

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised Feb 2026 v1.00)

General Instructions

Amendment (Existing Project)		No			Date:	6/1/26	
District	EA	Project ID	PPNO	MPO ID			
08							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SB	I-10			SCAG			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Lana Elyo		(909) 387-8168		Lana.Elyo@dpw.sbcounty.gov			
Project Title							
Bloomington High School Safe Routes to School Improvements							
Location (Project Limits), Description (Scope of Work)- Infrastructure							
Bloomington High School, 10750 Laurel Ave, Bloomington, Unincorporated San Bernardino County, CA 92316. 0.5 miles or less from school boundary. See next page for Scope of Work details.							
Location (Project Limits), Description (Scope of Work)-Plan or Non-Infrastructure							
N/A							
Component	Implementing Agency						
PA&ED	San Bernardino County Public Works						
PS&E	San Bernardino County Public Works						
Right of Way	San Bernardino County Public Works						
Non-Infrastructure	N/A						
Construction	San Bernardino County Public Works						
Legislative Districts							
Assembly:	50	Senate:	29	Congressional:	33		
Project Benefits							
See next page.							
Purpose and Need							
See next page.							
Category		Outputs			Unit	Total	
Active Transportation		Sidewalk miles			LF	10,900	
Active Transportation		Crosswalk			EA	5	
ADA Improvements		New curb ramp installed			EA	10	
Operational Improvements		Intersection / Signal improvements			EA	1	
NHS Improvements	Y/N	N	Roadway Class	NA	N/A	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions			Y/N	Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved					10/01/25		
Begin Environmental (PA&ED) Phase						11/01/26	
Circulate Draft Environmental Document			Document Type	CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						12/31/27	
Baseline agreement required? Yes or No in the Yellow box. Enter Completion					No	N/A	
Begin Design (PS&E) Phase						01/01/28	
End Design Phase (Ready to List for Advertisement Milestone)						05/01/28	
Begin Right of Way Phase						05/02/28	
End Right of Way Phase (Right of Way Certification Milestone)						07/02/30	
Begin Non-Infrastructure Con. Phase (Contract Award Milestone)						N/A	
End Non-Infrastructure Con. Phase (Construction Contract Acceptance Milestone)						N/A	
Begin Construction Phase (Contract Award Milestone)						07/01/30	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/31	
Begin Closeout Phase						06/01/31	
End Closeout Phase (Closeout Report)						09/01/31	

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Additional Information

Scope of Work Details:	Install 1 traffic signal: Alder Ave/Slover Ave; 3 speed feedback signs: 1 on Laurel Ave (north of school parking lot NE corner, facing southbound traffic) and 2 on Alder Ave (1 northbound-facing, south of Otilla approach; 1 southbound-facing, north of Otilla approach); 10 ADA-compliant curb ramps: 2 at Alder Ave/Otilla Ave (SE and SW corners), 3 at Alder Ave/Santa Ana Ave (SW, SE, NE corners), 3 at Laurel Ave/Santa Ana Ave (SW, SE, NE corners), 2 Laurel Ave/School Front (east and west side); 4 high-visibility crosswalks: Alder Ave/Otilla Ave (SW to SE corner), Alder Ave/Santa Ana Ave (SE to SW, SW to NW, and NW to NE); 1 high-visibility mid-block crosswalk with 2 rectangular rapid flashing beacons: Laurel Ave/School Front (E/W); 1 "No Trucks" sign on Laurel Ave (southbound-facing, north of Otilla); 1 "No Left Turn" sign on Laurel Ave (east-facing school parking lot exit).
Benefits:	The Project will help to increase the proportion of students walking to school, increase the safety of pedestrian pathways for students and other active transportation users, reduce vehicle trips and associated GHG emissions, encourage active lifestyles (especially for youth), and create a continuous, ADA-accessible pedestrian network for students and other community members of all ages and abilities.
Project Need:	Key student routes to school lack continuous or safe sidewalk infrastructure (Laurel Ave, Alder Ave, Santa Ana Ave), forcing students to walk along the dirt shoulder or in the roadway. Key intersections for students crossing (Laurel Ave/Santa Ana Ave, Alder Ave/Santa Ana Ave, Alder Ave/Otilla Ave) are not adequately equipped with ADA-compliant curb ramps, limiting accessibility and safe crossing ability for those using mobility devices, and are not upgraded with high-visibility markings, failing to reflect current best practices in pedestrian safety measures. Further, a frequently utilized but undesignated mid-block crossing location on Laurel Ave is acutely hazardous. The school community is among the highest FRPM for high schools in CJUSD (87.3%). All improvements were identified through the planning process for the San Bernardino County Safe Routes to School Master Plan.

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Date: 6/1/26

District	County	Route	EA	Project ID	PPNO
08	SB	I-10			
Project Title: Bloomington High School Safe Routes to School Improvements					

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)			97					97	San Bernardino County Public
PS&E			303					303	San Bernardino County Public
R/W SUP (CT)				1,993				1,993	San Bernardino County Public
CON SUP (CT)				282				282	San Bernardino County Public
R/W					36			36	San Bernardino County Public
CON-NI						2,726		2,726	
CON						3,819		3,819	San Bernardino County Public
TOTAL			400	2,275	36	6,545		9,256	

Summary of ATP Funding

ATP Funds	Infrastructure Cycle 8 only								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)			97					97	Caltrans
PS&E			303					303	Notes
R/W SUP (CT)				1,993				1,993	
CON SUP (CT)				282				282	
R/W					36			36	
CON						2,726		2,726	
TOTAL			400	2,275	36	2,726		5,437	

Proposed Funding (\$1,000s)									Program Code
ATP Funds	Non-Infrastructure Cycle 8 only								Funding Agency
Proposed Allocation FY, Funding in (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	Plan Only Cycle 8 only								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	Previous ATP Cycle funding								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Notes
E&P (PA&ED)									
PS&E									

R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									
District	County	Route	EA	Project	PPNO				
Project Title:									

Summary of Non-ATP Funding

Fund No. 2:	San Bernardino County Public Works Local Match Reserve								Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County PW
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON						1,093		1,093	
TOTAL						1,093		1,093	

Fund No. 3:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 4:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 5:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 6:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 7:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

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Complete this page for amendments only

Date: 6/1/26

District	County	Route	EA	Project ID	PPNO
08	SB	I-10			

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Projects Only

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

N/A

SECTION 3 - All Projects

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
N/A			

Attachments

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

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



ADOPTED ON
SEPTEMBER 3, 2020

Finally, the Southern California to Las Vegas high-speed rail project was environmentally cleared under XpressWest and the Federal Railroad Administration (FRA) issued a record of decision on July 8, 2011. XpressWest is now in the process of planning, constructing and operating this service, which is expected to be privately financed.

ACTIVE TRANSPORTATION

With its temperate climate and wide array of stunning natural and built environments, the SCAG region holds great potential for active transportation initiatives. Walking (inclusive of people using personal mobility devices) and bicycling are accessible forms of transportation for people of all ages, abilities and socioeconomic backgrounds. Communities that are built to support walking and bicycling trips tend to be healthier and are safer for people using all modes of transportation. Likewise, the implementation of infrastructure and development of plans and programs increases the number of people walking and bicycling and decreases the number of people driving. This will improve health outcomes and reduce GHG emissions in the region.

Connect SoCal is expected to increase the number of daily active transportation trips by more than two million, increasing the mode share from 7.8 percent in 2016 to 10 percent by 2045. In order to achieve these outcomes, planned future investments are nearly doubled from \$12.9 billion in the 2016 RTP/SCS to \$22.5 billion in Connect SoCal. The active transportation investments in Connect SoCal are allocated across a range of active transportation strategies that address planning, policy making and implementation for both short and regional trips. Additionally, they are designed to improve environmental justice outcomes and enhance the safety and comfort of people walking and bicycling.

Since the adoption of the 2016 RTP/SCS planning efforts throughout the region have expanded significantly. Nearly 80 percent of the cities in the SCAG region now have completed some sort of active transportation plan, bringing the regional total to more than 300 pedestrian, bicycle and safe routes to schools plans. This is a 40 percent increase from 2016. Likewise, every county in the SCAG region now has a county-wide pedestrian, bicycle and/or active transportation plan (ATP) or is in the process of completing one. Some of these include the Imperial County Active Transportation Plan (2019) and Pedestrian Master Plan currently in progress, the Los Angeles County Active Transportation Strategic Plan (2016), Orange County's OC Active (2018), the Western Riverside

Council of Governments Active Transportation Plan, the San Bernardino Non-Motorized Transportation Plan (2018) and the Ventura County Regional Bikeway Wayfinding Plan (2017). Through Connect SoCal, SCAG's Sustainable Communities Program and other statewide funding sources, additional planning funding will be available to continue this progress and to plan for more active communities across the region.

In addition to development of a robust set of plans, the region has seen significant positive changes to our built environment as active transportation projects have been implemented. Almost 500 bikeway miles have been built in the region since the 2016 RTP/SCS. These efforts are dispersed across the region, with a focus on projects that improve active transportation mode share and safety for disadvantaged communities. SCAG has worked closely with impacted communities and partnered with community-based organizations to ensure that plans and projects are designed to best address the issues that people walking and bicycling in each community face. Some noteworthy active transportation projects initiated or implemented since 2016 include:

Coachella Valley Link: A multi-use trail in the Coachella Valley which is expected to facilitate more than 3 million active transportation trips per year by 2035.

El Centro 8th Street ATP Project: The El Centro 8th Street ATP-funded project is significant in part due to the positive impact of a Go Human demonstration project. The partnership allowed the City to showcase potential improvements and solicit community feedback and support, which helped see the project to implementation.

Venice Boulevard Great Streets: Mar Vista's Venice Boulevard Great Streets project enhanced pedestrian and bicycle safety, and promoted place-making through community art installations. The one-year evaluation report highlights how infrastructure investments, such as new signalized crossing locations and protected bike lanes, resulted in an 11 percent increase of active transportation users, a 75 percent reduction of collisions at its busiest intersection and a decrease in bicyclist injuries, all while supporting the same traffic volumes and promoting a vibrant downtown core.

Connect SoCal includes a wide variety of infrastructure projects that will support short and regional active transportation trips. These strategies will

reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity. Finally, they will have a positive economic impact on the region by reducing transportation and healthcare costs.

Since the 2016 RTP/SCS there has been a significant change in technology and the way that it influences travel behavior. The growth in popularity of micro-mobility in the past few years necessitated the inclusion of strategies in Connect SoCal to address shared mobility infrastructure and regulation frameworks to ensure that new technologies can be used safely and responsibly. These strategies range from incentives for the purchase of e-bikes, to the distribution of private micro-mobility devices that help ensure access for low-income communities. While it is expected that many of these devices will be provided through the private sector, they will still use public streets and will likely increase demand for separated facilities that are safe for all ages and abilities. Local jurisdictions will likely be tasked with the regulation of these devices and will need to manage the locations where they will be stored and where they can be ridden.

New technology also has the potential to provide local partners with more and better travel behavior data. SCAG and member jurisdictions should support the procurement and development of new data sources for active transportation. This will include the collection of pedestrian, bicycle and micro-mobility volume data, as well as the integration of large data sets. Local cities, county agencies, public health departments and other stakeholders will all benefit from better data sets that provide information on traffic stress, accurate collision rates and information on the types of people using these modes. In addition, zoning codes and general plan elements should be updated when appropriate to support short trips and end-of-trip facilities such as bicycle parking.

Recent developments regarding micro-mobility and personal e-bikes and scooters have shown that new shared mobility benefits from the same programmatic and infrastructure improvements as traditional active transportation. Complete streets, which are planned, designed, operated and

CORE VISION COMPLETE STREETS



Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

PROGRESS SINCE 2016

In December 2018, the City of Santa Ana opened its first protected bikeway, or cycletrack. The project, funded by OC Go (Orange County Measure M), features a 6-foot wide bikeway protected from vehicle traffic by a landscaped median. About 55 percent of the surrounding community doesn't have access to a car. Santa Ana has been awarded about \$45 million in grant funding for projects like this one that improve safety for people walking and biking.

In the City of Los Angeles, the Mobility Plan 2035 advances the complete streets concept beyond a single project by prioritizing multi-modal networks including a Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network and Pedestrian Enhanced Districts.

PLANNING FOR 2045

Connect SoCal invests in local streets and arterials and anticipates continued success in securing grant funds for regionally significant projects through programs like the California Active Transportation Program (ATP).

By expanding complete streets concepts to accommodate and optimize new technologies and micro-mobility devices, first-last mile connections to transit and curbside management strategies, the region will achieve even greater mode shift and reductions in VMT. SCAG champions Complete Streets policy implementation throughout the region with the Go Human campaign and a range of planning resources, including the Regional High Injury Network. Specific strategies and actions related to Complete Streets are detailed in the Active Transportation Technical Report.

maintained for safe, convenient, and comfortable travel and access for users of all ages and abilities, will support people who are walking, bicycling, and using micro-mobility devices. A variety of engagement strategies will need to be implemented alongside infrastructure components to support active transportation, in whatever form it takes. This engagement can take the form of Safe Routes to School programs designed to encourage students to walk and bicycle to school, SCAG's Go Human advertising campaigns to encourage the public to walk and bicycle more, or the demonstration of possible new infrastructure to get communities excited about changing their streets.

TRANSPORTATION SAFETY

Connect SoCal prioritizes the safety and mobility of the region's residents, including drivers and passengers, transit riders, pedestrians, and bicyclists. To adhere to MAP-21/FAST Act performance measures requirement, SCAG adopted its annual regional safety targets in February 2020. For the year 2020, SCAG is aiming to reduce fatalities by a minimum of 3.03 percent and serious injuries by a minimum of 1.5 percent. To enhance safety in the region, SCAG anticipates providing cities with resources to develop safety plans and help achieve the safety targets.

SCAG's safety strategies are largely grounded in the State's Strategic Highway Safety Plan (SHSP), which helps member agencies interested in pursuing safety initiatives and strategies at the local level. SCAG outlines detailed strategies and actions that local jurisdictions and county transportation commissions can undertake to enhance safety in our region in the Transportation Safety and Security Report. The strategies are supportive of the Strategic Highway Safety Plan and include:

1. Reduce Aggressive Driving and Speeding
2. Improve Safety for Aging Populations:
3. Improve Bicyclist Safety
4. Improve Commercial Vehicles Safety
5. Ensure Drivers are Licensed
6. Improve Emergency Response Services
7. Leverage Emerging Technologies
8. Reduce Impaired Driving Fatalities
9. Reduce Distracted Driving

10. Improve Safety at Intersections

11. Reduce the Occurrence of Lane Departure Fatalities
12. Improve Motorcycle Safety
13. Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats

14. Improve Pedestrian Safety

15. Improve Work Zone Safety
16. Improve Safety for Young Drivers

To achieve regional safety targets SCAG will:

- Develop and maintain a High Injury Network (HIN) mapping tool to support planning efforts related to transportation safety by our local partners
- Work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign
- Continue to represent Southern California on the California SHSP Steering Committee, the California Walk Bike Technical Advisory Committee, the Active Transportation Program Technical Advisory Committee and active transportation emphasis areas
- Support regional safety efforts including the development of Vision Zero policies and plans
- Support bicycle and pedestrian safety as part of SCAG's Sustainable Communities Program
- Analyze shared use of sidewalks between different modes (bicyclists, pedestrian's e-scooters) and the impacts on personal safety (e.g. dockless devices blocking foot traffic or other conflicts when riding near pedestrians)
- Advocate for funding strategies that reflect unique local needs

HIGHWAY & ARTERIAL NETWORK

Southern California's highway and arterial system functions as the backbone of the larger transportation network. Most trips in our region are still made on our highways and arterials. The network provides access to employment, health, social and educational services among others. Yet, expansion of our highways