Study Report
NW	Northwest
OC	Overcrossing
OH	Overhead
PA	Preferred Alternative
PAC	Public Awareness Campaign
PA/ED	Project Approval/Environmental Document
PALM	Project Aesthetics and Landscape Masterplan
PCC	Portland Cement Concrete
PCMS	Portable Changeable Message Sign
PDPM	Project Development Procedures Manual
PDT	Project Development Team
PeMS	Performance Management System
PFR	Preliminary Foundation Report

PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PMCS	Project Management Control System
PMCTB	Plant Mixed Cement Treated Base
PM	Post Mile
$PM_{2.5}$	Particulate Matter of 2.5 microns in diameter or smaller
PM_{10}	Particulate Matter of 10 microns in diameter or smaller
POA	Project Oversight Agreement
POAQC	Project of Air Quality Concern
PoDI	Project of Division Interest
PQS	Professional Qualified Staff
PSR/PDS	Project Study Report/Project Development Support
RACP	Request for Acquisition of Contaminated Property
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
REC	Recognized Environmental Concerns
Rect.	Rectangular
RHMA	Rubberized Hot-Mixed Asphalt
RIP	Regional Improvement Program
ROD	Record of Decision
RMCTB	Road Mixed Cement Treated Base
RMDP	Ramp Meter Development Plan
RMS	Ramp Metering System
RSS	Riversidean Sage Scrub
Rt	Right
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
R/W	Right of Way
RWQCB	Regional Water Quality Control Board
SA	Site Assessment
SB	Southbound
SBd	San Bernardino
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino County Transportation Analysis Model
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCG	Southern California Gas
SD	Storm Drain
Sep	Separation
Shld	Shoulder
SHOPP	State Highway Operations and Protection Program
SHPO	State Historic Preservation Officer
SI	Site Investigation
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARTS	Stormwater Multi-Application Report Tracking System
SOIS	Secretary of the Interior's Standards
SOV	Single Occupancy Vehicle
SPGR	Structures Preliminary Geotechnical Report

SR-26	State Route 26
SR-38	State Route 38 – Orange Street
SR-60	State Route 60
SR-71	State Route 71
SR-83	State Route 83 – Euclid Avenue
SR-210	State Route 210
SRTP	Short-Range Transit Plan
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
Superpave	Superior Performing Asphalt Pavement Technology
SW	Southwest
SWDR	Storm Water Data Report
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis Systems
TCE	Temporary Construction Easement
TCR	Transportation Concept Report
TCWG	Transportation Conformity Working Group
TDM	Transportation Demand Management
TI	Traffic Index
TIFIA	Transportation Infrastructure Finance and Innovation Act
TMC	Transportation Management Center
TMP	Transportation Management Plan
TMS	Traffic Management System
TMT	Traffic Management Team
TOPD	Traffic Operations Policy Directive
Trap.	Trapezoidal
TSAR	Traffic Accident Surveillance and Analysis Systems, Selective Accident Retrieval
TSM	Transportation System Management
UC	Undercrossing
UP	Underpass
UPRR	Union Pacific Railroad
US-395	United States Highway 395
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VA	Value Analysis
v/c	Volume-to-Capacity
VIA	Visual Impact Assessment
vph	Vehicle per Hour
WB	Westbound
WDID	Waste Discharge Identification
WIM	Weigh-in-Motion
WQV	Water Quality Volume
WVDS	Wireless Vehicle Detector System

1. INTRODUCTION

California Department of Transportation (Caltrans), the lead agency, in cooperation with San Bernardino County Transportation Authority (SBCTA), the sponsoring agency, proposes to add freeway lanes along the 33-mile segment of Interstate 10 (I-10) between the Los Angeles/San Bernardino (LA/SBd) County Line and Ford Street in San Bernardino County to reduce traffic congestion, increase throughput, enhance trip reliability, and provide long-term congestion management of the corridor. The project limits which include transition areas extend from approximately 0.4 miles west of White Avenue in the City of Pomona at Post Mile (PM) 44.9 in Los Angeles County to Live Oak Canyon Road in the City of Yucaipa at PM R37.0 in San Bernardino County. A No Build (Alternative 1) and two build alternatives (Alternatives 2 and 3) have been considered for the I-10 Corridor Project.

In June 2016, Alternative 3 (also known as Express Lanes Alternative) was identified as the Preferred Alternative (PA) for the I-10 Corridor Project. The PA would provide two Express Lanes in each direction of I-10 from the LA/SBd County Line to California Street in the City of Redlands and one Express Lane in each direction from California Street to Ford Street in the City of Redlands, a total distance of 33 miles. The Express Lanes would serve both high occupancy vehicles (HOVs) and single occupancy vehicles (SOVs). HOVs not meeting the occupancy requirement and SOVs would be required to pay a toll to use the Express Lane facility while HOVs meeting the occupancy requirement would use the facility free of charge in the Express Lane segment west of Haven Avenue and either toll-free or at discounted rates in the segment east of Haven Avenue. Replacement of 13 structures and modification of 61 structures would be necessary. The improvements are primarily within San Bernardino County, with minor improvements in Los Angeles County to accommodate the roadway transition between the existing HOV cross section in Los Angeles County and the proposed Express Lane cross section in San Bernardino County. The project vicinity map is included in **Attachment A**.

The project is planned to proceed to the final design phase upon approval of the Project Report, and the Record of Decision (ROD) and Notice of Determination (NOD) are obtained for the final environmental document. The project is anticipated to utilize a design-build delivery process and be constructed in two contracts over a period of 60 months (5 years), with Contract 1 covering the proposed improvements from the LA/SBd County Line to Interstate 15 (I-15) and Contract 2 covering the improvements from I-15 to Ford Street, as described in **Table 1.1**.

Table 1.1 Alternative 3 Construction Contract Breakdown

Contract	General Description	EA	Project ID	Post Miles & Limits
1	LA/SBd County Line to I-15	0C2510	0816000076	07-LA-10 PM 44.9/48.3 08-SBd-10-PM 0.0/13.2 0.4 miles west of White Avenue overcrossing to Cherry Avenue overcrossing
2	I-15 to Ford Street	0C2520	0816000112	08-SBd-10 PM 8.0/R37.0 0.2 miles west of Haven Avenue overcrossing to Live Oak Canyon Road overcrossing

The project is estimated to cost $1.7 billion in current dollars or a total escalated cost of $1.9 billion for the future expenditure years. Detailed cost estimates are provided in Section 5.A.4.15 of this report. The total programmed cost for the project is $1.9 billion.

Proposed funding for the project is anticipated to be from a combination of San Bernardino County Measure I, Congestion Mitigation and Air Quality (CMAQ), local, State, and Federal funds, as well as, a Transportation Infrastructure Finance and Innovation Act (TIFIA) Federal loan. The project is included in the SBCTA's Measure I 10-Year Delivery Plan as well as in the Southern California Association of Governments (SCAG)'s conforming 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The project is also included in the 2017 Federal Transportation Improvement Program (FTIP).

The I-10 Corridor Project is classified as a Category 3 project, as defined in the Caltrans Project Development Procedures Manual (PDPM) because the project is an existing access controlled facility and requires additional right of way and Revised Freeway Agreements (see **Attachment C**).

A summary of the project information is provided in **Table 1.2**:

Table 1.2 Project Summary

Project Limits	*07-LA-10 PM 44.9/48.3* *08-SBd-10 PM 0.0/R37.0*	
Number of Alternatives	*three*	
Preferred Alternative:	*Alternative 3*	
	Current Cost Estimate	**Escalated Cost Estimate**
Capital Outlay Support	*$332M*	*$366M*
Capital Outlay Construction	*$1,259M*	*$1,443M*
Capital Outlay Right-of-Way	*$83M*	*$101M*
Funding Source	*San Bernardino County Measure I* *CMAQ, Local, State, and Federal* *TIFIA Loan*	
Funding Year	*2008/2009 through 2024/2025*	
Type of Facility	*Freeway*	
Number of Structures	*74*	
Environmental Determination or Document	*Environmental Impact Report/Environmental Impact Statement (EIR/EIS)*	
Legal Description	*In Los Angeles and San Bernardino Counties* *From 0.4 Mile West of White Avenue Overcrossing in Pomona* *To Live Oak Canyon Road Overcrossing in Redlands*	
Project Development Category	*3*	

2. RECOMMENDATION

It is recommended that the project be approved using the PA (Alternative 3) and that the project proceed to the next phase in the project development process. The affected local agencies have been consulted with respect to the recommended plan and their views have been considered. Affected local agencies are in general accord for implementation of the I-10 Express Lanes between the LA/SBd County Line and Ford Street in Redlands. The draft environmental document for the project has been circulated for public review and all comments have been addressed.

Approval of the project report authorizes the State to enter into Cooperative Agreements with SBCTA and local agencies.

3. BACKGROUND

3A. Project History

The project was initiated through the preparation of a Project Study Report/Project Development Support (PSR/PDS) (EA 0C250K) which was approved in December 2006. The PSR/PDS proposed to extend the existing HOV lanes on I-10 from its current terminus at Haven Avenue in Ontario to Ford Street in Redlands to relieve congestion along the I-10 corridor in San Bernardino County. Three alternatives were studied in the PSR/PDS. The first alternative was a No Build Alternative. The second alternative (Standard HOV Alternative) proposed to add one HOV lane in each direction with standard cross sections throughout the project corridor. The third alternative (Reduced Standard HOV Alternative) proposed to add one HOV lane in each direction with varied lane and inside shoulder widths at selected locations. The No Build and both build alternatives were recommended to be carried forward to the subsequent Project Approval/Environmental Document (PA/ED) phase of the project development process.

During the beginning of the PA/ED study, the two HOV alternatives studied in the PSR/PDS were re-evaluated in response to Caltrans District 8's decision to change from a buffered-separated HOV facility to a continuous access facility for the I-10 freeway in San Bernardino County. This change results in elimination of the 4-foot buffer previously proposed in each direction (a total of 8 feet), allowing the Reduced Standard HOV Alternative to attain the standard cross section through most of the corridor. As such, the HOV alternatives studied in the PSR/PDS were consolidated into a single HOV alternative that generally provides standard cross sections throughout the corridor except for a few spot locations.

In April 2013, a Supplemental PSR/PDS was approved, proposing to include an additional alternative (Express Lanes) to the project. The new alternative would extend the roadway improvements westerly to provide two tolled Express Lanes in each direction from the LA/SBd County Line to approximately State Route 210 (SR-210) and a single Express Lane in each direction from SR-210 to Ford Street. The Express Lanes alternative was recommended to be carried forward to the PA/ED phase.

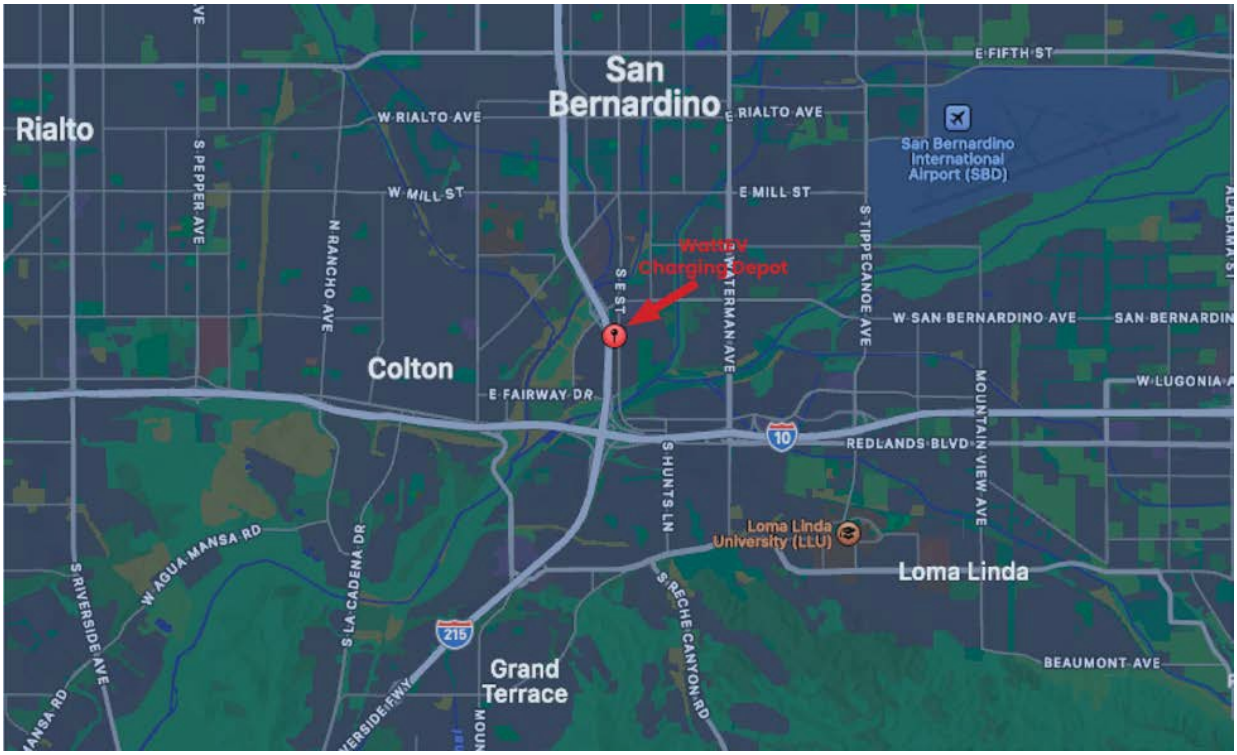
The project is in the PA/ED phase (EA 0C2500) with three alternatives being considered. Alternative 1 is the No Build Alternative. Alternative 2 is the HOV Alternative that is carried forward from the PSR/PDS. Alternative 3 is the Express Lanes Alternative proposed in the Supplemental PSR/PDS.

PROJECT REPORT EQUIVALENT

Project Title: *Interstate 10 Corridor Freight and Managed Lane Project, I-15 to Pepper Avenue: Zero-emission Fueling Infrastructure, WattEV*

Project Location Description: *E Street, South of Orange Show Road in the City of San Bernardino.*

Vicinity Map



I, *Steven Smith, Director of Planning,* have been given full authority by San Bernardino Transportation Authority to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

11/01/2023

Steven Smith — Date

Director of Planning
Title

San Bernardino Transportation Authority
Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

11/01/2023

Steven Smith, Director of Planning — Date

San Bernardino County Transportation Authority
Agency

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process.

Project Limit/Footprint	*E Street, South of Orange Show Road in the City of San Bernardino*
Total Project Cost	$7,999,875.00
Outputs	• *20-Combined Charging System (CCS) 240 KW Chargers* • *8-CCS 1.2 MW Chargers*
Outcomes	Construction of a publicly accessible battery-electric vehicle charging station
Environmental Determination or Document	CEQA- Notice of Exemption

2. BACKGROUND

On January 5, 2022, the SBCTA Board took action to endorse both a clean truck fueling infrastructure initiative and the use of excess toll revenue for clean trucks. The Toll Revenue Policy allows for contributions of toll revenues to clean truck incentive funding. The Board also directed staff to develop a Clean Truck Program and Implementation Plan incorporating the Toll Revenue Policy for I-10 and the California Transportation Commission's proposed clean truck fueling infrastructure funding opportunity through the Trade Corridor Enhancement Program. After this direction was provided, SBCTA initiated communications with vendors involved in both battery-electric truck charging and hydrogen fuel cell truck fueling to incorporate zero emissions infrastructure into the overall Interstate10 Corridor Freight and Managed Lane Project, Contract 2.

3. Purpose and Need

Purpose:

The purpose of this project is to construct a publicly accessible medium- and heavy-duty battery-electric vehicle (MHDEV) charging station to add to existing infrastructure that is necessary to create a network that will enable zero-emission goods movement throughout California.

Need:

A. Problem, Justification (purpose and need)

Transportation creates nearly 30% of greenhouse gas emissions in the United States. The switch to cleaner alternatives to power vehicles is necessary to both reduce greenhouse gas emissions and meet the State's aggressive climate goals.

Current legislation in California related to climate change and reducing greenhouse gas emissions has increased the need for clean transportation technologies such as hydrogen fueling stations and battery electric vehicle charging infrastructure. Through the I-10 Corridor Freight and Managed Lane Project, Contract 2, SBCTA, in partnership with WattEV, will incorporate a Zero Emission (ZE) component to the overall project. The project will deploy publicly accessible medium- and heavy-duty battery-electric vehicle (MHDEV) charging infrastructure.

WattEV is a California-headquartered company that is revolutionizing the transportation industry through large scale deployments of sustainably powered, affordable, and conveniently accessible MHDEV charging infrastructure. The installation of MHDEV at the San Bernardino location will add to a network that will expand across Southern California, enabling zero-emission goods movement throughout California. The construction of battery electric vehicle charging infrastructure is necessary as the production and use of electric vehicles increases. In order to make the switch to electric vehicles, a vast network of battery electric vehicle charging stations must be built to support the increase in these vehicles. The San Bernardino station will help to complete that network.

B. Regional and System Planning

Transitioning regional auto and truck fleets to zero-emission is a high priority of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and incentive programs of the state agencies. The 2020 RTP/SCS includes an entry in the project list covering all counties with the RTP ID of 7160003 and title "Zero-Emission Goods Movement." While specific sites for zero-emission charging/fueling were not identified in the RTP/SCS (that is up to vendors in collaboration with public permitting agencies), there is direct provision for the charging/fueling infrastructure as proposed for the Colton and San Bernardino sites in conjunction with the I-10 project.

C. Traffic- Not Applicable, as this project is off-system and is a non-capacity enhancing project.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

CEQA- Notice of Exemption

5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)- SECTION 5- NOT APPLICABLE

5A. Hazardous Waste

Discuss hazardous waste at project site and disposal methods.

5B. Value Analysis

Discuss the value analysis conducted. If not conducted, explain why

5C. Resource Conservation

Discuss plan to conserve resources (e.g., salvage, recycle, etc.) during construction

5D. Right-of-Way Issues

Discuss Right-of-Way including utilities, railroad involvement, acquisition of property, temporary easements, etc.

5E. Environmental Compliance

Summarize environmental compliance required for project including CEQA, NEPA, categorical exemption. Include Environmental Document as an attachment

5F. Air Quality Conformity

Was an air quality conformity analysis completed? If not, explain

5G. Title VI Considerations

Was Title VI taken into consideration? Explain

5H. Noise Abatement Decision Report

Was a noise abatement decision report developed? Are noise impacts anticipated? If yes, what measures will be taken?

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

The estimate for the construction phase of this project is $7,921,875 with an estimated total project cost of $7,999,875. Trade Corridor Enhancement Program (TCEP) funds in the amount of $5,000,000 will be used to fund construction as well as $2,921,875 of private funds.

It has been determined that this project is not eligible for Federal-aid funding as the project only cleared the CEQA process and not the NEPA process.

Programming
Complete Option 1 or Option 2

***Option 1**: Complete the following table for each funding source. Consult with the project manager to determine the fiscal funding year, the escalated estimates, and the escalation rates. Enter funding source, estimates, adjust fiscal year designations as needed, and state any key assumptions including the escalation rates used.*

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction									
Total									

Option 2: Complete the following table and include all fund sources. *Enter funding source, estimates for each component, and state any key assumptions including whether funds are committed or uncommitted.*

Fund Source	Project Component					
	PA&ED	PS&E	Right-of-Way	Construction Support	Construction	Total
SB1-SCCP						
SB1-TCEP					$5,000,000	$5,000,000
Local						
Federal-INFRA						
Private		$78,000			$2,921,875	$2,999,875
Total		$78,000			$7,921,875	$7,999,875

Estimate

Engineer's estimate

Phase 2: San Bernardino ZEV Infrastructure Project (TCEP)		
EVSE: 30 CCS 240 KW Chargers	$	2,985,000
EVSE: 6 MCS 1200 KW Chargers	$	2,700,000
EVSE Activation Fee	$	8,000
Design/Engineering	$	78,000
Installation	$	992,650
Network Service Agreement	$	6,225
Extended Warranties	$	1,230,000
Total Project Costs	**$**	**7,999,875**

Discuss significant aspects of the construction estimate: Refer to attachment as needed.

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	11/22/2022	Actual
Begin Environmental (PA&ED) Phase	02/12/2022	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	03/28/2022	Actual
Draft Project Report	11/01/2023	Actual
End Environmental Phase (PA&ED Milestone)	04/30/2022	Actual
Begin Design (PS&E) Phase	01/01/2024	Target
End Design Phase (Ready to List for Advertisement Milestone)	06/05/2024	Target
Begin Right of Way Phase	06/05/2024	Target
End Right of Way Phase (Right of Way Certification Milestone)	06/05/2024	Target
Begin Construction Phase (Contract Award Milestone)	08/22/2024	Target
End Construction Phase (Construction Contract Acceptance Milestone)	12/15/2024	Target
Begin Closeout Phase	01/15/2025	Target
End Closeout Phase (Closeout Report)	01/15/2026	Target

8. RISKS

This project is not likely to encounter any risks of budget overruns. In case of such risk materializing, WattEV will take remedial actions to either attempt to reduce the cost or increase its share of match funding. Beyond this, the risks involve

events beyond WattEV's control such as delay by the utility in energization at the site. That being said, WattEV has four active projects with Southern California Edison (SCE), and has been working extensively with the utility to mitigate delays on similar projects, which includes, in some cases, bi-weekly meetings with SCE and WattEV leadership.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A funding agreement between SBCTA and WattEV will be required that will manage invoicing, reimbursement, and other terms as necessary.

10. ADDITIONAL INFORMATION

Not Applicable

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (8 pages)
B. Project Location Map (1 page)
C. Approved Environmental Document (41 pages)
    a. If necessary, provide link to downloadable document
D. Engineers Estimate (1 page)
E. Available project schematics or preliminary-design plans (1 page)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Amendment (Existing Project)	☒ YES	☐ NO				Date	12/21/2023 13:35:21
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
08	1P740	0824000096	1328	San Bernardino County Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou					
				MPO	**Element**
				SCAG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, WattEV

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

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site on E Street in the City of San Bernardino in San Bernardino County.

The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved	11/22/2022	
Begin Environmental (PA&ED) Phase	09/01/2012	02/12/2022
Circulate Draft Environmental Document — Document Type CE	04/01/2016	03/28/2022
Draft Project Report	03/15/2016	11/01/2023
End Environmental Phase (PA&ED Milestone)	07/06/2017	04/30/2022
Begin Design (PS&E) Phase	07/01/2022	01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	11/01/2024	06/05/2024
Begin Right of Way Phase	01/01/2023	06/05/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2024	06/05/2024
Begin Construction Phase (Contract Award Milestone)	05/01/2025	08/22/2024
End Construction Phase (Construction Contract Acceptance Milestone)	05/01/2027	12/15/2024
Begin Closeout Phase	05/01/2027	01/15/2025
End Closeout Phase (Closeout Report)	05/01/2028	01/15/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Date 12/21/2023 13:35:21

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the I-10 Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site in San Bernardino in San Bernardino County. WattEV has secured a site located on E Street, south of Orange Show Road, in the City of San Bernardino. The Zero-emission Fueling Infrastructure component, WattEV Contract, is a necessary component to be able to achieve the overall purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct a publicly accessible medium- and heavy-duty battery-electric vehicle charging station to add to existing infrastructure that is necessary to create a network that will enable zero-emission goods movement throughout California. Please see Additional Information section for Output information.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.7
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	22.2

Additional Information

"Scope and Location" section continued:
In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

ZE Fueling Infrastructure Component:
The TCEP amount ($10 million) for the ZE Fueling Infrastructure Component of the I-10 Corridor Freight and Managed Lane Project will be equally shared by two separate vendors (WattEV and Nikola). Therefore, two separate contracts will be executed and each contract will be reflected in its own ePPR.

Outputs related to the ZE Component of the I-10 Corridor Freight and Managed Lane Project are currently being vetted and are not yet finalized. The outputs below reflect the preliminary outputs indicated in the TCEP application for the WattEV Contract/Scope of Work. Preliminary output information consistent with the application for the Nikola Contract/Scope of Work is reflected in a separate ePPR (PPNO 1329). Outputs will be finalized prior to allocation of TCEP funds.

20 - Combined Charging System (CCS) 240 KW Chargers
8 - CCS 1.2 MW Chargers, as they become available

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P740	0824000096	1328

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, WattEV

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON			10,000					10,000	San Bernardino County Transportatio
TOTAL			10,000					10,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E		78						78	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,922					7,922	
TOTAL		78	7,922					8,000	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$10M for zero-emission fueling infrastructure in the I-10 corridor.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL			10,000					10,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$5 million; WattEV Contract. $5 million for Nikola Contract reflected in separate ePPR.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E		78						78	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,922					2,922	
TOTAL		78	2,922					3,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Complete this page for amendments only Date 12/21/2023 13:35:21

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P740	0824000096	1328

SECTION 1 - All Projects

Project Background

The Zero-emission Fueling Infrastructure component, WattEV Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site on E Street in the City of San Bernardino in San Bernardino County.

The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety.

Programming Change Requested

The application for the Interstate 10 Corridor Freight and Managed Lane Project included an ePPR for $10 million of TCEP funds to fund the Zero-emission (ZE) Fueling Infrastructure Component of this project. The funds for this component will be equally shared by two vendors (WattEV and Nikola) and will fund two separate contracts. Therefore, the programming change being requested is the division of the original ePPR into two ePPRs to reflect the two separate contracts with WattEV and Nikola. Both ePPRs will reflect a funding amount of $5 million in TCEP to fund the respective contracts. The original ePPR submitted with the application for the ZE component reflected programming in FY 2024/2025. However, all TCEP funds for the project were programmed in FY 2023/2024. SBCTA requests that the $10 million of TCEP funds for the ZE component be programmed in FY 2024/2025 to remain consistent with the schedule identified in the TCEP application. Lastly, the scope and limits of the project have been refined to reflect the ZE Fueling Infrastructure, WattEV Contract, component rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

Reason for Proposed Change

The application for the Interstate 10 Corridor Freight and Managed Lane Project included an ePPR for $10 million of TCEP funds to fund the Zero-emission Fueling Infrastructure Component of this project. The funds for this component will be equally shared by two vendors (WattEV and Nikola) and will fund two separate contracts; therefore, in accordance with TCEP guidelines, each contract should have its own Project Programming Request Form (ePPR). Both ePPRs will reflect a funding amount of $5 million in TCEP to fund the respective contracts. Additionally, the original ePPR submitted with the application for the ZE component reflected programming in FY 2024/2025. However, all TCEP funds for the project were programmed in FY 2023/2024. SBCTA requests that the $10 million of TCEP funds for the ZE component be programmed in FY 2024/2025 to remain consistent with the schedule identified in the TCEP application. Lastly, the scope and limits of the project have been refined to reflect the ZE Fueling Infrastructure, WattEV Contract, component rather than the entirety of the I-10 Corridor Freight and Managed Lane Project.

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

There is no delay associated with this component.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

The proposed programming change does not impact the scope, schedule, or cost of the ZE Fueling Infrastructure, WattEV Contract, component nor the scope, cost, schedule, or benefits of the I-10 Corridor Freight and Managed Lane Project.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0003 v1

Approvals

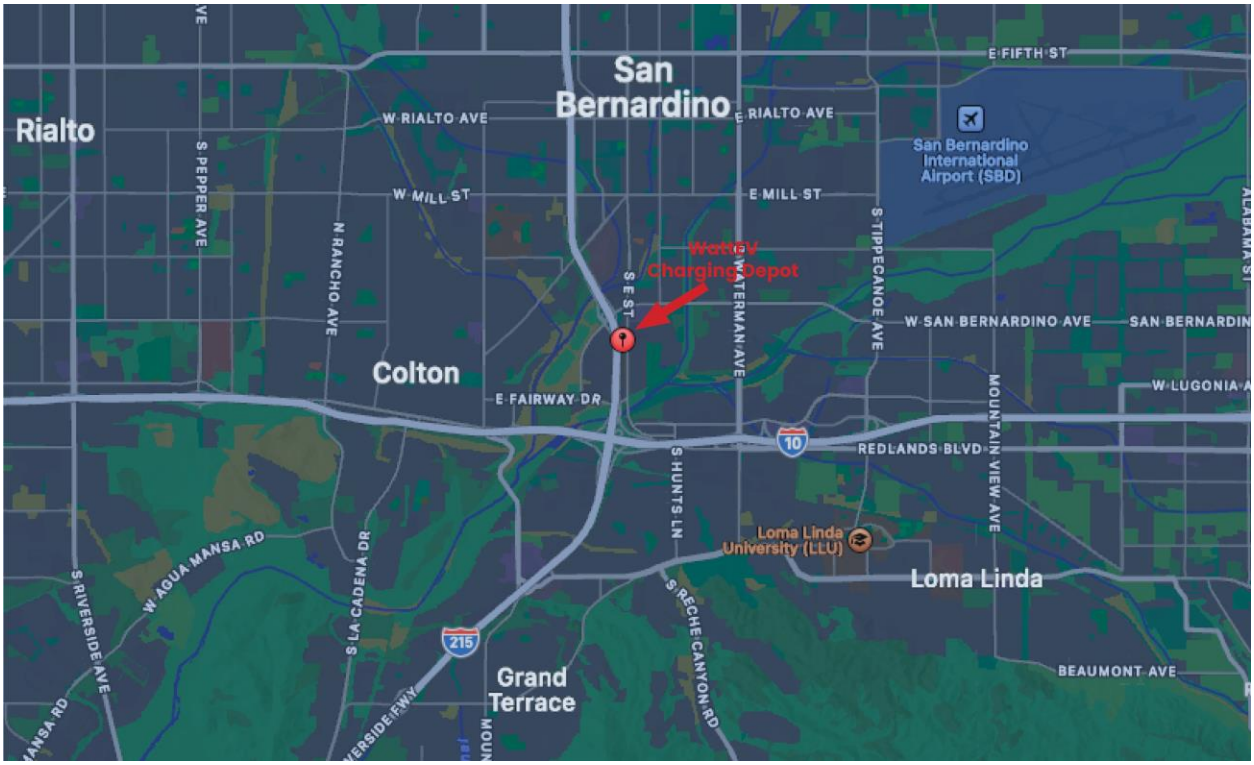
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Tim Hilton	Tim Hilton	Chief of Project Controls	1/3/2024

SECTION 3 - All Projects

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

WattEV Project Location Map



COMPASS
Consulting Enterprises, Inc.

PO Box 2627
Avalon, CA 90704
(909) 496-5960

October 13, 2023

Emil Youssefzadeh, CTO
WattEV
444 West Ocean Boulevard, Suite 1250
Long Beach, CA 90802

RE: Charging Equipment Entitlement Compliance
Electric Truck Charging Station, 1388 South E Street, San Bernardino

Dear Emil:

The purpose of this letter report is to clarify the entitlements for the WattEV charging station in San Bernardino. Specifically, you requested information on the entitlements that demonstrate WattEV has already, or can, obtain all required land use permits from City of San Bernardino (City) as the sole authority having jurisdiction to install and operate the new 36 chargers consisting of 30 with CCS-1 connector rated at 240KW and 6 with MCS connectors rated at 1.2 MW to be located primarily on the west side of the property, adjacent to Interstate 215 (I-215).

SUMMARY OF FINDINGS

On September 14, 2022, WattEV obtained Development and Environmental Review Committee Action to establish a electric truck leasing and charging facility consisting of a leasing office and 80 electric vehicle charging stations on approximately 4.10 acres in the General Commercial Zone. The current plan also identifies a total of 80 electric vehicle charging stations on the same property. The City only has jurisdiction to approve projects consistent with its General Plan, and does not regulate the types of chargers or electricity usage of a proposed project. Therefore, to install and operate the new 36 chargers consisting of 30 with CCS-1 connector rated at 240KW and 6 with MCS connectors rated at 1.2 MW to be located primarily on the west side of the property, adjacent to I-215 is consistent with the existing entitlements and no further entitlements or amendments to the entitlements are required.

JUSTIFICATION

The City is the sole regulatory authority having jurisdiction to permit project types within the city in accordance with the City's General Plan and State and Planning Zoning Law. The City also ensures that the proposed projects can be served by the existing utilities, such as water, power, sewer and natural gas.

Specifically, the City of San Bernardino Municipal Code Section 19.02.030 states:

> *This Development Code is the primary tool for implementing the goals, objectives, and policies of the San Bernardino General Plan, pursuant to the mandated provisions of the State Planning and Zoning Law (Government Code Section 65000 et seq.), State Subdivision Map Act (Government Code Section 66410 et seq.), California Environmental Quality Act (Public Resources Code 21000 et seq.), and other applicable State and local requirements. All development within the unincorporated area of the City's Sphere of Influence should be consistent with the San Bernardino General Plan. All development in the incorporated area of the City shall be consistent with the General Plan.*

> *The subdivision provisions of this Development Code are intended to supplement and implement the Subdivision Map Act, and serves as the Subdivision Ordinance of the City. If the provisions of this Development Code conflict with any provision of the Subdivision Map Act, the provisions of the Subdivision Map Act shall prevail. This Development Code is designed to treat in one unified text those areas of regulation more typically dealt within separate zoning and subdivision ordinances, and related chapters of the Municipal Code. No land shall be subdivided and/or developed for any purpose which is not in conformity with the General Plan, and any applicable specific plan of the City and permitted by this Development Code, or other applicable provisions of the San Bernardino Municipal Code.*
>
> *The type and intensity of land use as shown on the General Plan and any applicable specific plan shall determine, together with this Development Code, the type of streets, roads, highways, utilities and public services that shall be provided by the subdivider.*

The City does not have jurisdiction, nor does the City have any electric vehicle charging ordinances, that would determine which type or level of electric chargers or the amount of electricity to be used by the chargers.

On September 14, 2022, WattEV obtained Development and Environmental Review Committee Action to establish a electric truck leasing facility consisting of a leasing office, and 80 electric vehicle charging stations on approximately 4.10 acres in the General Commercial Zone (refer to **Attachment 1 – *Resolution 2022-044-D/ERC***). The Project was found to be consistent with the General Plan, as well as in compliance with CEQA Guidelines Section 15332 Exemption for "In Fill Development Projects."

As part of the application process, the WattEV prepared a traffic study on the entire facility at buildout and found that the Project could comply with the City's traffic guidelines. WattEV's approved plans also included landscaping and fencing to the City's guidelines.

The current site plan that identifies the charger locations along the west side of the property is provided in **Attachment 2 – *Project Development Plan***. The plan identifies 80 charging spaces in total on the site. The original plan, as identified in Attachment 1, also identifies 80 charging spaces. Therefore, to install and operate the new 36 chargers consisting of 30 with CCS-1 connector rated at 240KW and 6 with MCS connectors rated at 1.2 MW to be located primarily on the west side of the property, adjacent to I-215 is consistent with the existing entitlements and no further entitlements or amendments to the entitlements are required.

Thank you for allowing me the opportunity to provide this information for you. Please do not hesitate to contact me at (909) 496-5960 if you have any questions or need more information.

Sincerely,

Julie A. Gilbert

Julie A. Gilbert
President

Attachments:
Attachment 1 - Resolution 2022-044-D/ERC
Attachment 2 - Project Development Plan, October 2023

Attachment 1

Resolution 2022-044-D/ERC

RESOLUTION NO. 2022-044-D/ERC

A RESOLUTION OF THE DEVELOPMENT AND ENVIRONMENTAL REVIEW COMMITTEE OF THE CITY OF SAN BERNARDINO CALIFORNIA, APPROVING DEVELOPMENT PERMIT TYPE-D 22-06 FOR THE DEVELOPMENT AND ESTABLISHMENT OF AN ELECTRIC TRUCK LEASING FACILITY CONSISTING OF A LEASING OFFICE CONTAINING APPROXIMATELY 2,660 SQUARE FEET AND EIGHTY (80) ELECTRIC VEHICLE CHARGING STALLS ON A PROPERTY CONTAINING A TOTAL OF APPROXIMATELY 4.10 ACRES, LOCATED ON THE WEST SIDE OF SOUTH E STREET (APN: 0141-252-08) AT THE INTERSECTION OF W. CENTURY AVENUE, WITHIN THE COMMERCIAL GENERAL-1 (CG-1) ZONE; AND ADOPTING THE CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUAILITY ACT.

WHEREAS, on March 29, 2022, pursuant to the requirements of Section 19.44.020 (Administrative and Development Permits-Applications) of the City of San Bernardino Development Code, an application for Development Permit Type-D 22-06 was duly submitted by:

Property Owner:	City of Riverside 3900 Main Street Riverside, CA 92522
Project Applicant:	WATT EV SB1 Attn: Salim Youssefzadeh 444 W. Ocean Boulevard, Suite 1250 Long Beach, CA 90802
APN:	0141-252-08
Lot Area:	4.10 acres

WHEREAS, pursuant to Section 19.06.20 (Commercial Zones List of Permitted, Development Permitted, and Conditionally Permitted Uses) and Section 19.06.030 (Development Standards) of the City of San Bernardino Development Code Development Permit Type-D 22-06 is a request to allow for the development and establishment of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet, along with the construction of the on-site and off-site improvements on a property containing a total of approximately 4.10 acres. The project site is located on the west side of South E Street, at the intersection of W. Century Avenue, within the Commercial General (CG-1) zone, Ward 3, APN: 0141-252-08;

WHEREAS, the Planning Division of the Community and Economic Development Department of the City of San Bernardino has reviewed Development Permit Type-D 22-06 for consistency with the City of San Bernardino General Plan and compliance with the City of San Bernardino Development Code;

WHEREAS, pursuant to requirements of Section 15063 of the California Environmental Quality Act (CEQA), the Planning Division of the Community and Economic Development Department evaluated Development Permit Type-D 22-06 and determined that it is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2 (Exceptions);

WHEREAS, on September 3, 2022, pursuant to the requirements of Section 19.52.020 (Hearings and Appeals-Application Processing) of the City of San Bernardino Development Code, the City gave public notice by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of San Bernardino, and by mailing notices to the property owners within 1000 feet of the subject property of the holding of a public hearing at which the Categorical Exemption and Development Permit Type-D 22-06 would be considered;

WHEREAS, on September 14, 2022, pursuant to the requirements of Sections 19.52.040 (Hearings and Appeals-Hearing Procedure) of the City of San Bernardino Development Code, the Development and Environmental Review Committee held the duly noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to Development Permit Type-D 22-06, and at which meeting the Development and Environmental Review Committee considered the Categorical Exemption and Development Permit Type-D 22-06;

WHEREAS, during the said duly noticed hearing, there were no public comments expressed in opposition of Development Permit Type-D 22-06; and

WHEREAS, pursuant to the requirements of Chapter 19.44 (Administrative and Development Permits) of the City of San Bernardino Development Code, the Development and Environmental Review Committee has the authority to take action on the Categorical Exemption and Development Permit Type-D 22-06.

NOW THEREFORE, the Development and Environmental Review Committee of the City of San Bernardino does hereby resolve, determine, find, and order as follows:

SECTION 1. ENVIRONMENTAL DETERMINATION:

As the decision-making body for the project, the Development and Environmental Review Committee has independently reviewed and considered the entire record before it, including the information contained in the Environmental Determination prepared for the project and Development Permit Type-D 22-06. In accordance with Section 15060 of the California Environmental Quality Act (CEQA), The Planning Division of the Community and Economic Development Department conducted an Environmental evaluation in connection with the proposed Development Permit Type-D 22-06 and is found to be Exempt under Section 15061 (b) (2) of CEQA. Pursuant to Section 15332 (In-fill Development Projects) of CEQA.

A Class 32 Categorical Exemption consist of projects characterized as in-fill development meeting the conditions contained within Section 15332. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Development and Environmental Review Committee, the Development and Environmental Review Committee finds as follows:

(1) The administrative record has been completed in compliance with the California Environmental Quality Act, the State CEQA Guidelines, and the City's Local CEQA Guidelines, and

(2) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act pursuant to Section 15332 (In-fill Development Projects) of the CEQA Guidelines; and

(3) The application of the Categorical Exemption is not barred by one of the exceptions set forth in the CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the Development and Environmental Review Committee.

SECTION 2. FINDINGS FOR DEVELOPMENT PERMIT TYPE-D 22-06:

Pursuant to Section 19.44.040 (Findings) of the City of San Bernardino Development Code requires that Development Permit applications meet certain findings prior to their approval by the Development and Environmental Review Committee. Accordingly, the following findings are provided in support of the approval of Development Permit Type-D 22-06:

Finding No. 1: The proposed development is permitted within the subject zoning district and complies with all applicable provisions of the Development Code, including prescribed site development standards and applicable design guidelines.

Finding of Fact: The proposed development and operation of electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres is a permitted land use within the Commercial General-1 (CG-1) zone, subject to the approval of a Development Permit with the appropriate Conditions of Approval and CEQA determination.

The project will also be consistent with Section 19.06.030 (Development Standards) of the City of San Bernardino Development Code in that the proposed electric truck leasing facility will have adequate parking, screening, and landscaping. The proposed electric truck leasing facility will also be developed and operated subject to all of the applicable provisions of the City of San Bernardino Development Code, including development standards and applicable design guidelines.

The project would improve the appearance of the project site that would otherwise remain vacant and underutilized and would also be compatible with the surrounding commercial developments. Therefore, the proposal would not impair the integrity and character of the subject zoning district.

Finding No. 2: The proposed use is consistent with the General Plan.

Finding of Fact: The proposed project consisting of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres is a permitted land use within the Commercial General-1 (CG-1) zone, subject to the approval of a Development Permit with the appropriate Conditions of Approval, and CEQA determination; and is consistent with the commercial land use designation set forth by the General Plan Land Use Map.

The project is consistent with Policy 2.4 of the Land Use Element, which requires the City of San Bernardino to "*Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development*". The proposed project is a revitalization of a vacant underutilized property that would aid in the transportation and distribution sector by providing a permitted, sustainable viable option for alternative fuel for the distribution industry as well as community members within the city that is conditioned, per the Development Code, for operations.

Finding No. 3 The proposed development is harmonious and compatible with existing and future developments within the land use district and general area, as well as the land uses presently on the subject property.

Finding of Fact: The subject site is located within the Commercial General-1 (CG-1) zone within the Commercial Land Use District of the City of San Bernardino General Plan, and is surrounded by commercial related uses, such as Moss Bros. vehicle sales, The County of San Bernardino Durham Bus maintenance yard, Interstate Battery Distribution Center, and Gerber Collision and Glass. The proposed development of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres would be harmonious and compatible with the land use district and General Plan area, including existing and future land uses surrounding the site.

Finding No. 4 The approval of the Development Permit for the proposed development is in compliance with the requirements of the California Environmental Quality Act and Section 19.20.030 (6) of the Development Code.

Finding of Fact: The proposed development and operation of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres is exempt from CEQA pursuant to Section 15332 (In-fill Development Projects) of the CEQA Guidelines.

This is due to the fact that the proposed project meets the required criteria to qualify as a "In-fill Development" project by the City of San Bernardino city staff as defined by Section 15332 of the CEQA Guidelines due to the fact that Conditions of Approval will be imposed to alleviate potential impacts and ensure compatibility with surrounding land uses and the site is currently partially developed and is in existing disturbed conditions.

Finding No. 5: There will be no potentially significant negative impacts upon environmental quality and natural resources that could not be properly mitigated and monitored.

Finding of Fact: Development Permit Type-D 22-06 has been evaluated pursuant to the CEQA Guidelines. Based upon the fact that the proposed construction of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres is developed on a parcel that is in existing disturbed conditions, abutting parcels developed with similar land uses, assigned appropriate Conditions of Approval, and has been designed to comply with Development Code standards; it been determined that the project will not create any negative impacts upon the environmental quality or natural resources within the project site or its vicinity.

Finding No. 6: The subject site is physically suitable for the type and density/intensity of use being proposed.

Finding of Fact: The site is physically suitable for the type and density/intensity of the project being proposed as evidenced by project compliance with all applicable Development Code Standards. There are no physical constraints on the site that would limit the establishment of the commercial use as proposed.

Finding No. 7 There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety. There are adequate provisions for public access, water, sanitation, public utilities, and services, to ensure that the proposed would not be detrimental to the health, safety, or welfare of the community.

Finding of Fact: Establishment of the proposed project subject to a Development Permit Type-D with the applicable Conditions of Approval will not be detrimental to public services or public health and safety.

Finding No. 8 The location, size, design, and operating characteristics of the proposed development would not be detrimental to the public interest, health, safety, convenience, or welfare of the city.

Finding of Fact: The proposed development and establishment of an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres conforms to all applicable development standards and land use regulations of the Commercial General-1 (CG-1) zone. The location, size, design, and character of the proposed development will enhance the neighborhood to the benefit of the public interest and general welfare of the city.

SECTION 3. CONDITIONS OF APPROVAL:

The approval of Development Permit Type-D 22-06 shall be subject to the following Conditions of Approval:

1. This is an approval to develop and establish an electric truck leasing facility consisting of eighty (80) electric vehicle charging stalls and a leasing office containing approximately 2,660 square feet on a property containing a total of approximately 4.10 acres.

2. The site shall be maintained in accordance with the plans stamped **September 14, 2022** (EXHIBIT "A"), approved by the City, which includes a complete set of plans, on file in the Planning Division; the conditions contained herein; and the City's Municipal Code regulations.

3. Within two (2) years of the Development Permit Type-D 22-06 approval, commencement of construction shall have occurred, or the permit/approval shall become null and void. In addition, if after commencement of construction, work is discontinued for a period of one year, then the permit/approval shall become null and void. However, approval of the Development Permit Type-D 22-06 does not authorize commencement of construction. All necessary permits must be obtained prior to commencement of specified construction activities included in the Conditions of Approval.

EXPIRATION DATE: September 14, 2024

4. The review authority may, upon application being filed thirty (30) days prior to the expiration date of Development Permit Type-D 22-06 and for good cause, grant a time extension not to exceed twelve (12) months. The review authority shall ensure that the project complies with all current Development Code provisions.

5. In the event this approval is legally challenged, the City will promptly notify the applicant of any claim, action or proceeding and will cooperate fully in the defense of this matter. Once notified, the applicant agrees to defend, indemnify, and hold harmless the City of San Bernardino (City), any departments, agencies, divisions, boards, or commission of the City as well as predecessors, successors, assigns, agents, directors, elected officials, officers, employees, representatives, and attorneys of the City from any claim, action or proceeding against any of the foregoing persons or entities.

6. The applicant further agrees to reimburse the City for any costs and attorneys' fees which the City may be required by a court to pay because of such action, but such participation shall not relieve applicant of his or her obligation under this condition. The costs, salaries, and expenses of the City Attorney and employees of his office shall be considered as "Attorney's fees" for the purpose of this condition. As part of the consideration for issuing this Development Permit, this condition shall remain in effect if the Development Permit is rescinded or revoked, whether at the request of applicant or not.

7. Any expansion of proposed services may be subject to review by the Planning Division.

8. The property owner(s), facility operator and property management will be responsible for regular maintenance of the site. Vandalism, graffiti, trash, and other debris must be removed within 24 hours of being reported.

9. Signs are not approved as a part of this permit. Prior to establishing signs, the applicant must submit an application for approval by the Planning Division. Banners, flags, pennant, and similar signs are prohibited unless a Temporary Sign Permit is obtained. No pole signs shall be utilized, any remaining pole signage or its base must be demolished.

10. The applicant/owner shall always maintain all existing landscaping in the parking lot and setbacks in a weed and disease-free condition and any dead or missing vegetation must be promptly replaced.

11. Construction-related activities may not occur between the hours of 8:00 pm and 7:00 am. No construction vehicles, equipment, or employees may be delivered to, or arrive at the construction site before 7:00 am or leave the site after 8:00 pm. Construction activities may only occur Monday through Friday.

12. If the color or architecture of the building is proposed to be modified in the future, the revised color scheme and or architecture shall be submitted to the Planning Division prior to any modification of the building exterior, for evaluation for substantial conformance to the approved plans.

13. Submittal requirements for permit applications with the Building and Safety Division shall include all Conditions of Approval issued with this approval, printed on the plan sheets.

14. Outside storage shall be confined to the rear of the principal structure(s) or the rear two-thirds of the site, whichever is the more restrictive, and screened from public view from any adjoining properties and public rights-of-way by appropriate walls, fencing and landscaping. If there are no buildings present than storage would not be an option.

15. Service and associated truck storage areas shall be completely screened from public view.

16. All vehicles associated with the business shall be parked or stored on-site and not in adjoining streets and alleys.

17. The premises shall be always kept in a neat and orderly condition.

18. Schedule all grading activities to ensure that repeated grading will not be required, and that implementation of the desired land use (e.g. planting, paving or construction) will occur as soon as possible after grading.

19. It shall be unlawful for the driver, owner or operator of any commercial vehicle having a manufacturer's Gross Vehicle Weight rating (GVWR) exceeding 10,000 pounds to park, or cause to be parked, except for the immediate loading and unloading of goods, any such vehicle upon any public street, or alley, or on any residentially zoned property, within any residential land use district in the City. This prohibition shall not apply to construction sites during the construction process or to recreational vehicles.

20. No fence, wall, hedge, sign or other structure, shrubbery, mounds of earth, or other visual obstruction over 36 inches in height above the nearest street curb elevation shall be erected or placed within a Traffic Safety Sight Area. A Traffic Safety Sight Area is a triangular portion of a lot formed by three distances measured along and/or perpendicular to property lines at the intersection of two street rights-of-way or at intersections of driveways, parking entrances, and alleys with a street right-of-way.

21. All conditions of the Public Works Department shall be met to the satisfaction of the City Engineer.

22. The applicant/property owner must sign and have notarized an affidavit acknowledging acceptance of the conditions of approval and return it to the Planning Division within thirty (30) days of the effective date of this approval.

23. The project shall comply with all applicable requirements of the Building and Safety Division, Police Department, Municipal Water Department, Public Works Department, and the City Clerk's Office/Business Registration Division.

24. This approval shall comply with the requirements of other outside agencies (i.e. Caltrans, San Bernardino County Health Department, Division of Environmental Health Services, San Bernardino County Consolidated Fire District, and California Board of Equalization), as applicable.

25. No final Certificate of Occupancy will be issued until all conditions of approval have been completed.

26. A minimum twenty-five (25) foot easement is required for the existing 12" and 6" asbestos cement pipes (ACP) crossing parcel 0141-252-08 in the east-west direction of the alignment of Century Avenue.

Land Development Division – Standard Requirements

27. Drainage and Flood Control

    a. All drainage from the development shall be directed to an approved public drainage facility. If not feasible, proper drainage facilities and easements shall be provided to the satisfaction of the City Engineer.

    b. If site drainage is to be discharged into the public street, the drainage shall be conveyed into the public street through a parkway culvert constructed in accordance with City Standard No. 400. Conveyance of site drainage over the Driveway approaches will not be permitted.

    c. A Preliminary Full-Categorical Water Quality Management Plan (WQMP) has been approved.

    d. A Final Full-Categorical Water Quality Management Plan (WQMP) is required for this project. The applicant is directed to the County of San Bernardino's Flood Control web page for the template and Technical Guidance Document. The Land Development Division, prior to issuance of any permit, shall approve the WQMP. A CD copy of the approved WQMP and Hydrology Study shall be required prior to grading permit issuance.

    e. If applicable a Storm Water Pollution Prevention Plan (SWPPP) will be required. The applicant is directed to State Water Resources Control Board (SWRCB) SMART Login system. **The SWPPP shall be approved by the State and a CD copy of the approved SWPPP shall be submitted to City prior to grading permit issuance.**

    f. A "Notice of Intent (NOI)" shall be filed with the State Water Resources Control Board for construction disturbing 1 acre or more of land (including the project area, construction yards, storage areas, etc.). A WDID number issued by the State of California is required prior to the issuance of grading permit.

    g. The Land Development Division, prior to grading plan approval, shall approve an Erosion Control Plan. The plan shall be designed to control erosion due to water and wind, including blowing dust, during all phases of construction, including graded areas which are not proposed to be immediately built upon.

28. Grading and Landscaping

    a. The grading and on-site improvement plan shall be signed by a Registered Civil Engineer and a grading permit will be required. The grading plan shall be prepared in strict accordance with the City's "Grading Policies and Procedures" and the City's "Standard Drawings", unless otherwise approved by the Building Official.

b. All existing fence and wall shall be shown and detailed on the on-site improvement plan and if gated a Knox box or access by means of gate key, code, or remote shall be provided to the Fire Department.

c. The On-site improvement plan shall include details of on-site lighting, including light location, type of poles and fixtures, foundation design, conduit location, material and size, and number and size of conductors in each conduit run. Also, Photometric plot shall be provided which show that the proposed on-site lighting design will provide:

    - 1 foot-candle of illumination uniformly distributed over the surface of the parking lot during hours of operation.
    - 0.25 foot-candles security lighting during all other hours

d. The site shall be paved with either ACC or PCC (Asphalt or Concrete).

e. The design of on-site improvements shall also comply with all requirements of The California Building Code, Title 24, relating to accessible parking and accessibility, including retrofitting of existing building access points for accessibility, if applicable.

f. An accessible path of travel shall be provided from the public way to the building entrance. All pathways shall be paved and shall provide a minimum clear width of 4 feet. Where parking overhangs the pathway, the minimum paved width shall be 6.5 feet. All accessible parking spaces shall be a minimum of 18 feet by 9 feet net.

g. The refuse enclosure(s) shall be constructed in accordance with City Standard Drawing No. 508 with an accessible path of travel. The minimum size of the refuse enclosure shall be 8 feet x 15 feet for bins storage area. Where a refuse enclosure is proposed to be constructed adjacent to spaces for parking passenger vehicles, a 3' wide by 6 "high concrete planter shall be provided to separate the enclosure from the adjacent parking. The placement of the enclosure and design of the planter shall preclude the enclosure doors from opening into drive aisles or impacting against adjacent parked cars.

h. The project Landscape Plan shall be reviewed and approved by the Land Development Division prior to issuance of a grading permit. Submit 3 copies to the Land Development Division for Checking.

i. Continuous concrete curbing at least 6 inches high and 6 inches wide shall be provided at least 3 feet from any wall, fence, property line, walkway, or structure where parking and/or drive aisles are located adjacent thereto. Curbing may be left out at structure access points. The space between the curb and wall, fence, property line, walkway or structure shall be landscaped, except as allowed by the Development Review Committee.

j. Retaining walls, block walls, and all on-site fencing (wrought iron) shall be designed and detailed on the on-site improvement Plan. This work shall be part of the on-site improvement permit issued by Land Development. All masonry walls shall be constructed of decorative block with architectural features acceptable to the City Planner.

k. Prior to occupancy of any building, the developer shall post a bond to guarantee the maintenance and survival of project landscaping for a period of one year.

l. The public right-of-way, between the property line and top of curb (also known as "parkway") along adjoining streets shall be landscaped by the developer and maintained in perpetuity by the property owner. Details of the parkway landscaping shall be included in the project's on-site landscape plan.

m. Adequate lighting shall be provided for the Easterly and Southerly portion of the project site.

29. Street Improvements and Dedications

a. For the streets listed below, dedication of adequate street right-of-way (R.W.) per the General Plan and Municipal Code shall provide the distance from street centerline to property line and placement of the curb line (C.L.) in relation to the street centerline shall be as follows:

Street Name	**Right-of-Way**	**Curb Line (ft)**
E Street (0141-252-08)	Dedication shall be from centerline 50' existing No Dedication for a total ½ width of 50' "Major Arterial"	Curb Widening shall be from Centerline 72' to 80'+/- Existing None Proposed Per General Plan

b. E Avenue-TI=11.0: * - **

i. The street is in fair condition and no improvements are needed at this time.

ii. For transitioning from new curb alignment to existing edge of pavement outside project limits the edge shall be a deepened or thickened. Use Caltrans Design Manual or A Policy on Geometric Design of Highways and Streets for taper requirements.

iii. If a Radius type Driveway Approach is proposed in lieu of the standard drive approach, truck turning, and curb radius shall be 35'. An accessible bypass crossing the approach shall be provided to comply with current ADA standard, or Construct Commercial Driveway Approach per City Standard No. 204, Type II, including an accessible by-pass around the top of the drive approach, thickness and reinforcement shall be determined by R value and TI.

iv. Driveways in the Commercial and Industrial zones shall not place a gate closer than 40 feet from the back of the sidewalk nor impede closer.

v. When replacing/re-constructing curb and gutter panels Construct 8" Curb and Gutter per City Standard No. 200, type "B".

vi. When replacing/re-constructing sidewalk panels construct panels per city standard No. 202; Case "A" (6' wide adjacent to curb).

vii. Remove existing driveways that are not being utilized under the project plans and replace with curb, gutter, and sidewalk per city standards.

viii. Median Landscaping and Irrigation shall be improved to the City Standards.

ix. Appropriate permits from all governing agencies (Caltrans, County) shall be procured when adjacent to or need be from any of the municipalities.

x. Survey Monuments and ties shall be placed, replaced, tied out and recorded at any corner or alignment changes that are adjacent to the project area in accordance with California Land Surveyors Association – Monument Preservation Guidelines.

xi. When Striping, all striping shall be thermoplastic paint per section 84 of the Caltrans specifications.

xii. Install LED Street Lights System adjacent to the site in accordance with City Standard No's. SL-1, SL-2, and SL-3. Also, when more than three (3) streetlights a separate light sheet shall be submitted in accordance with the City of San Bernardino Street Lighting Design Policies. Install ID Plate on Street light pole. Connect to Existing Street Light System.

xiii. The existing curb and gutter, sidewalk, and driveway fronting the site are in good condition, if it's found that any of the curb and gutter, sidewalk or driveways are cracked, lifted or not ADA compatible, they will be replaced per City Standard.

xiv. Construct a 2' medium on E Street along the frontage of the project, per city standard 206. Use Hospitality Lane from E Street to Hunts Lane as an example, as directed by the city engineer.

xv. Right turn in and out only (no left turns allowed) except at signals.

xvi. No parking shall be allowed on E Street, install signs that depict this verbiage.

xvii. Install type II bike lanes per "Manuel Uniform Traffic Control Devices-California

- These Conditions are set for an estimated construction with-in two years. If construction exceeds two years from DERC Approval these conditions shall be reviewed and updated as needed.
- If a Scoping Form is required, this form shall indicate the need of a Traffic Report, the results of the traffic report shall become conditions of this project which may increase or extend the above requirements in section 1(b) and 5(a).

c. With Submittal of improvement plans including but not limited to grading plans, Street improvement plans, storm drain and retention/detention basin plans, and erosion/sediment control plans, The Applicant shall cause to be formed, or shall be annexed into an existing, Community Facilities District(s) (CFD) (2019-Maintinance) for landscaping, lighting, streets, drainage facilities, street sweeping, graffiti removal, or other infrastructure as required by the City to the satisfaction of the City Engineer.

d. The Applicant shall initiate the maintenance and benefit assessment district(s) formation, or annexation, by submitting a landowner petition and consent form (provided by the City) and deposited necessary fees concurrent with the application for street and grading plan review and approval; and said maintenance and benefit assessment district(s) shall be established concurrent with the approval of the final map in the case of the subdivision of land, or prior issuance of any certificate of occupancy where there is no subdivision of land, and as approved by the City Engineer.

e. If a drainage report is required by Land Development, A second copy of the drainage report will be delivered to public works, if offsite or overflow storm drain systems are identified, all systems shall be identified on the street improvement plans, and public storm drain shall be on a separate set of plans.

f. City approved trash screens and filtration devices shall be installed in all catch basins or manhole connections.

g. A temporary construction encroachment permit from Public Works Department shall be required for utility cuts into existing streets or any work within City's right-of-way. Pavement restoration or trench repair shall be in conformance with City Standard No. 310. Public facilities shall be restored or constructed back to Public Works Department satisfaction.

h. Any pavement works affecting the traffic loop detectors shall be coordinated and subjected to Public Works Traffic Division requirements.

i. The applicant must post a performance bond (insurance deposit) prior to issuance of the off-site permit. The amount of the bond is to be determined by Public Works Department.

j. The above conditions shall comply with current codes, policies, and standards at time of construction.

k. Prior to Certificate of Occupancy or Completion of Project all As-builts shall be submitted to Public Works.

30. Required Engineering Plans

a. A complete submittal for plan checking shall consist of *(**MC19.30.170**, City of San Bernardino Public Works - **Improvement Policies**)*:

- street improvement plans (include general notes, engineering conditions, city standards, and cross sections in these plans),

- if storm drain plans are required then public storm drains must be included on separate sheets with profiles in the street improvement plans, private storm drains shall be shown separate sheets with profiles in the on-site improvement plans,
- if traffic signal modifications are required, then traffic signal plans shall be submitted on separate plan sheets included in the street improvement plans,
- if signing and striping are required, then the signing and striping plan shall be on separate sheets included in the street improvement plans,
- if lighting is required (more than 2) then the lighting for offsite plans shall be on separate sheets included in the street improvement plans, if two (2) or less then they can be included directly on the street improvement sheets,
- lighting (on-site lighting may be included in on-site improvement plan or may be on a separate stand-alone plan),
- grading (may be incorporated with on-site improvement plan and the demolition plan),
- on-site improvement plans and on-site landscaping and irrigation,
- water plans (shall be submitted to San Bernardino Municipal Water Department),
- CFD's are required, the CFD Plans shall include Landscaping, Irrigation, Basins, etc. items that are included in the CFD that are not listed in the plans above, shall be on separate sheets included in the street improvement plans.
- other plans as required. Piecemeal submittal of various types of plans for the same project will not be allowed.
- All required supporting calculations, studies and reports must be included in the initial submittal (including but not limited to drainage studies, soils reports, structural calculations)

b. All off-site improvement plans submitted for plan check shall be prepared on the City's standard 24" x 36" sheets. A signature block (city standard block) satisfactory to the City Engineer or his designee can be found on the City Web Site http://www.sbcity.org/city_hall/public_works/engineering_division/engineering_development_resources Engineering conditions of the project shall be inserted in the last pages of the plans.

c. After completion of plan checking, final mylar drawings with city standard block, stamped and signed by the Registered Civil Engineer in charge, shall be submitted to the City Engineer for approval.

d. Electronic files of all improvement plans/drawings shall be submitted to the City Engineer. The files shall be compatible with AutoCAD 2021 and include a .dxf file of the project. Files shall be on CD and shall be submitted at the same time the final mylar drawings are submitted for approval.

e. Copies of the City's policies and procedures and standard drawings are available at the Public Works Counter for the cost of reproduction. They are also available at no charge at the Public Works Web Site at http://www.sbcity.org/city_hall/public_works/engineering_division/design_policy_and_procedure_documents .

31. Traffic Requirements

a. All Traffic mitigation measures shall be implemented according to the recommendations of the City Traffic Engineer prior to Street Improvement plan approval.

b. All Public Works offsite Mitigation Monitoring and Reporting Program items shall be shown with the Conditions of Approval on the last pages of Public Works Offsite Plans.

c. The applicant submitted a scope of study form and a vehicle Miles Traveled (VMT) assessment. The scope was approved and will not require a traffic impact Analysis study, and the Vehicle Miles Traveled (VMT) screening will not require a detailed screening analysis since the project is Local Serving.

32. Required Engineering Permits

a. On-site improvements construction permit (except buildings - see Development Services-Building Division), including landscaping.

b. Off-site improvement construction permits for the sidewalks and drive approaches.

33. Applicable Engineering Fees

c. The current fee schedule is available at the Public Works Counter and at http://www.sbcity.org

34. Integrated Solid Waste Management

a. During demolition and/or construction, services are to be provided through the City of San Bernardino's franchised hauler Burrtec Waste Industries, Inc.

b. Burrtec Waste's review of the Site Plan dated 9/6/2022, to construct an electric truck leasing facility identifies a single trash enclosure located at the southwest corner of the parcel. Overall enclosure dimensions are approximately 11'x17' with rear pedestrian access. Enclosure access is provided by a looped driveway with a minimum width of 27 feet.

c. Construct a City Standard Plan 508 Refuse Enclosure and meet or exceed the minimum 8'-0"x 15'-0" clear interior dimensions required for the container storage area, unless a potential tenant/business is involved in the production, manufacture, distribution, or sale of food products.

d. Display the refuse enclosure's interior dimensions on the Site Plan.

e. If the proposed business is involved in the production, manufacture, distribution, or sale of food products, participation in a food waste recycling program is required per Assembly Bill 1826. This will require additional space within refuse enclosures for food waste containers. Therefore, modify (enlarge) City Standard Plan 508 Refuse Enclosure to accommodate the following:

Trash – one 4 cubic yard container
Recycling – one 4 cubic yard container
Food Waste – one 2 cubic yard container

f. Modified refuse enclosures shall be reviewed and approved by the Public Works Department, the Building and Safety Division, and Burrtec Waste. Food waste generators with low volume yields may contact the Public Works Department to inquire about the use of 65-gallon barrels.

g. Contact the Building & Safety Division to determine ADA accessibility requirements. Modifications made to refuse enclosures to meet ADA accessibility requirements shall not decrease the minimum clear interior dimensions needed for the container storage area.

h. Refuse enclosures within five (5) feet of combustible construction shall install an automatic fire sprinkler as approved by the Building & Safety Division and the San Bernardino County Fire Department. (See City Standard Plan 508)

i. Refuse enclosure roofs shall be a minimum of eight (8) feet high interior at its lowest point, with minimal front protrusions that can be damaged during container servicing and must extend over any open side or the rear of the refuse enclosure by at least six (6) inches or as approved by the City.

j. Burrtec Waste Truck Turning Radius – All corners and intersections on streets and driveways leading to refuse enclosures shall have a turning radius adequate for a 35-foot long, three-axle collection truck. The minimum inside curb radius shall be at least 28 feet. The minimum outside curb radius shall be at least 42 feet. All streets and driveways shall comply with applicable City standards. Burrtec Waste's truck turning template may be obtained from the Public Works Department in PDF and CAD.

k. Vertical and Horizontal Clearances – The minimum vertical clearance for collection trucks along the entire route to the refuse enclosure is fifteen (15) feet. The minimum vertical clearance in front of the refuse enclosure where the truck will empty the container shall be twenty-six (26) feet. The clear height shall be free of building overhangs, trees, and utility lines. The minimum horizontal clearance along the entire route to an enclosure is 12 feet.

j. Hammerhead Turnarounds – Shall meet or exceed San Bernardino County Fire Protection District Diagram A-1.12: Hammerhead Turnaround Detail dated July 1, 2021. San Bernardino County Hammerhead detail may be obtained from the Public Works Department.

k. Based upon the information provided, Burrtec Waste will provide standard commercial collection services for trash, mixed recyclables, and if applicable organics/food waste. It is also recommended that consideration be given to future tenant waste and recycling needs.

l. PLEASE NOTE: Any changes to the overall project design, enclosure specifications, location, or access may adversely impact Burrtec Waste's ability to provide service. Any design modifications that could impact Burrtec Waste's service are subject to review and approval by Burrtec Waste.

m. If gated, access shall be provided by means of a key, code, or remote.

n. Assembly Bill 341 Mandatory Commercial Recycling may apply.

o. Assembly Bill 1826 Mandatory Commercial Organics Recycling may apply.

p. Senate Bill 1383 Short-Lived Climate Pollutants Reduction Act may apply.

q. Upon completion, service is provided through the City of San Bernardino's franchised hauler Burrtec Waste Industries, Inc. 111 E. Mill Street, San Bernardino, CA 92408 (909) 804-4222.

Building and Safety Division – Standard Requirements

35. After the Public Hearing appeal period ends, the applicant shall submit construction plans to the Building and Safety division for plan check to obtain required permits.

36. The project shall conform to 2019 California Building Codes as adopted and amended by the City of San Bernardino municipal code title 15.

37. The proposed project/building/structure shall be fully fire sprinklered and comply with all other relevant laws, ordinances and resolutions governing sprinklers as adopted by the City of San Bernardino.

38. A geotechnical investigation prepared by a qualified engineer.

39. Provide all disabled access requirements and complete details on plans prior to plan review submittal and conform to Chapter 11B.

40. There shall be a formal plan submittal prior to all issuance of permits.

41. Refer to Chapter 7 of the California Building Code for Fire/Smoke Protection Requirements.

Fire Department – Standard Requirements

42. The development shall have a minimum of two points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys, and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.

43. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

44. Building Plans shall be submitted to the Fire Department for review.

45. Prior to combustibles being placed on the project site an approved all-weather fire apparatus access surface and operable fire hydrants with acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy.

46. Combustible vegetation shall be removed as follows: a. Where the average slope of the site is less than 15% -Combustible vegetation shall be removed a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less. b. Where the average slope of the site is 15% or greater - Combustible vegetation shall be removed a minimum one hundred (100) feet from all structures or to the property line, whichever is less.

47. Commercial and industrial developments of 100,000 sq. ft or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.

48. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.

49. The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division.

50. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.

51. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

52. The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division (909) 386-8401 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

53. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.

54. Permission to occupy or use the building (certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves, and signs off on the Building and Safety job card for "fire final".

55. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein "Fire Department". Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable status, codes, ordinances, and standards of the Fire Department.

56. The applicant shall install Fire Department approved material identification placards on the outside of all buildings and/or storage tanks that store or plan to store hazardous or flammable materials in all locations deemed appropriate by the Fire Department. Additional placards shall be required inside the buildings when chemicals are segregated into separate areas. Any business with an N.F.P.A. 704 rating of 2-3-3 or above shall be required to install an approved key box vault on the premises, which shall contain business access keys and a business plan.

57. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required.

58. Prior to building permits being issued to any new structure, the primary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions, including width, vertical clearance, and turnouts.

59. Prior to building permits being issued to any new structure, the secondary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions including width, vertical clearance, and turnouts.

60. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.

61. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 1,500 GPM for a 2-hour duration at 20 psi residual operating pressure. Fire Flow is based on a 2,660 sqrft. structure.

62. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. Fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred (300) feet from any portion of a structure.

SECTION 4. DEVELOPMENT AND ENVIRONMENTAL REVIEW COMMITTEE ACTION:

The Development and Environmental Review Committee hereby takes the following action:

1. Adoption of Development and Environmental Review Committee Resolution No.2022-044 - D/ERC:

   a. **Finding** the Categorical Exemption pursuant to Section 15332: (In-fill Development Projects) for Development Permit Type-D 22-06 in accordance with Section 15061 (b) (2) of the California Environmental Quality Act, and directing the Community and Economic Development Director to prepare and file with the Clerk of the County of San Bernardino a Notice of Exemption (NOE) as provided under Public Resources Code Section 21152 (b) and CEQA Guidelines Section 15062; and

   b. **Approving** Development Permit Type-D 22-06 based on the Finding of Fact and subject to the Conditions of Approval.

SECTION 5. SEVERABILITY:

If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications, and to this end the provisions of this Resolution are declared to be severable.

SECTION 6. CUSTODIAN OF RECORDS.

The location and custodian of the documents and any other material, which constitute the record of proceedings upon which the Development and Environmental Review Committee based its decision, is as follows: Genoveva Rocha, City Clerk, 201 North E Street (Building A), 909-384-5002.

PASSED, APPROVED AND ADOPTED this 14th day of September 2022.

FOR

David Murray, Chairperson
San Bernardino DERC

ATTEST:

Jessica Nametz, DERC Secretary
City of San Bernardino, California

CERTIFICATION:

I, Jessica Nametz, Recording Secretary of the Development and Environmental Review Committee of the City of San Bernardino, California, do hereby certify that the foregoing Resolution, No. 2022-044 was duly adopted by the Development and Environmental Review Committee of the City of San Bernardino, California, at a regular meeting thereof held on the 14th day of September 2022, by the following vote, to wit:

AYES: Luna, Hadley, Bishara, Sepulveda, Lindberg, Jabsheh

NOES: None

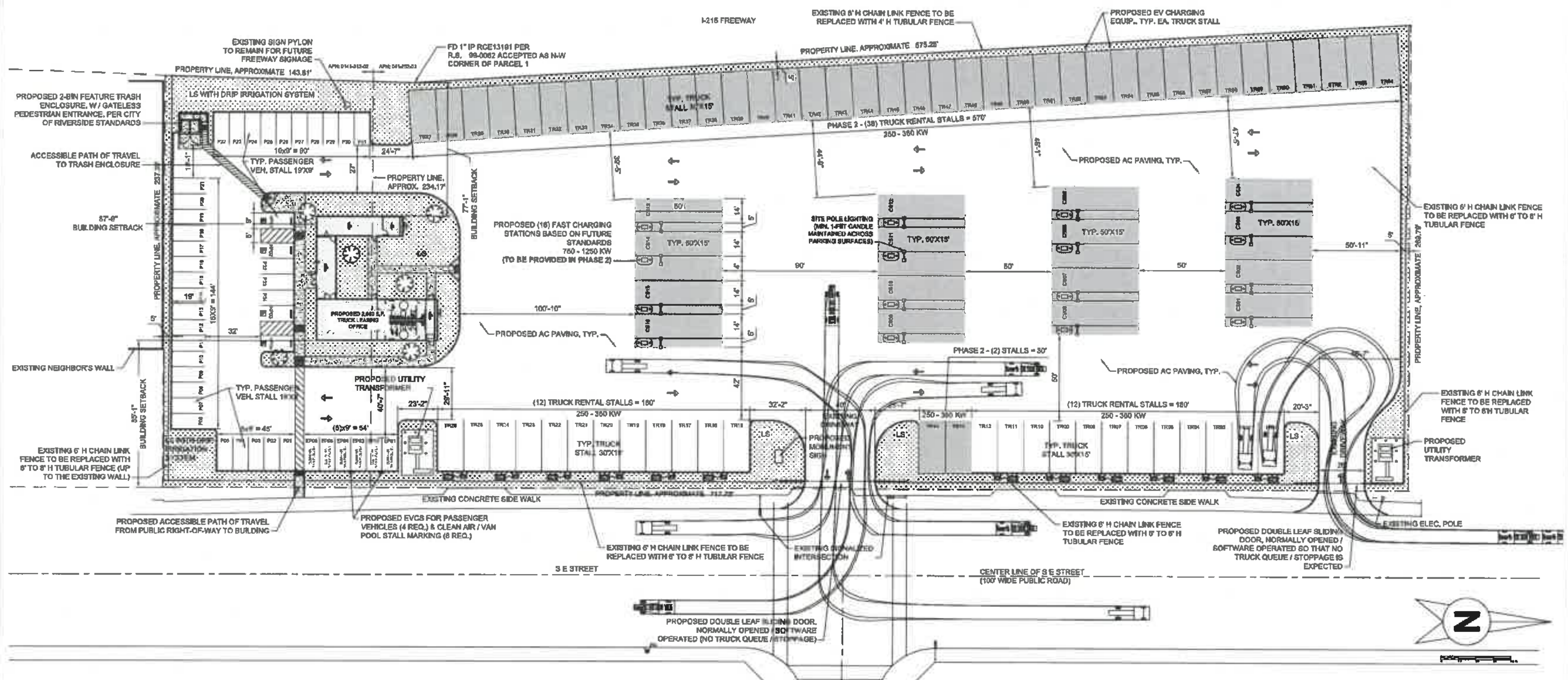
ABSENT: Johnson, Castro, and English

ABSTAIN: None

Jessica Nametz, Recording Secretary
City of San Bernardino, California

EXHIBIT "A"

Approved Plans



01 OVERALL SITE PLAN

Scale: 1" = 30'

SITE & PROJECT INFORMATION:

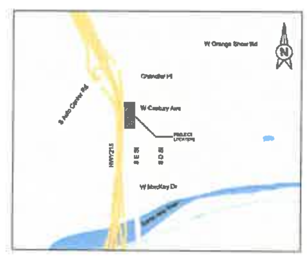
ADDRESS:	S. 'E' STREET & W. CENTURY AVENUE SAN BERNARDINO, CA 92408	EXISTING ZONE:	COMMERCIAL
APN:	041-252-03, PORTION OF 0141-312-02	PROPOSED ZONE:	COMMERCIAL
LEGAL DESCRIPTION:	PARCEL MAP 773, PARCEL 1 BOOK 7, PAGE 96	SUPPORTING LAND USE AND ZONING:	- NORTH: CG-1 (GENERAL COMMERCIAL) - SOUTH: CG-1 (GENERAL COMMERCIAL) - EAST: CG-1 (GENERAL COMMERCIAL) - WEST: INTERSTATE - 215
LOT SIZE:	NET: 179,290 S.F. (APPROX. 4.10 ACRES)	PARKING REQ.:	RETAIL: 1 SPACE / 250 S.F. (2,660 S.F. / 250 S.F.) = 10.64 TOTAL REQUIRED: 11 SPACES TOTAL PROVIDED: 44 SPACES (INCLUDING 4 ADA, 4 EVCS)
BUILDING:	TRUCK LEASING OFFICE: 2,660 S.F.		
AREAS:	TRASH ENCLOSURE: 182 S.F.		
BUILDING HEIGHT:	MAX. HEIGHT = 14'-0"	LOT COVERAGE:	BUILDING: 2,660 S.F. (1.5%) LANDSCAPING: 21,839 S.F. (12.2%) IMPERVIOUS: 153,795 S.F. (86.3%) TOTAL: 179,290 S.F. (100%)
SITE COVERAGE:	MAX. F.A.R. = 50%		
LANDSCAPE COVERAGE:	MIN. 15% OF NET AREA OF PARKING AREA	LANDSCAPE:	15% OF NET AREA OF PARKING AREA REQ. NET PARKING AREA = 48,375 S.F. LANDSCAPE REQ. = 48,375 x 15% = 7,256 S.F. LANDSCAPE PROVIDED = 21,839 S.F.
CONSTRUCTION TYPE:	V-B / NON-SPRINKLERED		
OCCUPANCY:	M		
SPECIFIC PLAN:	N/A		
EXISTING LAND USE:	VACANT LAND		
PROPOSED LAND USE:	RENTAL / COMMERCIAL		

PROJECT DESCRIPTION:

1. PROPOSED TRUCK LEASING SERVICE OPERATION.
2. PROJECT INVOLVES (2) TWO PARCELS TOTALING 179,490 S.F., NET ACRES.
3. PROPOSED 2,660 S.F. TRUCK LEASING OFFICE.
4. PROPOSED 182 S.F. TRASH ENCLOSURE.
5. PROPOSED (44) STANDARD PASSENGER PARKING STALLS, INCLUDING (4) ADA, AND (4) EVCS FOR PASSENGER VEHICLE, AND (6) CLEAN AIR / VAN POOL STALL MARKING.
6. PROPOSED (64) TOTAL TRUCK CHARGING RENTAL STALLS.
7. PROPOSED (16) FAST CHARGING STATIONS BASED ON FUTURE STANDARDS.
8. ON-SITE IMPROVEMENTS CONSIST OF ON-SITE PARKING, WQMP AREAS, SITE CIRCULATION, LANDSCAPING AND SITE LIGHTING.
9. OFF-SITE IMPROVEMENTS CONSIST OF UTILITY CONNECTIONS.

CONTACT INFORMATION:

PROPERTY OWNER:	CITY OF RIVERSIDE 3900 MAIN STREET RIVERSIDE, CA 92522
APPLICANT:	WATTEV SB1, INC. PHONE: (310) 819-0601 E-MAIL: projects@wattev.com CONTACT: SALIM YOUSSEFZADEH
ARCHITECTURE / EXHIBIT PREPARER:	KSA GROUP ARCHITECTS 4800 AMERICAN AVENUE, SUITE 200 BAKERSFIELD, CA 93309 PHONE: (661) 834-1331



02 VICINITY MAP

Scale: N.T.S.

WattEV

TRUCK LEASING FACILITY

S. 'E' STREET & WEST CENTURY AVENUE SAN BERNARDINO, CA

LEGEND:
EP** : EVCS STALL FOR PASSENGER VEHICLE
P** : PASSENGER VEHICLE STALL
HP** : HANDICAP PASSENGER VEHICLE STALL
TR** : TRUCK RENTAL STALL
CS** : CHARGING STATION
LS : LANDSCAPE WITH DRIP IRRIGATION SYSTEM
: CHARGING DISPENSER WILL BE PROVIDED IN PHASE 2

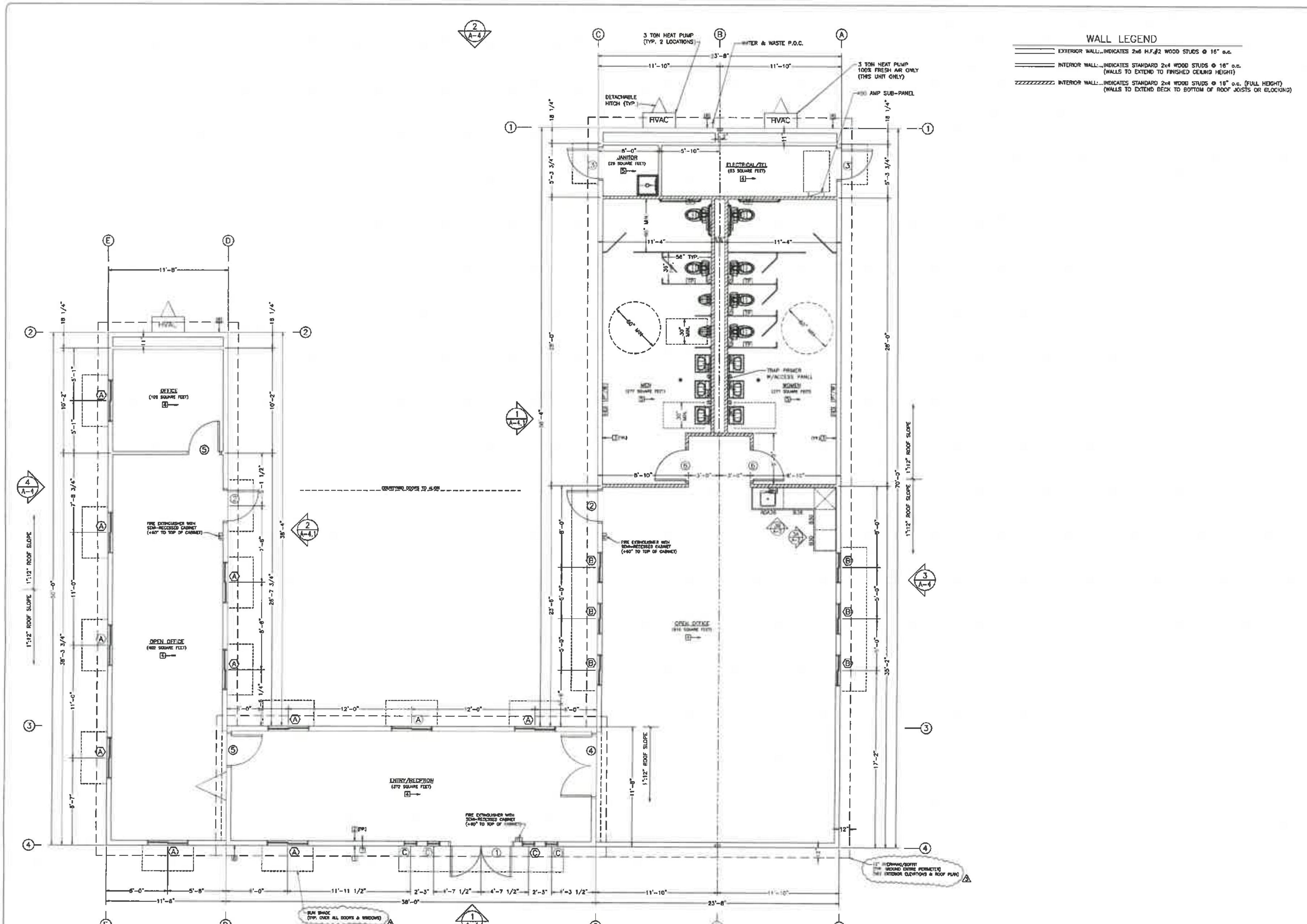
No.	DATE	DESCRIPTION
3	08/29/2022	FENCE UPDATE
2	07/19/2022	PHASE 2 IDENTIFIED
1	07/11/2022	ISSUED FOR PERMIT

APPROVALS:

SITE PLAN AND FUTURE ARRANGEMENT

DATE: 29 AUG 2022 | SCALE on D: 1" = 30'
REVISION: #3 | SHEET No. SD-1

City of San Bernardino
Community & Economic Development Department
Planning Division
Approved
By: [signature] Date: 9/14/22



1 | FLOOR PLAN

PREFERRED MODULAR STRUCTURES

THIS DRAWING IS THE PROPERTY OF PREFERRED MODULAR STRUCTURES. THIS DOCUMENT IN WHOLE OR IN PART, AND/OR ANY OF THE INFORMATION CONTAINED WITHIN MAY NOT BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF PREFERRED MODULAR STRUCTURES

REVISIONS
1. 06/23/22 CLIENT
2. 07/13/22 CLIENT
3. 07/17/22 CLIENT
4.
5.
6.
7.
8.

PROJECT NAME
(70X72)
WATT EV PROJECT
U-SHAPE

CLIENT NAME
WATT EV
S. 'E' STREET
SAN BERNARDINO, CA 92408

DRAWING TITLE
FLOOR PLAN & GENERAL NOTES

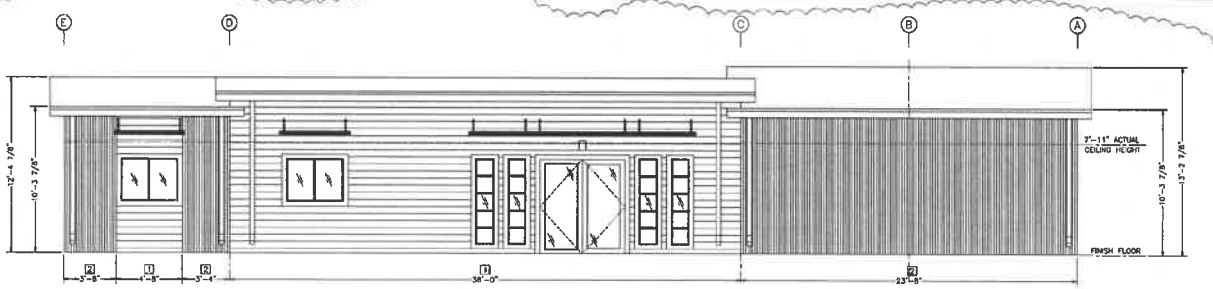
DRAWN BY
KC
PROJECT MANAGER
MC
SCALE
1/4"=1'-0" (U.N.O.)
DATE
05/18/22
SERIAL NUMBER
XXX

SIGN & DATE TO RELEASE FOR MANUFACTURE (SUBJECT TO PRICE VERIFICATION)
PLANS APPROVED
☐ (AS NOTED) ☐ (W/CHANGES)
DATE
SIGNATURE

PRELIMINARY
07/17/22

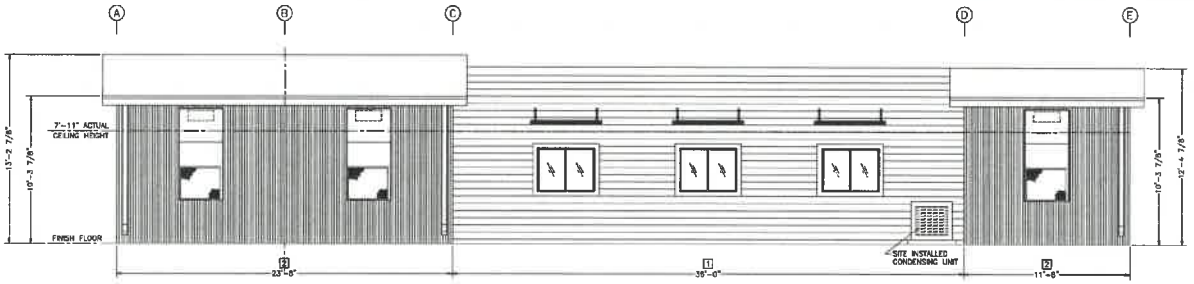
SHEET NO.
A-1

City of San Bernardino
Community & Economic Development Department
Planning Division
Approved
By: ______ Date: 9/14/22



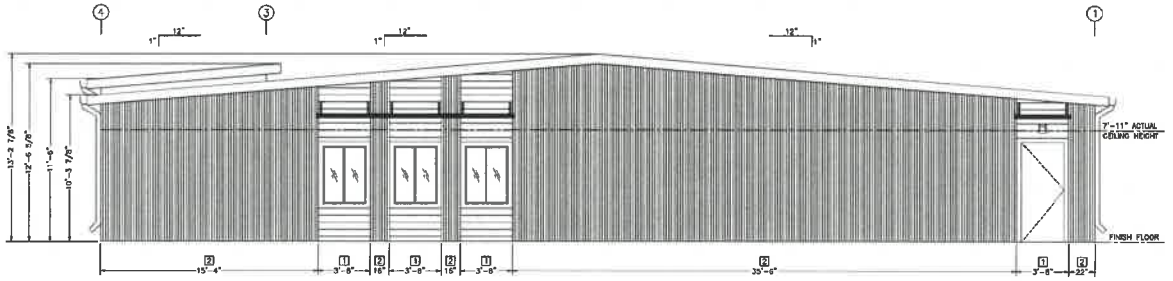
South Elevation

1 EXTERIOR ELEVATION



North Elevation

2 EXTERIOR ELEVATION



East Elevation

3 EXTERIOR ELEVATION

PIT SET

SHIPPING HEIGHT NOTE:
SHIPPING HEIGHT DOES NOT INCLUDE ROOF CURBS, PLUMBING VENTS OR FLASHINGS. TRUCKING COMPANY TO VERIFY OVERALL HEIGHT PRIOR TO SHIPPING.
BUILDING SHIPPING HEIGHT = 11'-0"

West Elevation

4 EXTERIOR ELEVATION

[1] FIBERTON WILDWOOD COMPOSITE CLADDING (PROVIDED 3/8" FURRING STRIPS @ 16"o.c.)

[2] STD. CORRUGATED CLADDING

5 SIDING KEY

ROOF SYSTEM:
RIDGEBEAM..... PER STRUCTURAL PACKAGE
POSTS..... PER STRUCTURAL PACKAGE
FRAMING..... 2x8 HF #2 @ 24" o.c.
DECKING..... 1/2" OSB SHEATHING
ATTIC DRAFT STOP..... NONE
OVERHANG/SOFFIT..... 12" AROUND ENTIRE PERIMETER
FACIA..... CORRUGATED METAL
SOFFIT..... FLAT METAL

6 ROOF SYSTEM

City of San Bernardino
Community Economic Development Department
Planning Division
Approved
By: Date: 9/14/22

PREFERRED MODULAR STRUCTURES
3195 SELOVER DRIVE
NORCO, CA 92860
PHONE: 951-735-1332
FAX: 951-271-7747
www.preferredmodular.com

REVISIONS
1. 06/23/22 CLIENT
2. 07/11/22 CLIENT
3. 07/17/22 CLIENT
4.
5.
6.
7.
8.

PROJECT NAME
(78)+(2)
WATT EV PROJECT
L-SHAPE

CLIENT NAME
WATT EV
S. 'E' STREET
SAN BERNARDINO, CA 92408

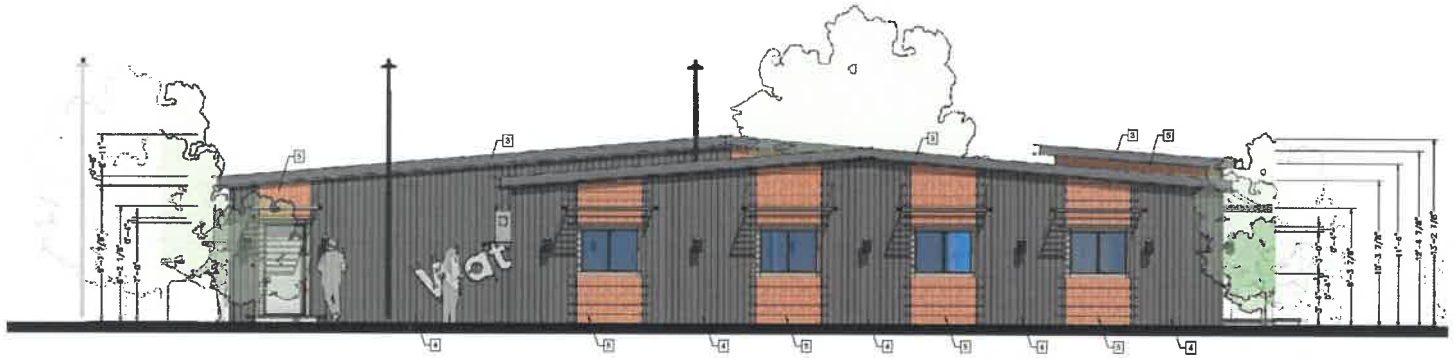
DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWN BY
KC
PROJECT MANAGER
MC
SCALE
1/4"=1'-0" (U.N.O.)
DATE
05/16/22
SERIAL NUMBER
XXX

SIGN & DATE TO RELEASE FOR MANUFACTURE (SUBJECT TO PRICE REVISIONS)
PLANS APPROVED
☐ (AS NOTED) ☐ (W/CHANGES)
DATE
SIGNATURE

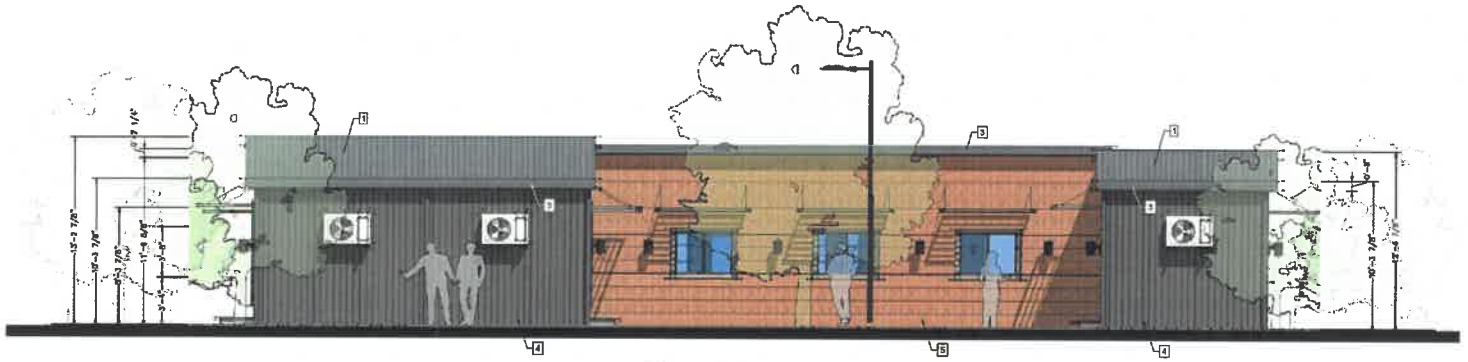
PRELIMINARY
07/17/22

SHEET NO.
A-4



E3 WEST ELEVATION

Scale: 1/4" = 1'



E4 NORTH ELEVATION

Scale: 1/4" = 1'

City of San Bernardino
Community & Economic Development Department
Planning Division
Approved
By: Date: 9/14/22

WattEV

TRUCK LEASING FACILITY

S. 'E' STREET
&
WEST CENTURY AVENUE
SAN BERNARDINO, CA

No.	DATE	DESCRIPTION

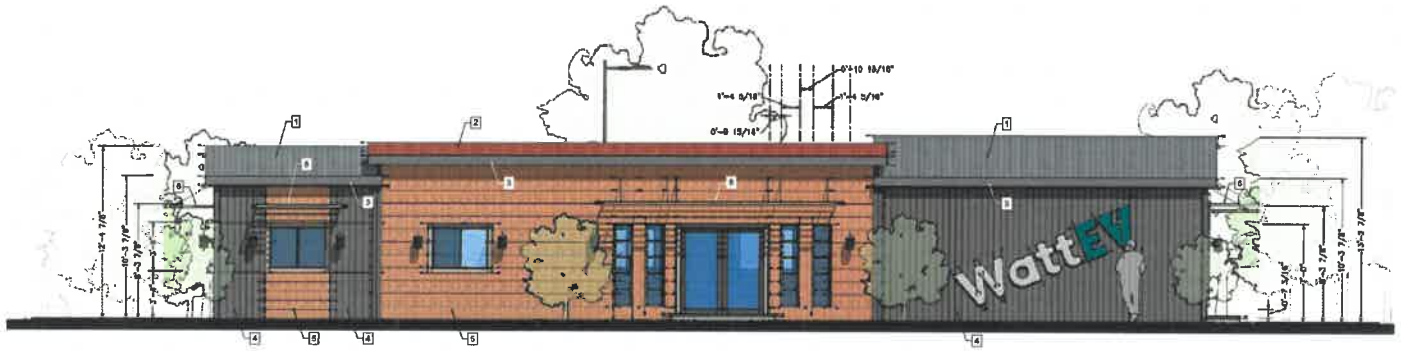
APPROVALS

COLORED ELEVATIONS
WEST & NORTH ELEV.

DATE:	SCALE on D:
17 JULY 2022	1/4" = 1'
REVISION:	SHEET No.
0-0	SB-AR-[illegible]

E1 EAST ELEVATION

Scale: 1/4" = 1'



E2 SOUTH ELEVATION

Scale: 1/4" = 1'

City of San Bernardino
Community & Economic Development Department
Planning Division
Approved
Date: 9/14/22
By:

WattEV

TRUCK LEASING FACILITY

S. 'E' STREET
&
WEST CENTURY AVENUE
SAN BERNARDINO, CA

No.	DATE	DESCRIPTION

APPROVALS

COLORED ELEVATIONS
EAST & SOUTH ELEV.

DATE:	SCALE on D:
13 JULY 2022	1/4" = 1'
REVISION:	SHEET No.
#0	SB-AR-E01

EXHIBIT "B"

Environmental Determination
CEQA Exemption

E. V. Watt Facility Project

CEQA Exemption

Development Permit Type-D 22-06

September 14, 2022

Lead Agency:

City of San Bernardino
201 North "E" Street
San Bernardino, CA 92418
David Murray Deputy Director/City Planner
(909) 384-7272

E.V. Watt Facility Project
CEQA Review

Introduction

Pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of San Bernardino, in its capacity as the lead agency, determines that a proposed action or project is exempt from the environmental review requirements of CEQA. According to the CEQA Guidelines, a NOE must contain the following:

- ✓ A brief description of the proposed action or project;
- ✓ A finding that the proposed action or project is exempt, including a citation to the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- ✓ A brief statement in support of the finding.

This NOE provides a description of the proposed electric truck leasing facility with vehicle charging (the "Project"), indicates the applicable sections of CEQA that support the findings for a CEQA exemption, and discusses the City of San Bernardino's findings that are applicable to the proposed Project.

Background & Project Description

Project Title

E.V. Watt Facility Project

Lead Agency Name and Address

City of San Bernardino
Community Development Department – Planning Division
201 North "E" Street
San Bernardino, CA 92418

Project Manager and Phone Number

Michael Rosales, Associate Planner
Phone: 909-384-5930
rosales_mi@sbcity.org

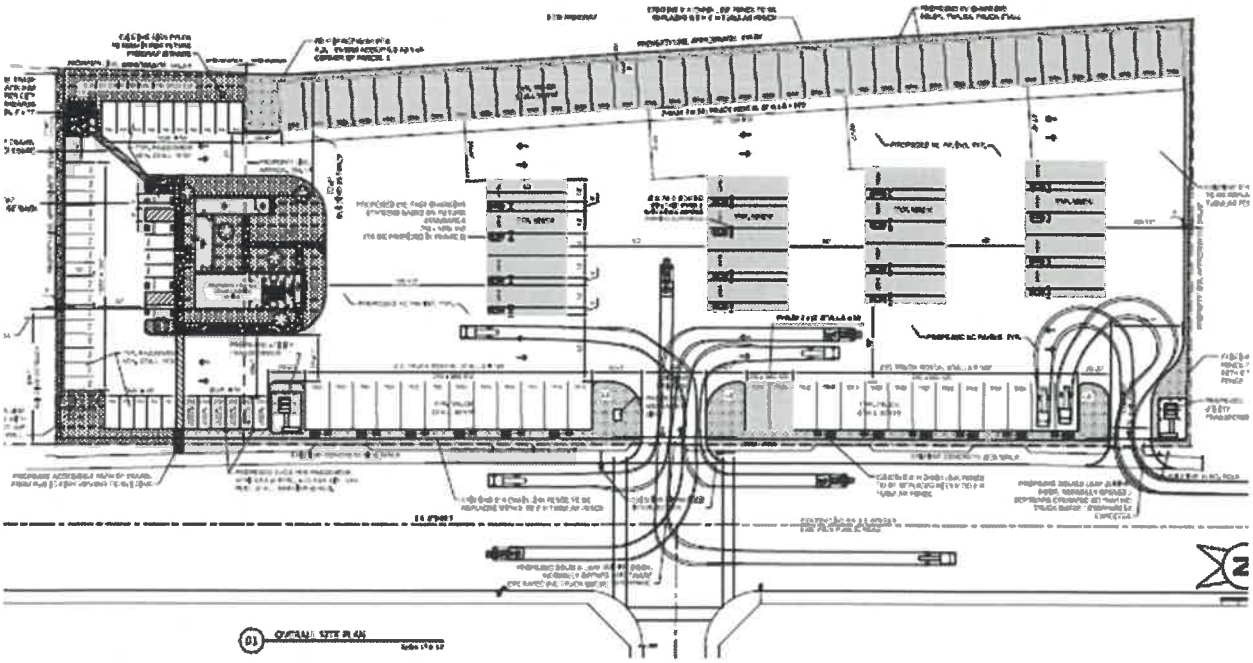
Project Applicant's/Sponsor's Name and Address

WATT E.V SB1/Salim Youssefzadeh
444 W. Ocean Boulevard Suite 1250
Long Beach, CA 90802

Brief Project Description

The proposed Project is located on a 4.10-acre site located on the west side of South E Street, at the intersection of W. Century Avenue, within the Commercial General (CG-1) zone.

The applicant is requesting the approval of Development Permit Type-D 22-06 to allow the development and establishment of an electric truck leasing facility consisting of a leasing office containing approximately 2,660 square feet and eighty (80) electric vehicle charging stalls, on a property containing a total of approximately 4.10 acres (APN:0141-252-08).



The proposed electric truck leasing facility consisting of a leasing office containing approximately 2,660 square feet and eighty (80) electric vehicle charging stalls is located on a partially developed site containing approximately 4.10 acres within the Commercial General-1 (CG-1) zone. The Commercial General-1 (CG-1) zone is provided for the continued use, enhancement, and new development of retail, personal service, entertainment, office and related commercial uses along major transportation corridors and intersections to service the needs of the residents; reinforcing existing commercial corridors and centers and establishing new locations as residential growth occurs. The development and establishment of an electric truck leasing facility, along with the construction of the required on-site and off-site improvements is a permitted use within the Commercial General-1 (CG-1) zone subject to a Development Permit and the necessary Conditions of Approval. The project will meet all Development Code standards set forth in the City of San Bernardino Development Code including parking (Section 19.24), Landscaping (Section 19.28) at 15% of the total parking area, which will integrate with the surrounding natural landscape in the vicinity, and the project meets all the General Standards found within Section 19.20.030 (1-28) of the City of San Bernardino Development Code.

Environmental Setting

Project Location

West side of South E Street, at the intersection of W. Century Avenue, within the Commercial General (CG-1) zone APNs:0141-252-08.

Project/Surrounding Setting

Table 1 below provides a summary of the surrounding land use characteristics of the subject site and surrounding properties.

TABLE 1: SITE AND SURROUNDING LAND USES

LOCATION	LAND USE	ZONE	GENERAL PLAN DESIGNATION
Site	Partially Developed Proposed electric truck leasing facility	Commercial General-1 (CG-1)	Commercial
North	Industrial	Commercial General-1 (CG-1)	Commercial
South	Industrial	Commercial General-1 (CG-1)	Commercial
East	Industrial	Commercial General-1 (CG-1)	Commercial
West	215 Freeway	Caltrans	Caltrans

Table 2 below provides a site design analysis that illustrates the consistency of the project with the Development Code.

TABLE 2: DEVELOPMENT CODE CONSISTENCY

	PROPOSED	DEVELOPMENT CODE
Land Use	Electric truck leasing facility	Commercial
Lot Size	178,596 square feet (4.10 acres)	10,000 Square Feet Required
Height	Leasing office (1-story)	2-story (30 feet)
Setbacks - Front - Rear - Side	 10 Feet 10 Feet (max) 10 Feet (max)	 10 Feet 10 Feet 10 Feet along secondary or major
Lot Coverage	11%	50% Maximum
Parking	80 spaces	11

General Plan Designation

Current: Commercial
Proposed: Commercial

Zoning Designation

Current: Commercial General-1 (CG-1)
Proposed: Commercial General-1 (CG-1)

Project Approvals

Development Permit Type-D 22-06/Applicable CEQA Notice of Exemption

Class 32 SECTION 15332 Exemption (Infill Development Projects)

The Community Development Department - Planning Division of the City of San Bernardino conducted an environmental evaluation in connection with the proposed project and concluded that Development Permit Type-D 22-06 is found exempt under Section 15332 (In-fill Development Projects) of CEQA. Section 15332 covers projects characterized as small developments surrounded by urban uses meeting the conditions contained within Section 15332. Development Permit Type-D 22-06 has been found to be Categorically Exempt from CEQA pursuant to Section 15332 of the CEQA Guidelines due to the fact that:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations and,

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses and,

c) The project site has no value as habitat for endangered, rare, or threatened species and,

d) Approval of the project would not result in any significant effects of relating to traffic, noise, air quality, or water quality; and,

e) The site can be served by all required utilities and public services.

Findings Supporting the Applicable CEQA Exemption

The City of San Bernardino determined, following a preliminary evaluation of the E.V. Watt Facility Project, that the proposed Project would not result in any significant effects on the environment. This determination is based on the following, which is substantiated within the "Environmental Assessment in Support of Findings" section below:

a. Section 15332 (a) requires that *projects are consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations.*

   The proposed project is consistent with General Plan goals and policies and Development Code standard requirements including the following:

   The project is consistent with Policy 2.4 of the Land Use Element, which requires the City of San Bernardino "*Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development*". The proposed project is a revitalization of a vacant underutilized property that would aid in the transportation and distribution sector by providing a permitted, sustainable viable option for alternative fuel for the distribution industry as well as community members within the city that is conditioned, per the Development Code, for operations.

b. Section 15332 (b) requires that *the proposed development occurs within the city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.*

   The Project site contains approximately 4.10 acres, completely surrounded by properties developed with commercial land uses. Therefore, the proposed project satisfies Section 15332 (b) of the California Environmental Quality Act.

c. Section 15332 (c) requires that *the project site has no value as habitat for endangered, rare, or threatened species.*

The project site is located within an area that is primarily surrounded by existing commercial developments that have undergone a conversion from natural habitats into commercial land uses as the project site is bordered by commercial like land uses to the east and south, and the 215 Freeway to the west. The project site contains a land cover type that would be classified as disturbed as a result of the on-going weed abatement activities and past development, and replaced with successional and non-native plant species which now compose a portion of the project site. The project site is also currently partially paved and in disturbed conditions.

d. Section 15332 (d) requires that *the project would not result in any significant effects relating to traffic, noise, air quality or water quality*.

i. **Traffic** - Given the nature and scope of the proposed project, the City's Traffic Engineer determined that the project would not require a Traffic Impact Analysis.

ii. **Noise** - The City of San Bernardino General Plan Figure N-1, Land Use Compatibility for Community Noise Exposure presents a land use compatibility chart for community noise prepared by the California Office of Noise Control. Figure N-1 identifies acceptable exterior noise levels for Industrial uses at 75 CNEL (Community Noise Equivalent Level). The project is located on S. E Street, which has a speed limit of 35 miles per hour and is identified in the Circulation Element of the general plan as a Major Arterial Street. The site is located within an Commercial zone that is surrounded by like uses, including adjacent to the 215 Freeway which generates approximately the same if not more noise than the proposed project. Therefore, the proposed electric truck leasing facility project will not create excessive levels of noise and future tenants will not be significantly impacted by noise.

iii. **Air Quality** - Air quality is significantly impacted by traffic as well as land uses that produce criteria pollutant air emissions. In this case, a CALEEMOD analysis will need to be ran for the proposed project and the following shall be noted:

- ✓ Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.), as described in the Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2). **No sensitive receptors have been identified within 500 meters of the project site.**
- ✓ Any Permits needed from SCAQMD will be obtained prior to construction.
- ✓ The numbers of peak hour and daily trips for the project are far below the number that would significantly impact traffic and air quality criteria.

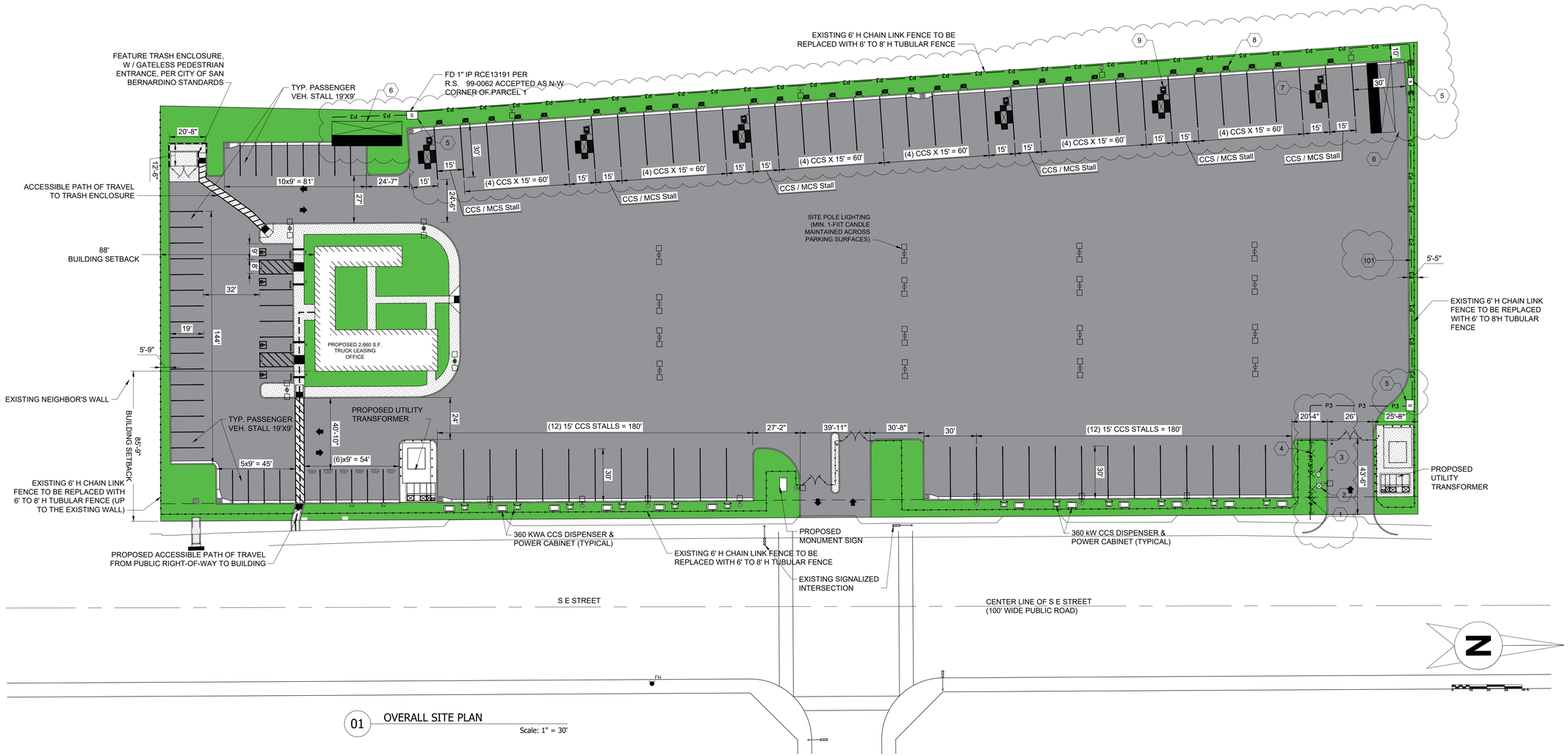
iv. **Water Quality** - The City of San Bernardino Municipal Water Department has reviewed the project and determined that the existing services for water and sewer capacity are sufficient to meet the needs of the proposed commercial land use. The project would not violate water quality standards for water discharge requirements and will follow state National Pollutant Discharge Elimination Systems (NPDES) and county Best Management Practices (BMPs) for construction activities. The project is located in Flood Zone AE which has less than a 1% chance at flooding annually and is not located within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. There are no bodies of water within the project vicinity that could result in inundation by a natural disaster. Therefore, the project will not have significant impacts on water quality.

Reviewed and Approved By:

Michael Rosales
Associate Planner

Attachment 2

Project Development Plan, October 2023



01 OVERALL SITE PLAN

Scale: 1" = 30'

SITE & PROJECT INFORMATION:

ADDRESS:	S. 'E' STREET & W. CENTURY AVENUE SAN BERNARDINO, CA 92408
APN:	041-252-03, PORTION OF 0141-312-02
LEGAL DESCRIPTION:	PARCEL MAP 773, PARCEL 1 BOOK 7, PAGE 65
LOT SIZE:	NET: 178,290 S.F. (APPROX. 4.10 ACRES)
BUILDING:	TRUCK LEASING OFFICE: 2,660 S.F.
AREAS:	TRASH ENCLOSURE: 182 S.F.
BUILDING HEIGHT:	MAX. HEIGHT = 14'-0"
SITE COVERAGE:	MAX. F.A.R. = 50%
LANDSCAPE COVERAGE:	MIN. 15% OF NET AREA OF PARKING AREA
CONSTRUCTION TYPE:	V-B / NON-SPRINKLERED
OCCUPANCY:	M
SPECIFIC PLAN:	N/A
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	RENTAL / COMMERCIAL

EXISTING ZONE:	COMMERCIAL
PROPOSED ZONE:	COMMERCIAL
SUPPORTING LAND USE AND ZONING:	- NORTH: CG-1 (GENERAL COMMERCIAL) - SOUTH: CG-1 (GENERAL COMMERCIAL) - EAST: CG-1 (GENERAL COMMERCIAL) - WEST: INTERSTATE - 215
PARKING REQ.:	RETAIL: 1 SPACE / 250 S.F. (2,660 S.F. / 250 S.F.) = 10.64 TOTAL REQUIRED: 11 SPACES TOTAL PROVIDED: 44 SPACES (INCLUDING 4 ADA, 4 EVCS)
LOT COVERAGE:	BUILDING: 2,660 S.F. (1.5%) LANDSCAPING: 21,836 S.F. (12.2%) IMPERVIOUS: 153,795 S.F. (86.3%) TOTAL: 178,290 S.F. (100%)
LANDSCAPE:	15% OF NET AREA OF PARKING AREA REQ. NET PARKING AREA = 48,375 S.F. LANDSCAPE REQ. = 48,375 x 15% = 7,256 S.F. LANDSCAPE PROVIDED = 12,756 S.F.

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9. OFF-SITE IMPROVEMENTS CONSIST OF UTILITY CONNECTIONS.

CONTACT INFORMATION:

PROPERTY OWNER:	CITY OF RIVERSIDE 3900 MAIN STREET RIVERSIDE, CA 92522
APPLICANT:	WATTEV SB1, INC. PHONE: (310) 918-0801 E-MAIL: projectsb@wattev.com CONTACT: SALIM YOUSSEFZADEH
ARCHITECTURE / EXHIBIT PREPARE:	KSA GROUP ARCITECTS 4600 AMERICAN AVENUE, SUITE 200 BAKERSFIELD, CA 93309 PHONE: (661) 834-1331

PHASE 2 CONSTRUCTION NOTES:

1. SCE RISER POLE
2. CUSTOMER OWNED PRIMARY SERVICE METER POLE 45'/1
3. CUSTOMER OWNED POLE AND RECLOSER 50'/1
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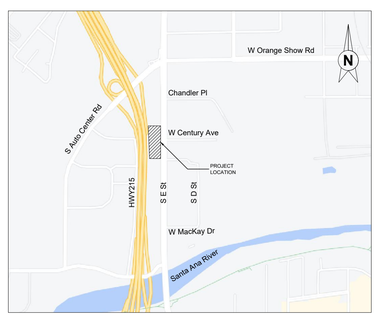


02 VICINITY MAP

Scale: N.T.S.

WattEV

TRUCK LEASING FACILITY

1380 S. "E" STREET
SAN BERNARDINO, CA

No.	DATE	DESCRIPTION
1	08/25/2023	PHASE 2 INSTALLATION

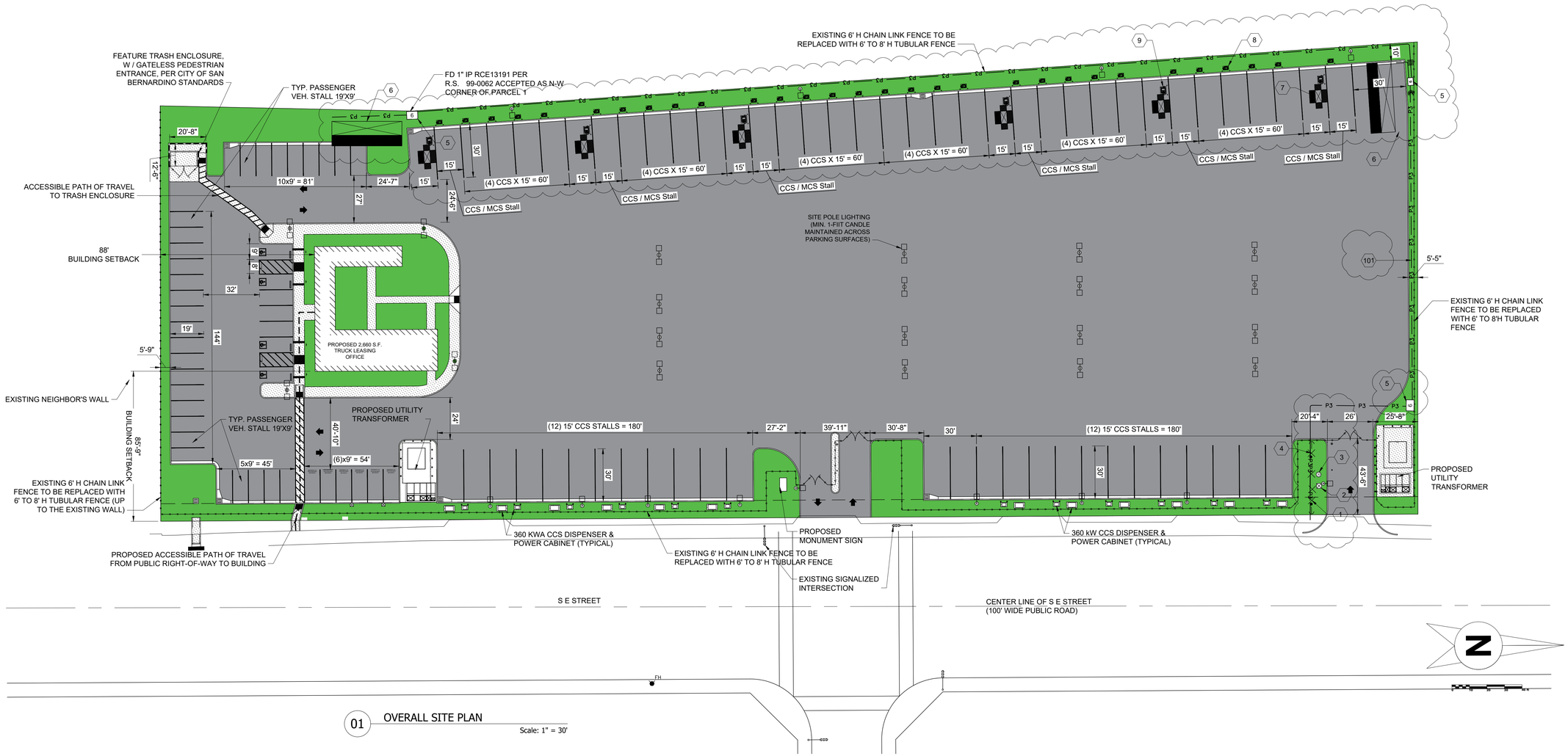
APPROVALS:

PHASE 2
PROECT DEVELOP. PLAN

DATE: 10/12/2023	SCALE on D: 1' = 30'
REVISION: 1	SHEET No. P2-PDP-01

WattEV Engineer's Estimate

Phase 2: San Bernardino ZEV Infrastructure Project (TCEP)		
EVSE: 30 CCS 240 KW Chargers	$	2,985,000
EVSE: 6 MCS 1200 KW Chargers	$	2,700,000
EVSE Activation Fee	$	8,000
Design/Engineering	$	78,000
Installation	$	992,650
Network Service Agreement	$	6,225
Extended Warranties	$	1,230,000
Total Project Costs	**$**	**7,999,875**



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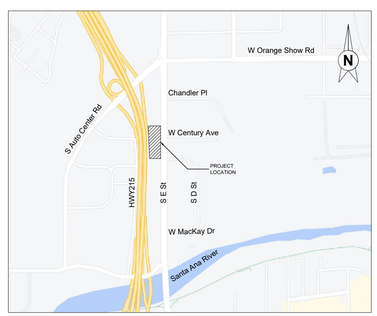

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PHASE 2
PROECT DEVELOP. PLAN

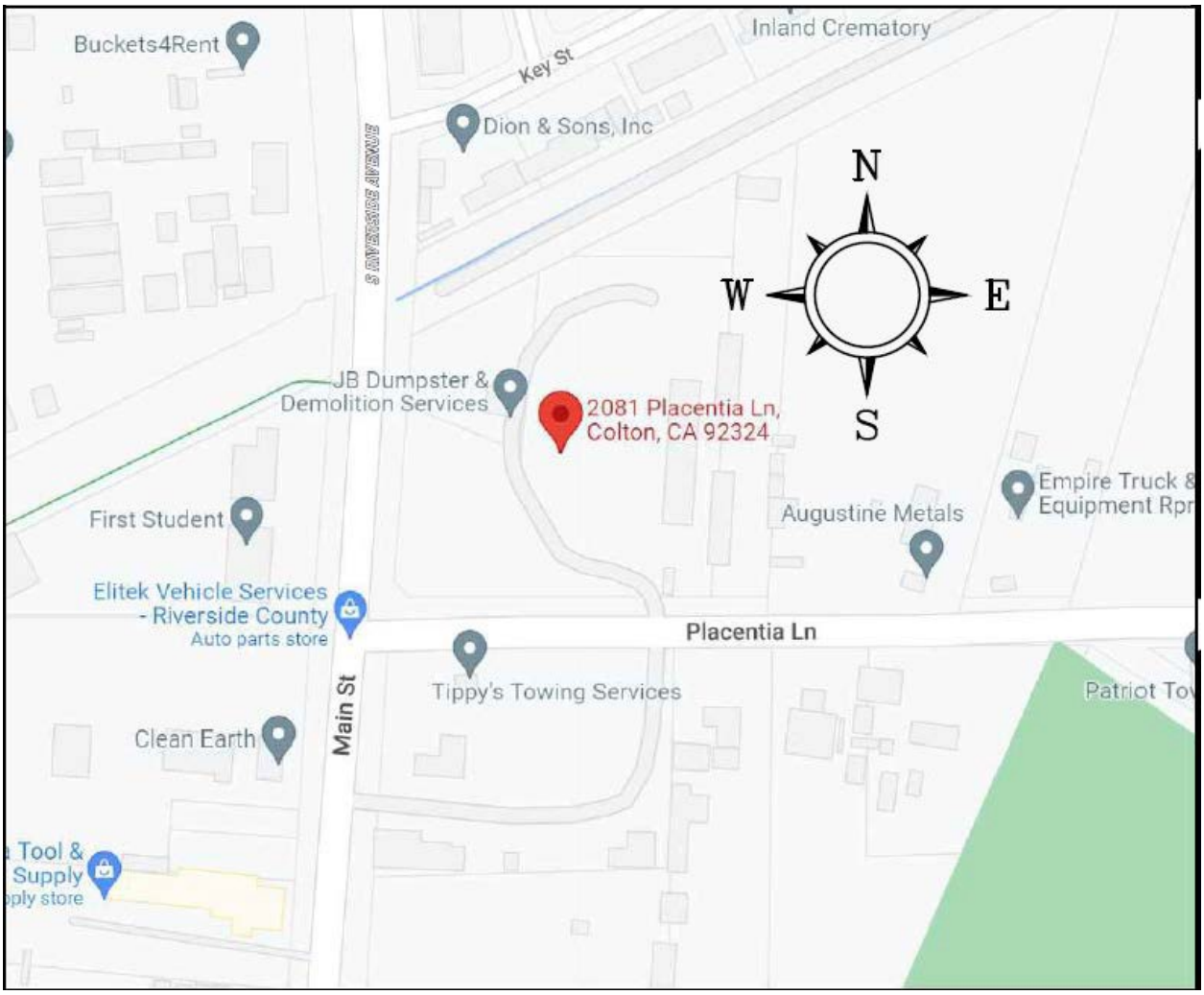
DATE: 10/12/2023	SCALE on D: 1' = 30'
REVISION: 1	SHEET No. P2-PDP-01

PROJECT REPORT EQUIVALENT

Project Title: *Interstate 10 Corridor Freight and Managed Lane Project, I-15 to Pepper Avenue: Zero-emission Fueling Infrastructure, Nikola*

Project Location Description: *2081 Placentia Lane, Colton, CA 92324*

Vicinity Map



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I, *Steven Smith, Director of Planning,* have been given full authority by *San Bernardino County Transportation Authority* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

11/01/2023

Steven Smith — Date

Director of Planning
Title

San Bernardino County Transportation Authority
Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

11/01/2023

Steven Smith, Director of Planning — Date

San Bernardino County Transportation Authority
Agency

Table of Contents

INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process

Project Limit/Footprint	*2081 Placentia Lane, Colton, CA 92324*
Total Project Cost	$19,781,721
Outputs	• *1 - Greenfield liquid delivered refueling station* • *2 - Pumps* • *2 - Fueling positions*
Outcomes	*Improve the movement of goods, community public health, and ZEV infrastructure to make progress toward a zero-emission goods movement economy.*
Environmental Determination or Document	CEQA Notice of Exemption

1. BACKGROUND

On January 5, 2022, the SBCTA Board took action to endorse both a clean truck fueling infrastructure initiative and the use of excess toll revenue for clean trucks. The Toll Revenue Policy allows for contributions of toll revenues to clean truck incentive funding. The Board also directed staff to develop a Clean Truck Program and Implementation Plan incorporating the Toll Revenue Policy for I-10 and the California Transportation Commission's proposed clean truck fueling infrastructure funding opportunity through the Trade Corridor Enhancement Program. After this direction was provided, SBCTA initiated communications with vendors involved in both battery-electric truck charging and hydrogen fuel cell truck fueling to incorporate zero emissions infrastructure into the overall Interstate10 Corridor Freight and Managed Lane Project, Contract 2.

2. Purpose and Need
Purpose:

The purpose of this project is to construct a hydrogen fuel station to initiate the installation of a hydrogen fuel network. The fueling station will be open to the public and accommodate heavy-duty zero emission vehicles (ZEVs). The hydrogen fuel station in Colton, as part of the Interstate 10 Corridor Freight and Managed Lane Project Contact 2 project, will be a part of a network of stations that will enable a faster

roll out in the Southern California region in anticipation of a surge in demand due to climate goals and the increase in opting for hydrogen fuel cell trucks that will utilize these stations.

Need:

A. Problem/Justification:

Transportation creates nearly 30% of greenhouse gas emissions in the United States. The switch to cleaner alternatives to power vehicles is necessary to both reduce greenhouse gas emissions and meet the State's aggressive climate goals.

A network of hydrogen fueling stations is needed, specifically in major corridors such as Interstate 10, to provide the freight industry a higher degree of confidence that these alternative fuel options will be available for any investments they make in zero-emission trucks. Research has proven that for long-haul heavy-duty vehicles, hydrogen is the best long-term solution. This project will construct one of four hydrogen refueling stations in San Bernardino County that will become part of this statewide network.

This project is needed to encourage and support fuel cell electric trucks and help California achieve its ambitious emission reduction goals, address the safety challenges of freight, reduce freight-induced air pollution, and improve equity for disadvantaged communities impacted by poor air quality as many of these communities are in close proximity to industrial neighborhoods.

B. Regional and System Planning

Transitioning regional auto and truck fleets to zero-emission is a high priority of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and incentive programs of the state agencies. The 2020 RTP/SCS includes an entry in the project list covering all counties with the RTP ID of 7160003 and title "Zero-Emission Goods Movement." While specific sites for zero-emission charging/fueling were not identified in the RTP/SCS (that is up to vendors in collaboration with public permitting agencies), there is direct provision for the charging/fueling infrastructure as proposed for the Colton and San Bernardino sites in conjunction with the I-10 project.

C. Traffic- *Not Applicable as this project is off-system and is a non-capacity enhancing project.*

3. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)
CEQA - Notice of Exemption

4. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification) - SECTION 5- NOT APPLICABLE

5A. Hazardous Waste

Discuss hazardous waste at project site and disposal methods.

5B. Value Analysis

Discuss the value analysis conducted. If not conducted, explain why

5C. Resource Conservation

Discuss plan to conserve resources (e.g., salvage, recycle, etc.) during construction

5D. Right-of-Way Issues

Discuss Right-of-Way including utilities, railroad involvement, acquisition of property, temporary easements, etc.

5E. Environmental Compliance

Summarize environmental compliance required for project including CEQA, NEPA, categorical exemption. Include Environmental Document as an attachment

5F. Air Quality Conformity

Was an air quality conformity analysis completed? If not, explain

5G. Title VI Considerations

Was Title VI taken into consideration? Explain

5H. Noise Abatement Decision Report

Was a noise abatement decision report developed? Are noise impacts anticipated? If yes, what measures will be taken?

5. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

The total project cost estimate for this project is $19,781,721 with a Construction cost of $19,327,832. Trade Corridor Enhancement Funds (TCEP) in the amount of $5,000,000 will be used to fund construction as well as $14,327,832 in private funds.

It has been determined that this project is not eligible for Federal-aid funding as the project only cleared the CEQA process and not the NEPA process.

Programming

Complete Option 1 or Option 2

***Option 1**: Complete the following table for <u>each funding source</u>. Consult with the project manager to determine the fiscal funding year, the escalated estimates, and the escalation rates. Enter funding source, estimates, adjust fiscal year designations as needed, and state any key assumptions including the escalation rates used.*

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction									
Total									

Option 2: Complete the following table and include <u>all fund sources</u>. *Enter funding source, estimates for each component, and state any key assumptions including whether funds are committed or uncommitted.*

Estimate: **See Attachment**

Fund Source	Project Component					
	PA&ED	PS&E	Right-of-Way	Construction Support	Construction	Total
SB1-SCCP						
SB1-TCEP					$5,000,000	$5,000,000
Local						
Federal-INFRA						
Private	$215,000	$238,889			$14,327,832	$14,781,721
Total	$215,000	$238,889			$19,327,832	$19,781,721

Discuss significant aspects of the construction estimate: Refer to attachment as needed.

6. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	11/15/2022	Actual
Begin Environmental (PA&ED) Phase	03/14/2022	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	05/31/2023	Actual
Draft Project Report	11/01/2023	Actual
End Environmental Phase (PA&ED Milestone)	05/31/2023	Actual
Begin Design (PS&E) Phase	09/21/2023	Actual

End Design Phase (Ready to List for Advertisement Milestone)	04/01/2025	Target
Begin Right of Way Phase	04/01/2024	Target
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2025	Target
Begin Construction Phase (Contract Award Milestone)	07/01/2025	Target
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2025	Target
Begin Closeout Phase	05/01/2026	Target
End Closeout Phase (Closeout Report)	05/01/2027	Target

7. RISKS

The lease and CUP at the Placentia Lane site in Colton are being revised to provide short-term truck parking in lieu of previously planned EV charging pads and accompanying infrastructure. Inability to amend the lease and/or CUP could lead to additional construction requirements and increased project cost.

Constructing the combined Colton station will require Nikola to coordinate with SBCTA to align project schedules and deliverables to satisfy TCEP requirements for each project. Inability to combine projects could result in lost funding opportunities.

8. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A funding agreement between SBCTA and Nikola will be required that will manage invoicing, reimbursement, and other terms as necessary.

9. ADDITIONAL INFORMATION- *Not Applicable*

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (6 pages)
B. Project Location Map (1 page)
C. Approved Environmental Document (3 pages)
    a. If necessary, provide link to downloadable document
D. Engineers Estimate (1 page)
E. Available project schematics or preliminary-design plans (1 page)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/21/2023 13:34:26
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	1P750	0824000095	1329	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola

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

The Zero-emission Fueling Infrastructure component, Nikola Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (hydrogen) fueling infrastructure at a site in Colton in San Bernardino County, approximately 3 miles south of I-10.
The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	52,47	Senate:	20	Congressional:	35,31

Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2022	
Begin Environmental (PA&ED) Phase	09/01/2012	03/14/2022
Circulate Draft Environmental Document Document Type CE	04/01/2016	05/31/2023
Draft Project Report	03/15/2016	11/01/2023
End Environmental Phase (PA&ED Milestone)	07/06/2017	05/31/2023
Begin Design (PS&E) Phase	07/01/2022	09/21/2023
End Design Phase (Ready to List for Advertisement Milestone)	11/01/2024	04/01/2025
Begin Right of Way Phase	01/01/2023	04/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2024	04/01/2025
Begin Construction Phase (Contract Award Milestone)	05/01/2025	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	05/01/2027	12/31/2025
Begin Closeout Phase	05/01/2027	05/01/2026
End Closeout Phase (Closeout Report)	05/01/2028	05/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0034 v0

Date 12/21/2023 13:34:26

Purpose and Need

The Interstate 10 Corridor Freight and Managed Lane Project is a collaborative effort by SBCTA and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to 1) address a nationally-significant freight bottleneck and 2) enable new incentives to be provided for use of transit and shared rides along I-10. The segment currently has no HOV lanes, and the HOT lane will now enable incentives to be provided for transit, shared rides, and zero-emission vehicles along I-10. The segment carries 25,000 trucks on a typical weekday through one of the busiest centers of logistics in the U.S. Currently, eastbound queues of trucks and other traffic regularly extend from the EB Cherry, Citrus, Sierra, and Cedar interchanges all the way back to the I-15/I-10 interchange in the PM peak period. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. Also included are single high occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the HOT lanes currently under construction on I-10 west of I-15. Together, these managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles with faster travel time, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). It is also noteworthy that the adopted alternative for this segment of I-10 was previously two HOT lanes in each direction. The concept for this segment has now been modified to single lane, directly in response to CAPTI, significantly reducing vehicle miles traveled (VMT) from the original dual-lane concept. The TCEP application also includes an investment in zero-emission truck fueling and charging infrastructure and authorization by SBCTA to invest a share of excess toll revenue for zero-emission truck funding incentives in disadvantaged communities.

The Zero-emission Fueling Infrastructure component, Nikola Contract, of the I-10 Corridor Freight and Managed Lane Project will install zero-emission (hydrogen) fueling infrastructure at a site in Colton (2081 Placentia Lane) in San Bernardino County, approximately 3 miles south of I-10. The site has been secured and will be operated by Nikola Corporation. The Zero-emission Fueling Infrastructure component, Nikola Contract, is a necessary component to be able to achieve the overall purpose and need of the I-10 Corridor Freight and Managed Lane Project, as described above, and will construct a hydrogen fueling station to initiate the
installation of a hydrogen fuel network. The fueling station will be open to the public and will accommodate heavy-duty zero emission vehicles. Please see the Additional Information section for Output information.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.7
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	22.2

Additional Information

"Scope and Location" section continued:
In addition, the 5-mile segment from just west of the Sierra Avenue interchange to Pepper Avenue still has conventional thrie-beam guardrail in the median that will be replaced with a Caltrans-standard concrete median barrier and building out of the unpaved median. This 60-year-old freeway will also be brought up to current design standards overall.

Performance Measures:
The Performance Measures indicated for the I-10 Corridor Freight and Managed Lane Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

ZE Fueling Infrastructure Component:
The TCEP amount ($10 million) for the ZE Fueling Infrastructure Component of the I-10 Corridor Freight and Managed Lane Project will be equally shared by two separate vendors (WattEV and Nikola). Therefore, two separate contracts will be executed and each contract will be reflected in its own ePPR.

Outputs related to the ZE Component of the I-10 Corridor Freight and Managed Lane Project are currently being vetted and are not yet finalized. The outputs below reflect the preliminary outputs indicated in the TCEP application for the Nikola Contract/Scope of Work. Preliminary output information consistent with the application for the WattEV Contract/Scope of Work is reflected in a separate ePPR (PPNO 1328). Outputs will be finalized prior to allocation of TCEP funds.

1 - Greenfield liquid delivered refueling station
2 - Pumps
2 - Fueling positions

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	70,786	-70,786
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	69,816	246,690	-176,874
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	120,817	297,691	-176,874
	TCEP	Change in Daily Truck Hours of Delay	Hours	8,625	27,136	-18,511
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	12,431,595	12,431,595	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.56	3.42	-1.86
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,235	32,746	-18,511
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	41.7	19	22.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	14	-14
			PM 10 Tons	0	15	-15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	723,465	-723,465
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	159	-159
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	884	-884
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	176	-176
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14	14	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.051	0.051	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	839	932	-93
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.309	0.343	-0.034
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10,348	0	10,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	8	0	8

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	85,775,000	85,775,000	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	11	11	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	110,000,780	110,000,780	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	11	11	0

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PROJECT PROGRAMMING REQUEST (PPR)

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District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P750	0824000095	1329

Project Title

Interstate 10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	215							215	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			19,328					19,328	
TOTAL	215	239	19,328					19,782	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$10M for zero-emission fueling infrastructure in the I-10 corridor.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$5 million; Nikola Contract. $5 million for WattEV Contract reflected in separate ePPR.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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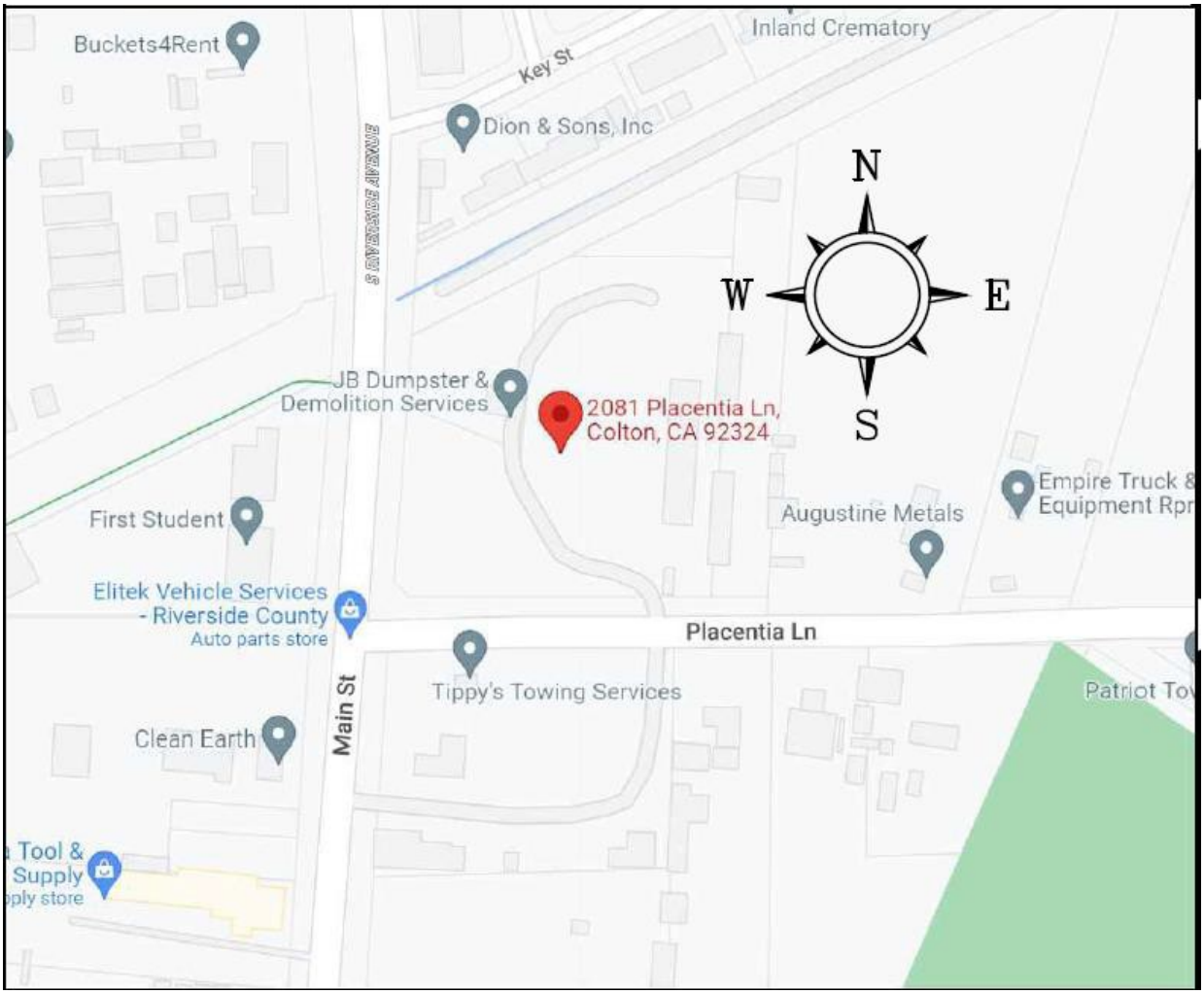
Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	215							215	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,328					14,328	
TOTAL	215	239	14,328					14,782	

Nikola Project Location Map



PRELIMINARY EXEMPTION ASSESSMENT

(Certificate of Determination
When Attached to Notice of Exemption)

1.	Name or description of project:	DAP-001-785 - Nikola Hydrogen Fueling Facility
2.	Project Location - Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	2081 Placentia Ln. Colton, CA 92324 APNs: 0277-022-44,45,62
3.	Entity or person undertaking project:	A. Greg Hester, Nikola
		B. Other (Private)
		(1) Name
		(2) Address

4. Staff Determination:

The Lead Agency's Staff, having undertaken and completed a preliminary review of this project in accordance with the Lead Agency's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

a.	D	The proposed action does not constitute a project under CEQA.	
b.	D	The project is a Ministerial Project.	
c.	D	The project is an Emergency Project.	
d.	D	The project constitutes a feasibility or planning study.	
e.		The project is categorically exempt. Section 15332 - In-Fill Development Projects	
		Applicable Exemption Class:	Pursuant to CEQA Section 15332 Class 32 - In-Fill Development Projects. This section pertains to meeting conditions for exemption including finding, as provided below, no habitat for endangered, rare, or threatened species and the proposed project will not result in any significant effects related to traffic, noise, air quality or water quality.
f.	D	The project is statutorily exempt.	
		Applicable Exemption:	
g.	D	The project is otherwise exempt on the following basis:	
h.	D	The project involves another public agency which constitutes the Lead Agency.	
		Name of Lead Agency:	City of Colton

Date: May 31, 2023

Staff: Steve Gonzales, Associate Planner

NOTICE OFEXEMPTION

TO:	Office of Planning and Research P. 0. Box 3044, Room 212 Sacramento, CA 95812-3044	FROM:	City of Colton Address Colton, CA 92324
0	Clerk of the Board of Supervisors or County Clerk County of San Bernardino		

1.	Project Title:		DAP-001-785 - Nikola Hydrogen Fueling Facility
2.	Project Applicant:		Greg Hester - Nikola Motor Company
3.	Project Location - Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):		2081 Placentia Lane Colton, CA 92324 **APN:** 0277-022-44,45,62
4.	(a) Project Location - City:		City of Colton
	(b) Project Location - County:		San Bernardino County
5. 6.	Description of nature, purpose, and beneficiaries of Project:		**Administrative Architectural & Site Plan Review** to construct a new 1,892 square foot canopy system for the purpose of installing eight (8) hydrogen fueling dispenser stations for heavy-duty trucks that will be unmanned and operate 24 hours seven days a week and will also include 26 Battery Electric Vehicle (BEV) charging stations for electric semi-trucks only on a lot measuring approximately 4.85 acres and Zoned M-1 (Light Industrial).
7.	Name of Public Agency approving project:		City of Colton
8.	Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity:		Greg Hester - Nikola Motor Company
9.	Exempt status: (check one)		
	(a) 0	Ministerial project.	(Pub. Res. Code§ 21080(b)(l); State CEQA Guidelines§ 15268)
	(b) 0	Not a project.	
	(c) 0	Emergency Project.	(Pub. Res. Code§ 21080(b)(4); State CEQA Guidelines§ 15269(b),(c))
	(d) [gl	Categorical Exemption. State type and class number:	15332 - In-Fill Development Projects Class 32
	(e) 0	Declared Emergency.	(Pub. Res. Code§ 21080(b)(3); State CEQA Guidelines§ 15269(a))
	(f) 0	Statutory Exemption. State Code section number:	

(g) D Other. Explanation:	
10. Reason why project was exempt:	Pursuant to CEQA Section 15332 Class 32 - In-Fill Development Projects. This section pertains to meeting conditions for exemption including finding, as provided below, no habitat for endangered, rare, or threatened species and the proposed project will not result in any significant effects related to traffic, noise, air quality or water aualitv.
11. Lead Agency Contact Person:	Steve Gonzales, Associate Planner
Telephone:	909-370-5527
12. If filed by applicant: Attach Preliminary Exemption Assessment (Form "A") before filing.	
13. Has a Notice of Exemption been filed by the public agency approving the project? Yes xNo	
14. Was a public hearing held by the lead agency to consider the exemption? Yes xNo If yes, the date of the public hearing was:	

Signature: Date: ,,5""'"/3...,l..:...,12..,.3:.....

Title: Associate Planner

*i*_ Signed by Lead Agency _ Signed by Applicant

Date Received for Filing: - - - - - - - - - - -

(Clerk Stamp Here)

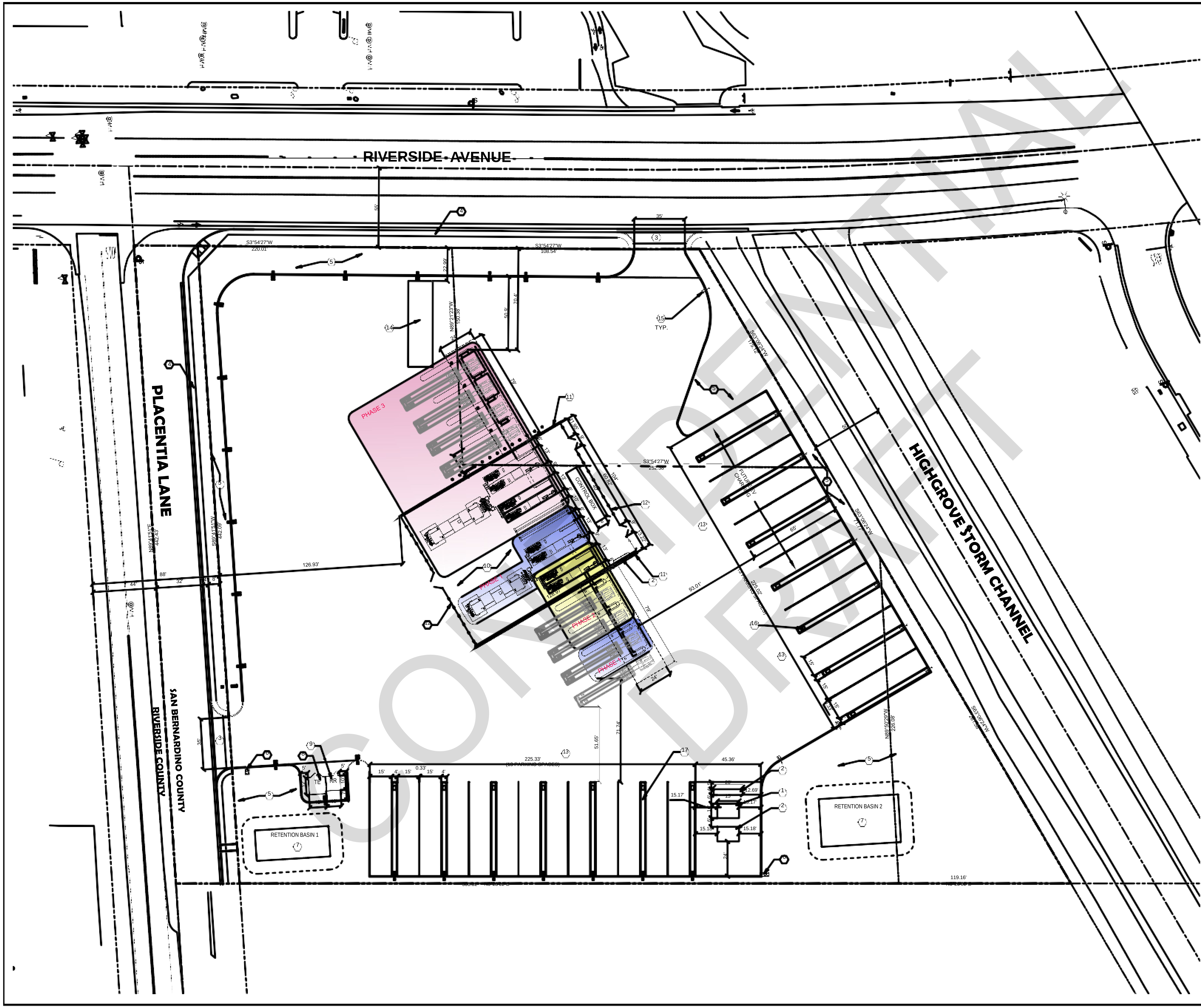
Authority cited: Sections 21083 and 21100, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Nikola Motor Company

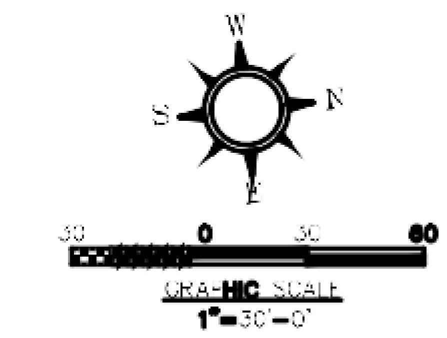
Colton H2 Refueling Station (HRS)

AACE Estimate Classification
Class 4 (+50% / -30%) **June 31, 2023**

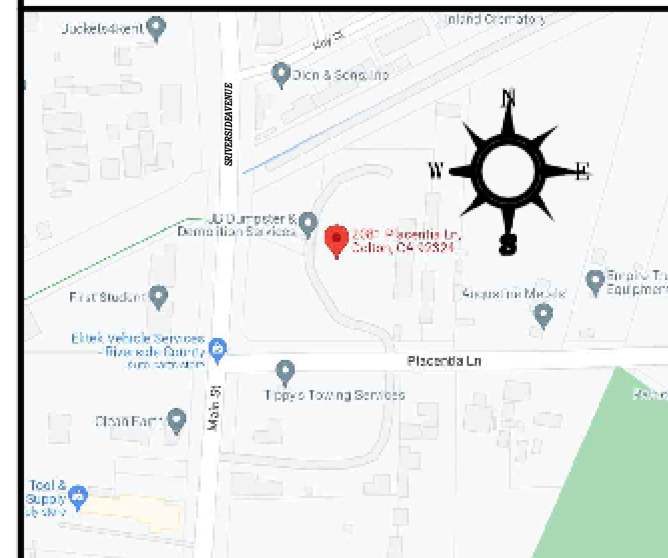
.	Description	Qty.	Unit	Labor Hrs.	Labor $	Material Equipment $	Material Bulks $	Subcontracts $	Total Costs (USD)
	DIRECT COST								
	DEMOLITION	1	Lot	-	$ -	$ -	$ -	$ 225,000	**$ 225,000**
	CIVIL / SITE	1	Lot	-	$ -	$ -	$ -	$ 1,523,244	**$ 1,523,244**
	Piling	1	Lot	-	$ -	$ -	$ -	$ -	**$ -**
	CONCRETE	1	Lot	-	$ -	$ -	$ -	$ 1,797,878	**$ 1,797,878**
	STEEL	1	Lot	675	$ 81,000	$ -	$ 75,000	$ -	**$ 156,000**
	BUILDINGS	1	Lot	-	$ -	$ -	$ -	$ 399,900	**$ 399,900**
	EQUIPMENT	1	Lot	200	$ 48,000	$ 6,720,169	$ -	$ -	**$ 6,768,169**
	PIPING (AG & UG)	1	Lot	3,918	$ 470,100	$ -	$ 138,325	$ 434,000	**$ 1,042,425**
	PROCESS AIR (DUCTWORK)	1	Lot	-	$ -	$ -	$ -	$ -	**$ -**
	ELECTRICAL (AG & UG)	1	Lot	830	$ 99,600	$ -	$ 280,000	$ 334,000	**$ 713,600**
	PROCESS CONTROL (INSTRUMENTATION)	1	Lot	-	$ -	$ -	$ -	$ -	**$ -**
	PAINT	1	Lot	200	$ 24,000	$ -	$ 25,000	$ -	**$ 49,000**
	INSULATION	1	Lot	200	$ 24,000	$ -	$ 25,000	$ -	**$ 49,000**
	SUBTOTAL DIRECT COST			6,023	$ 746,700	$ 6,720,169	$ 543,325	$ 4,714,022	**$ 12,724,216**
				$ per Hour	$ 124				
	CONSTRUCTION INDIRECT COST								
	CM / FIELD STAFF				$ 324,000				**$ 324,000**
	RENTALS CONSTRUCTION EQUIPMENT							$ 150,000	**$ 150,000**
	TEMP. FACILITIES / CONST. SUPPORT			45	$ 5,400		$ 11,250	$ 165,000	**$ 181,650**
	SCAFFOLDING / FW / HW			281	$ 11,630		$ 75,000		**$ 86,630**
	SUBTOTAL INDIRECT COST			326	$ 341,030		$ 86,250	$ 315,000	**$ 742,280**
	ENGINEERING								
	Project Management Services			-	$ -				**$ -**
	Engineering Services / Permitting			2,900	$ 930,000				**$ 930,000**
	Supply Chain Management			-	$ -				**$ -**
	Construction Management			-	$ -				**$ -**
	Commissioning & Opertional Support			-	$ -				**$ -**
	QA / QC Support (Special Studies)			-	$ -				**$ -**
	SUBTOTAL ENGINEERING			2,900	$ 930,000				**$ 930,000**
	OWNER								
	Corporate Allocations				Cost is excluded from this cost estimate.				**$ -**
	Site Allocations				Cost is excluded from this cost estimate.				**$ -**
	Process License				Cost is excluded from this cost estimate.				**$ -**
	Land				Cost is excluded from this cost estimate.				**$ -**
	Owner Project Team				Cost is excluded from this cost estimate.				**$ -**
	Other Allocations				Cost is excluded from this cost estimate.				**$ -**
	Insurance / Tax / Financial				Cost is excluded from this costestimate.				**$ -**
	Commissioning & Startup				$ 1,873,709		$ 610,000		**$ 2,483,709**
	Operational Readiness				$ 25,000		$ 75,000		**$ 100,000**
	SUBTOTAL ENGINEERING				$ 1,898,709		$ 685,000		**$ 2,583,709**
	SUBTOTAL ENGINEERING & OWNERS			2,900	$ 2,828,709		$ 685,000	$ -	**$ 3,513,709**
	Escalation							2.0%	**$ 254,484**
	Contingency							15.00%	**$ 2,547,031**
	TOTAL PROJECT COST								**$ 19,781,721**



DIRECTIONAL ARROW/ GRAPHIC SCALE



VICINITY MAP



SCOPE OF WORK

1. PROPOSED TRANSFORMER PAD.
2. PROPOSED SWITCH GEAR.
3. PROPOSED DRIVEWAY PER CITY OF COLTON STANDARD 111 .
4. PROPOSED SIDEWALK.
5. PROPOSED PLANTER.
6. PROPOSED RIP RAP.
7. PROPOSED RETENTION BASIN.
8. PROPOSED TRASH ENCLOSURE.
9. PROPOSED REST ROOM.
10. PROPOSED HYDROGEN FACILITY.
11. PROPOSED 8" THICK BLOCK WALL (8 FT. HIGH).
12. PROPOSED CHAIN LINK FENCE WITH GATES (8 FT. HIGH) .
13. PROPOSED PARKING SPACES.
14. PROPOSED REFUELER PAD.
15. PROPOSED 16' HIGH AREA LIGHT.
16. PROPOSED EV CHARGER (TYP. OF 14).
17. PROPOSED EV CHARGING ISLAND (TYP. OF 14).

SITE INFORMATION

ITEM	SIZE	LOT %	AREA (SQ.FT.)
TOTAL LOT AREA	N/A	N/A	221,779 (5.09 ACRES)
NEW CANOPY	79'-0" x 24'-0"	0.85	1,896
NEW REST ROOM	10'-0" x 10'-0"	0.045	100
LANDSCAPING	AS SHOWN	19.25	42,698

OWNER'S INFORMATION

OWNER: NIKOLA MOTORS

ADDRESS: 2081 PLACENTIA AVENUE
COLTON, CA 92324

APPLICABLE CODES

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

PARKING SPACES

PARKING PROVIDED:

TOTAL OF 26 (65'x15' SPACES)

REVISIONS | BY

PLANS PREPARED BY

A & S ENGINEERING INC.

NIKOLA MOTORS

STORE #: –
ADDRESS: 2081 PLACENTIA AVENUE
COLTON, CA 92324

DRAWN
XX
11/07/2022
PROPOSED SITE PLAN
–

S1