

compliant curb ramps at key intersections and closing sidewalk gaps on residential corridors that support school access. These improvements will benefit wheelchair users and others who need accessible, continuous pedestrian infrastructure, while safer crossings, traffic calming, and improved lighting/visibility treatments support children, older adults, and people with visual impairments by reducing exposure to high-speed traffic and improving crossing predictability.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

Limit: 700 words (229 words)

The SRTS Project included a multi-stakeholder process led by San Bernardino County, in coordination with the City of San Bernardino and the SRTS planning team. Pacific High School administration and staff, students, parents, and guardians, and County staff participated in an on-site walk audit and meeting, and supplemental public outreach.

Stakeholders prioritized safer crossings of Pacific Street, where multiple crossings are uncontrolled and require pedestrians to cross four travel lanes, concerns about fast-moving traffic, larger vehicles including semi-trucks, and distracted driving during pick-up and drop-off peak traffic times, driver confusion at the three-way intersection of Pacific Street and Perris Hill Park Road, including vehicles observed continuing into the culvert west of the intersection, speeding and low comfort on Perris Hill Park Road, and lack of nearby bicycle facilities, limiting safe bicycling access. These priorities informed the Project's recommended countermeasures, like enhanced crossing control, such as a HAWK signal, traffic calming including speed feedback signs, and active transportation network upgrades.

Stakeholders will remain engaged during implementation through concept refinement and status check-ins with school leadership focused on student routes, crossings, and pick-up/drop-off operations, pre-construction notifications to families and staff regarding schedule, detours, and any temporary crossing changes, and a designated Project contact for questions and issue reporting during construction. Continued coordination between school administration and implementing agency representatives will ensure that stakeholder input remains relevant to the Project's ultimate success.

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context? Describe how the recognized best solutions included consideration of children, older adults and persons with disabilities to walk, bike and roll safely to key destinations.

Limit: 800 words (771 words)

The local community context around Pacific High School is predominantly residential with nearby community-serving institutions, including Anton Elementary School, the San Bernardino Juvenile Court, and the San Bernardino Family YMCA in the broader vicinity. The street network is characterized by continuous, busy traffic corridors rather than short, rectilinear blocks with frequent stop control. Pacific

Street and Perris Hill Park Road function as main streets that connect with other arterial roads, carrying through traffic as well as school-related trips. Smaller residential streets feed into Pacific Street, and residents, including older adults and people with disabilities using mobility devices, often travel on neighborhood streets before transitioning onto these higher-volume corridors to reach Pacific High School and other key destinations.

This corridor context creates comfort and accessibility challenges for non-drivers. Pacific Street is a four-lane road and the school frontage includes uncontrolled crossings that require pedestrians to cross multiple travel lanes. With continuous traffic flow, higher operating speeds, and fewer natural stopping points, conditions near the campus function as a medium-to-high stress walking environment and a challenging bicycling environment. For older adults and people with disabilities who may require more time, clearer right-of-way, and smooth, continuous surfaces, recognized best-practice solutions prioritize speed management, predictable driver yielding at crossings, reduced crossing distance and exposure, and ADA-compliant connectivity from neighborhood streets to the school.

Speed feedback signs on Pacific Street and Perris Hill Park Road, together with school-zone speed limit signage on Pacific Street, are context-sensitive treatments for corridors that are continuous and busy and do not naturally slow traffic through frequent stop control. These measures support lower operating speeds and improved driver attention where residents must cross or travel alongside through traffic. By moderating speed and reinforcing the school environment, these treatments improve user comfort and safety for older adults and people with disabilities who may be more vulnerable to fast-moving vehicles and who benefit from calmer, more predictable traffic behavior.

A high-intensity activated crosswalk beacon HAWK signal is an appropriate best-practice crossing treatment for Pacific Street because it introduces clear, driver-facing control on a multi-lane arterial where pedestrians otherwise must cross several lanes under less controlled conditions. It is especially well-suited in this Project area and located at a central point along Pacific High School's frontage on Pacific Street, where students currently cross in a painted crosswalk with no traffic-stopping mechanism.

The controlled stopping condition reduces exposure time for slower walkers and wheelchair and scooter users and provides more consistent yielding behavior supporting safer walking and rolling for people with disabilities and older adults who benefit most from clear right-of-way and reduced decision-making demands.

Curb extensions and ADA-compliant curb ramps are complementary best-practice elements that directly improve comfort and accessibility at intersections in this corridor setting. Curb extensions shorten the crossing distance on wide streets and improve sight lines between drivers and pedestrians, which is particularly valuable where traffic is continuous and turning movements can occur at higher speeds. For older adults and people with disabilities, shorter crossings reduce time in the roadway and limit fatigue and exposure, while improved visibility increases driver yielding and reduces uncertainty. ADA-compliant curb ramps, paired with sidewalk gap closures on key approach streets, including Perris Hill Park Road toward the YMCA corridor and neighborhood connectors, create continuous, barrier-free routes so wheelchair users and others who roll are not forced into the roadway due to missing ramps or disconnected segments.

Bicycling and rolling improvements are also tailored to this context, where the SRTS assessment found high bicycle stress on streets immediately surrounding the school and noted the absence of nearby

bicycle facilities. Proposed buffered Class II bike lanes on Perris Hill Park Road and a Class III bike route on Tippecanoe Avenue help shift conditions toward a lower-stress network by providing dedicated or buffered space on a key corridor and a predictable, signed route on a lower-volume street. This expands comfortable options for a wider range of users, including older adults who may prefer lower-stress bikeways and people with disabilities who use small-wheeled mobility devices, by reducing exposure to high-speed traffic and improving route legibility between residential areas and the school.

Together, these context-sensitive elements create a more comfortable, low-stress network around Pacific High School. Speed management to moderate operating speeds, a controlled HAWK crossing to make multi-lane crossings predictable, shorter crossings and improved visibility at intersections, ADA-compliant ramps and continuous sidewalks to eliminate mobility barriers, and lower-stress bikeway connections are tailored to the Pacific High School neighborhood. This integrated approach is designed to help older adults and people with disabilities walk, bike, and roll more safely and comfortably between residential streets, Pacific High School, and nearby community destinations.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.

Limit: 500 words (190 words)

This Project proposes installation of a HAWK signal at the Pacific Street crossing at Perris Hill Road intersection. While HAWKs are an established safety countermeasure nationally, they remain relatively new in this part of the region compared with more common treatments such as standard marked crosswalks, flashing beacons, or full traffic signals. The HAWK’s “dark-until-activated” operation, and its distinctive yellow-to-red sequence, provide positive stop control for drivers only when a person needs to cross, improving yielding behavior on a multi-lane arterial without introducing the continuous delay, added conflict points, and signal coordination impacts of a conventional traffic signal.

San Bernardino County Public Works demonstrated recent regional implementation by installing a HAWK beacon at 5th Street and Pedley Road in 2024 near Monterey Elementary. That recent project provides a local proof point for driver comprehension, operations, and maintenance, and it reinforces the need for targeted community education and clear signing/markings. Applying those lessons at Pacific Street and Perris Hill Road can reduce driver expectancy and supports a safer, more predictable crossing for older adults, people with disabilities, and park users while maintaining reasonable traffic progression when the beacon is not activated.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

No

B. Does the applicant have any leveraging funds?

Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should

match the amounts shown in Part A6: Project Funding. Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

Phase	Leveraged Funding	Funding Type
PA&ED		
PS&E		
ROW		
CON	\$870,129	San Bernardino County Public Works Local Match Reserve
Total Leveraging	\$870,129	

D. Please complete the table below:

	Amount
Total project Costs from Part A6:	\$4,329,000
Total Leveraging from Table Above:	\$870,129
Leveraging Percent of Total Project Cost:	*Auto fills

Attach Leveraging Letter of Commitment here:

Attached

Other leveraging documentation (optional) attach here:

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

Limit: 100 words

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-5 POINTS)

No response required

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Step 1: Corps Consultation

Please select one of the following:

- Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

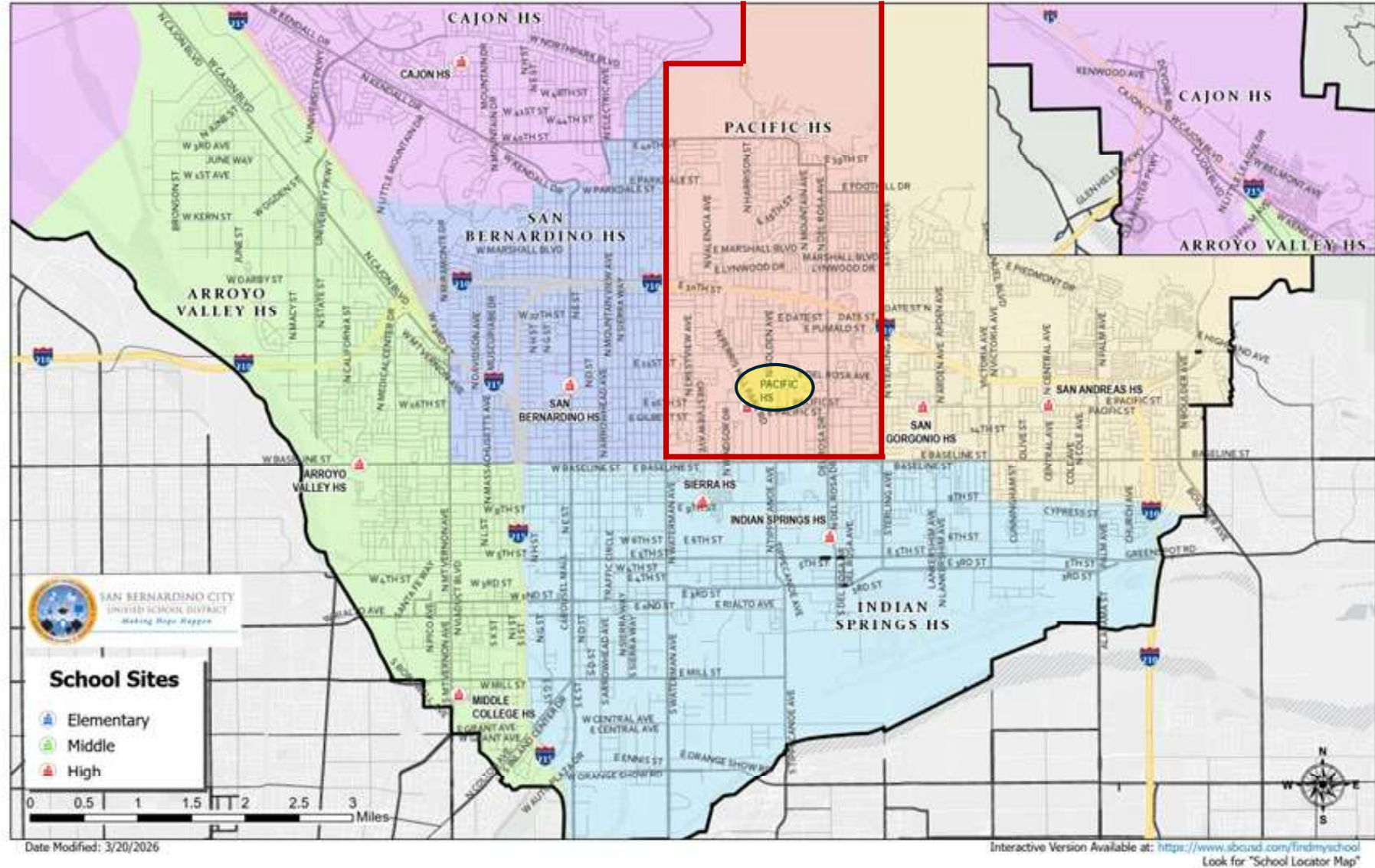


SAN BERNARDINO
COUNTY

Department of Public Works

School Enrollment Map and Support

San Bernardino City Unified School District 2026/2026 High School Enrollment Boundaries





☎ 909-388-6419
✉ pacific@sbcusd.k12.ca.us
📍 1020 Pacific Street
San Bernardino, CA 92404

May 4, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Pacific High School support for Active Transportation Program funding

Dear Ms. Taylor:

I'm writing to express my support for San Bernardino County's application for Active Transportation (ATP) funding for Safe Routes to School (SRTS) improvements around Pacific High School. As Principal of Pacific High School, I am dedicated to keeping our students safe in and around our school property, which is in a high-traffic zone. The proposed project improvements directly address existing safety concerns by incorporating traffic-calming measures, enhancing pedestrian crossings, and adding active transportation infrastructure. Implementing measures to slow vehicular traffic and enhancing pedestrian crossings will benefit students as they arrive and leave school and access nearby amenities. Additionally, constructing new sidewalks and bicycle paths will provide safer alternative transportation options with greater benefits for students and the surrounding community.

The entry and exit for Pacific High School's campus are on Pacific Street, a regional thoroughfare with high-traffic volumes and speeds, limited traffic-control features, and no forced stops near the school access points. These conditions contribute to congestion during peak drop-off and pick-up periods and pose a safety concern for pedestrians walking along a busy thoroughfare or trying to cross streets. Proposed SRTS improvements will add new traffic turn lanes, directional signs, a stop sign, speed limit signs, and an overhead sign at the primary pedestrian crossing, thereby improving safety for vehicle passengers and pedestrians.

The proposed sidewalks and bicycle routes will close critical gaps in the active transportation network and provide continuous, safer, and more comfortable routes for students to walk or cycle. Proposed sidewalks and bike lanes will connect Pacific High School to residential neighborhoods, allowing students to walk or bike to school. Facilitating and promoting alternative transportation will help reduce congestion during peak school hours and improve overall safety for all roadway users.



Pacific High School students regularly travel to the YMCA community facilities northeast of the campus for recreational, educational, and after school programming. A dedicated bicycle and pedestrian connection between the school and the YMCA will provide a safer alternative to the existing sidewalks along Perris Hill Park Road, expanding access to a community resource and supporting Safe Routes to School connectivity goals.

Beyond immediate safety benefits, the proposed improvements support long-term public health outcomes by promoting daily physical activity, encouraging lifelong active transportation habits, and improving access to safe, affordable alternative transportation options. These health and safety benefits will extend beyond students to the surrounding residential community.

On behalf of the Pacific High School staff and faculty, I offer my endorsement of these transportation improvements, which will directly benefit our students by making their daily transit activities safer.

Sincerely,

A handwritten signature in black ink that reads "Natalie Raymundo". The signature is written in a cursive, flowing style.

Natalie Raymundo
Principal



SAN BERNARDINO
COUNTY

Department of Public Works

Leveraging Funds Commitment Letter



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

June 8, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Letter of Commitment for Leveraged Funds – San Bernardino County Transportation Program Cycle 8 Application

Dear Ms. Taylor:

Please accept this letter as evidence of San Bernardino County’s commitment to leverage the proposed matching funds for the Pacific High School Safe Routes to School (SRTS) Project. The County commits to leveraging an estimated \$870,129 or approximately 20.1% of the total Project cost, \$4,329,000. Attached is the 2025-2026 Adopted Budget Book referencing the Public Works Local Match Reserve to fund this commitment.

If you have any questions regarding the County’s financial standing or commitment to this Project, please do not hesitate to contact Robert Lopez, Supervising Public Works Analyst, at (909) 387-8180.

Sincerely,

Noel Castillo, P.E.
Director, Department of Public Works-Transportation

BOARD OF SUPERVISORS

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	Total Reserves							
	6/30/24 Ending Balance	Approved 2024-25		6/30/25 Ending Balance	Adopted 2025-26			6/30/26 Estimated Balance
		Contributions	Uses		Contributions Ongoing	Contributions One-time	Uses	
Indigent Defense Costs	500,000			500,000				500,000
Jail Upgrades								
Adelanto Detention Center	4,781,111		(4,751,358)	29,753				29,753
Glen Helen Rehabilitation Center 512 Bed Step Housing Program	74,500			74,500				74,500
West Valley Detention Center ADA Improvements	6,597,500		(1,252,914)	5,344,586			(3,743,908)	1,600,678
Labor	13,598,493		(279,966)	13,318,527				13,318,527
Land Use Services General Plan/Development Code Amendments	884,441	7,050,000	(2,330,329)	5,604,112				5,604,112
Land Use Digitization Reserve		2,000,000		2,000,000				2,000,000
Land Use Permit Backlog Reserve				-		5,000,000		5,000,000
Liability Reserve	25,000,000			25,000,000				25,000,000
Library Enhancements Reserve		8,000,000		8,000,000			(3,000,000)	5,000,000
Litigation Expenses	865,000	9,698,908		10,563,908				10,563,908
Medical Center Debt Service	32,074,905			32,074,905				32,074,905
Pacific Village Reserve		3,736,651		3,736,651				3,736,651
Public Health Animal Control Security Reserve				-		300,000		300,000
Public Works Infrastructure Reserve		20,000,000	(694,166)	19,305,834		3,000,000		22,305,834
Public Works Local Match Reserve				-		10,000,000		10,000,000
Regional Parks Projects Reserve		1,415,296		1,415,296				1,415,296
Restricted Revenue Set-Aside	5,997,664	975,142		6,972,806				6,972,806
Retirement	40,943,787	20,000,000		60,943,787	20,000,000	5,000,000		85,943,787
Running Springs County Library	2,634,984			2,634,984				2,634,984
Sheriff Project Funding Reserve	20,000,000		(20,000,000)	-				-
Strategic Initiatives Reserve	307,673			307,673				307,673
Summer Youth Employment Program Reserve		410,579		410,579				410,579
Supporting Vulnerable Populations	25,000,000	10,000,000	(9,015,200)	25,984,800				25,984,800
Teamsters Side Letter Reserve	779,485			779,485				779,485
Transportation Projects								
Cedar Avenue Interchange	6,723,000		(6,723,000)	-				-
Glen Helen Parkway Bridge Replacement/Widening Construction	-			-				-
National Trails Highway	3,919,912		(3,919,912)	-		7,000,000		7,000,000
Rock Springs Bridge Replacement/Widening Construction	2,037,000		(2,037,000)	-				-
Stanfield Cutoff Road Repair and Bridge Replacement	405,000		(405,000)	-				-
Vision2Succeed Reserve	249,421			249,421				249,421
Wastewater Needs Assessment Reserve		62,875		62,875				62,875
Wildfire Prevention Reserve						7,500,000		7,500,000
Total Specific Purpose	605,254,147	328,395,627	(260,531,356)	673,118,418	84,550,713	55,492,369	(38,763,367)	774,398,133
Total Reserves	823,392,985	348,551,228	(260,531,356)	911,412,857	84,550,713	71,360,267	(38,763,367)	1,028,560,470

	Year End Actual Balance				Adopted	
	2021-22	2022-23	2023-24	2024-25	2025-26	
General Purpose	183.9	198.1	218.1	238.3	254.2	
Specific Purpose						
AB177/199 Criminal Fees Backfill Reserve	0.0	4.7	5.5	5.3	5.3	
Annual Elections Cycle Reserve	0.0	6.8	0.0	0.0	6.0	
Asset Replacement	34.9	40.1	24.0	7.2	15.2	
Bloomington Community Benefit/Improvement Reserve	0.0	0.6	0.8	0.0	0.5	
Body Camera Implementation Project	5.3	2.5	1.8	1.4	0.3	
Building Acquisition Reserve	0.0	0.0	28.8	47.6	57.6	
Business Process Improvement Reserve	0.0	0.0	0.0	5.0	5.0	
Capital Projects:						
Animal Shelter	9.9	35.0	40.0	0.0	0.0	
Archives Acquisition	1.7	1.7	1.7	0.0	0.0	
Big Bear Alpine Zoo	1.7	1.7	1.7	0.9	0.9	
Building Replacement Reserve	20.0	50.0	73.1	92.9	122.9	
Children's Assessment Center Facility Reserve	0.0	0.0	0.0	0.0	5.0	
Chino Airport Development Plan Reserve	0.3	0.3	0.3	0.3	0.3	
Chino Plume Needs Reserve	0.0	10.0	10.0	0.0	0.0	
Chino SOI Sewer Project Reserve	0.0	0.0	0.0	11.3	11.3	



SAN BERNARDINO
COUNTY

Department of Public Works

Project Programming Request

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 LAPG -25I (Revised Apr 2026 v1.00)

Amendment (Existing Project) Y/N				Date:	
District	EA	Project ID	PPNO	MPO ID	
08					
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SB	N/A			San Bernardino County Transportation Authority (SBCTA)	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact		Phone	E-mail Address		
Jeremy Johnson		909-387-8165	Jeremy.johnson@dpw.sbcounty.gov		
Project Title					
Pacific High School Safe Routes to School Project					
Location (Project Limits), Description (Scope of Work) - Infrastructure					
See Page 2					
Location (Project Limits), Description (Scope of Work) - Plan or Non-Infrastructure					
N/A					
Component	Implementing Agency				
PA&ED	San Bernardino County Department of Public Works				
PS&E	San Bernardino County Department of Public Works				
Right of Way	San Bernardino County Department of Public Works				
Non-Infrastructure	N/A				
Construction	San Bernardino County Department of Public Works				
Legislative Districts					
Assembly:	45	Senate:	29	Congressional:	33
Project Benefits					
See Page 2					
Purpose and Need					
See Page 2					
Category	Outputs			Unit	Total
Active Transportation	ADA Ramps			EA	3
Active Transportation	Class II Bike Lanes			LF	2,640
Active Transportation	Sidewalk			LF	14,500
Active Transportation	Crosswalks			EA	1
Active Transportation	Speed Feedback Signs			EA	4
Active Transportation					
Active Transportation					
NHS Improvements	No	Roadway Class	N/A	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes
Project Milestone				Existing	Proposed
Project Study Report Approved				12/30/27	
Begin Environmental (PA&ED) Phase					01/01/28
Circulate Draft Environmental Document			Document Type	CE/CE	08/01/28
Draft Project Report					09/01/28
End Environmental Phase (PA&ED Milestone)					12/30/28
Baseline agreement required? Yes or No in the Yellow box. Enter Completion				No	N/A
Begin Design (PS&E) Phase					01/01/29
End Design Phase (Ready to List for Advertisement Milestone)					12/30/29
Begin Right of Way Phase					12/30/29
End Right of Way Phase (Right of Way Certification Milestone)					05/30/30
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)					06/04/30
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/30
Begin Closeout Phase					01/01/31
End Closeout Phase (Closeout Report)					09/30/31

PROJECT PROGRAMMING REQUEST

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

Date: 1/0/00

Additional Information

Category Class III Bike Route, Unit:LF, Total: 2,500
 and Outputs Signal Timing, Unit:EA, Total: 1
 Object Markers, Unit:LS, Total: 1
 Traffic Sign, Unit:EA, Total: 2
 Stop Sign, Unit:EA, Total: 1

Location and Scope The Project area includes a 0.7-mile radius around Pacific High School that crosses San Bernardino City and unincorporated San Bernardino County areas. Pacific High School is in unincorporated San Bernardino County. Proposed improvements are focused along and around the corridor of Pacific Street from the intersection with Perris Hill Park Road, east to the intersection with Conejo Drive. The scope includes new sidewalks on residential streets, new bike lanes, signal timing, a new crosswalk, object markers at an existing crosswalk, ADA-compliant curbs, and traffic calming measures, including a stop sign, a left turn lane, school zone signs, and speed indicator signs.

Project Benefits The Project will enhance safety and connectivity for students and residents by calming vehicular traffic, improving pedestrian conditions, and expanding safer options for walking and cycling. These improvements will deliver community-wide benefits, including better air quality, strengthened public health through active transportation, and increased safety in a disadvantaged area.

Purpose and Need Pacific High School is on a high-traffic route and students face safety and access barriers in walking and riding to school. Non-continuous sidewalks and a four-lane pedestrian crossing limit pedestrian comfort and connectivity to nearby neighborhoods and community facilities. A lack of bicycle infrastructure currently limits alternative transportation to and from school, and incomplete ADA-accessible crossings fail to accommodate diverse users in the disadvantaged community. The Project will provide safer routes, improve driver behavior, and connect new active transportation opportunities.

PROJECT PROGRAMMING REQUEST

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

Date:

District	County	Route	EA	Project ID	PPNO				
08	SB	N/A							
Project Title:		Pacific High School Safe Routes to School Project							
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Notes
E&P (PA&ED)			30					30	
PS&E				325				325	
R/W SUP (CT)					125			125	
CON SUP (CT)					233			233	
R/W					1,122			1,122	
CON-NI									
CON						2,494		2,494	
TOTAL			30	325	1,480	2,494		4,329	

Summary of ATP Funding

ATP Funds	Cycle 8 Infrastructure Project								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)			30					30	CTC
PS&E				325				325	Notes
R/W SUP (CT)					125			125	
CON SUP (CT)					233			233	
R/W					1,122			1,122	
CON-NI									
CON						2,494		2,494	
TOTAL			30	325	1,480	2,494		4,329	

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

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

PROJECT PROGRAMMING REQUEST

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

Date:

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

Summary of Non-ATP Funding

Fund No. 2:		Committed Funding (\$1,000s)							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. 3:		Committed Funding (\$1,000s)							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:		Committed Funding (\$1,000s)							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									

PROJECT PROGRAMMING REQUEST

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

Date:

Fund No. 5:		Committed Funding (\$1,000s)							Program Code
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. 6:		Committed Funding (\$1,000s)							Program Code
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:		Committed Funding (\$1,000s)							Program Code
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									

PROJECT PROGRAMMING REQUEST

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

Complete this page for amendments only

Date:

District	County	Route	EA	Project ID	PPNO	
08	SB	N/A				

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
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
Other Significant Information

SECTION 2 - For SB1 Projects Only

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

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
Jeremy Johnson		Managing Engineer	

Attachments

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



SAN BERNARDINO
COUNTY

Department of Public Works

Southern California Association of Governments (SCAG) Regional Transportation Plan

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



ADOPTED ON
SEPTEMBER 3, 2020