SB 1 Program Application Transmittal Sheet

Project Name: County Line Road Transportation Corridor

Nominating Agency/Agencies: City of Calimesa and City of Yucaipa

Implementing Agency/Agencies: City of Calimesa and City of Yucaipa

Total Project Cost: $10,050,000

Requesting Cost: $3,747,000

Project Location: Along County Line Road between Park Avenue and Bryant Street

City/Cities: City of Calimesa and City of Yucaipa

County/Counties: County of Riverside and County of San Bernardino

Post Miles: N/A

Legislative Districts:

Assembly Districts: 42nd District

Senate Districts: 23rd District

Program(s) Applying for:

- [X] **Local Partnership Program (LPP@catc.ca.gov)**
- [ ] **Solutions to Congested Corridors Program (SCCP@catc.ca.gov)**
- [ ] **Trade Corridor Enhancement Program (TCEP@catc.ca.gov)**

For Agencies with Multiple Project Submissions:
Priority # 1 of 1 projects

CALIFORNIA TRANSPORTATION COMMISSION
2018 LOCAL PARTNERSHIP PROGRAM (LPP)

County Line Road Transportation Corridor

LPP Funding Requested: $3,747,000

Project Type:
Local Road System Improvements, Including Bicycle and Pedestrian Safety and Mobility

Project Applicants:
City of Calimesa and City of Yucaipa

Project Location:
City of Calimesa and City of Yucaipa, County of Riverside and County of San Bernardino

January 30, 2018

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: 2018 Local Partnership Program Application – Calimesa-Yucaipa: County Line Road Transportation Corridor Project

Dear Ms. Bransen:

On behalf of the Cities of Calimesa and Yucaipa, we are pleased to submit this grant application for the Local Partnership Program (LPP), which is a joint project between the cities. Both cities are eligible to submit an application for the 2018 LPP Competitive Grant because each has adopted a Transportation Development Impact Fee (DIF). In addition, copies of resolutions seeking to impose the fee together with audited financial statements indicating the revenue generated by the imposed are posted on the Cities' websites.

The Project is located along the Riverside and San Bernardino county line, County Line Road from County Line Lane on the West to Bryant Street on the East. The Project includes roadway corridor, drainage, and related improvements, applying innovative roundabout transportation systems at essentially every intersection consistent with LPP Eligible Project, subsection D, "Improvements to local road system, including … New construction and facilities to increase capacity, improve mobility, or enhance safety …" together with "Improvements to bicycle and pedestrian safety or mobility with an extended useful life."

The Project is cost effective, is shovel ready, leverages funding from both Cities' Transportation DIF, demonstrates quantifiable air quality improvements, is supported by the region and the local community, and is included in Southern California Association of Governments Sustainable Mobility Plan.

If you have any questions or require additional information, please call Bonnie Johnson at (909) 795-9801.

Sincerely,

Bonnie Johnson, City Manager
City of Calimesa

for Ray Casey

Raymond A. Casey, City Manager
City of Yucaipa

Section B. Streets and Highways Code Section 100.15

The *County Line Road Transportation Corridor Project* is a major arterial street that traverses east-west along the northerly boarder of the City of Calimesa and the southerly boarder of the City of Yucaipa, in Riverside County and San Bernardino County, respectively. A vast majority of the adjacent communities are zoned as single family residential, together with a couple neighborhood commercial centers, and a large business/commercial area on the west end near Interstate 10. Additionally, there are eight arterial and collector street intersections. Due to the need to maintain left turn movements throughout the corridor, maintain direct residential property access along County Line Road, and the potential adverse impacts to local residents and businesses (i.e. confusion to changing traffic patterns, maintaining pedestrian access and safety, etc.), reversible traffic lanes were not found to be a practical solution for the proposed Project.

Section C. Project and Proposed Benefits

i. Project Title and Brief Description

Title

County Line Road Transportation Corridor

Project Description

The *County Line Road Transportation Corridor Project* (Project) is located on County Line Road, between Park Avenue and Bryant Street, in the Cities of Calimesa and Yucaipa, in the Counties of Riverside and San Bernardino, respectively. County Line Road serves as a major arterial roadway for existing and proposed residential, commercial, and industrial sites for both the Cities. The Project is a multi-modal surface transportation enhancement project, which addresses traffic congestion and safety coupled with facilitation of growth and non-motorized transportation systems. The existing County Line Road corridor does not have sufficient capacity to serve the current traffic volumes and utilizes multi-way stop control at every intersection, thus resulting in a Level of Service (LOS) below D; approaching unstable flow. The Project proposes to construct four (4) single-land and one (1) multi-lane roundabouts, together with street, pedestrian, and bicycle improvements, to improve safety and efficiency throughout the corridor. The use of roundabouts, in lieu of signalized intersections, provides adequate capacity and LOS for County Line Road to remain a two-lane street, thus significantly reducing right-of-way and construction costs to construct a four-lane corridor. Roundabouts will be constructed at the intersections of 5th Street, 3rd Street, 2nd Street, California Street, and Bryant Street. In addition, street improvements will be implemented between Park Avenue and 5th Street, 5th Street East (Mid-Block) to 3rd Street, and California Street to Bryant Street; refer to **Attachment A** for the Project Exhibit. This Project is the primary focus for both Cities to address traffic congestion, provide safe routes to schools, safe access to public transportation, and improve mobility for all residents, including students and seniors.

This Project expands on the successful efforts of the Cities in securing SAFETEA-LU, ATP and MSRC grant funding to complete similar improvements along the County Line Road corridor. More specifically, the multi-lane roundabout at Calimesa Boulevard at the west end of the Project, and street improvements between Calimesa Boulevard and Park Avenue, 5th Street and 5th Street East (Mid-Block), 3rd Street to 2nd Street, and 2nd Street to California Street; see **Attachment A**. This LPP grant will help the Cities complete the remaining improvements and provide a safe, efficient, complete street corridor and help revitalize the community through the creation of long- and medium-term jobs.

ii. Local Partnership Program Funding Request

The *County Line Road Transportation Corridor Project* will cost $10.0 million to complete; of which, $7.494 million is construction costs. The Cities are requesting **$3.747 million** in Local Partnership Program (LPP) funding toward the Project. The requested LPP funding reflects a cost share of 50 percent of the total Construction costs, with the remaining non-state match funding from the Cities; see **Table 1**. The match will consist of local and private funding in the form of advanced fees, see **Section C-iii** for additional details.

Table 1 – Project Cost Share

Description	LPP Funding	Non-State Match	Total Project Cost
Amount	$3,747,000	$6,303,000	$10,050,000
% Share	37.3%	62.7%	100.0%

iii. Amount and Source of Matching Funds

The total project cost is estimated at $10.0 million, of which, $3.747 million is requested in LPP funding and the remaining $6.303 million from various local and private sources. The project proponents include the City of Calimesa ($2.066 million) and the City of Yucaipa ($4.237 million). Consistent with Government Code Section 8879.67 (b), both Cities has uniform developer fees dedicated solely to transportation improvements. In addition, the City of Calimesa has agreements with local developers to assist with its share of the project costs adding the private source component to the Project funding. Further, a condition of approval for the Highpointe Development in Calimesa was to provide improvements to the intersections at 3rd Street, 2nd Street, and Bryant Street; the City of Calimesa is working with Highpointe to finalize a development agreement to provide Development Impact Fees (DIF) prior to 2019. LPP funding will pay for approximately 37.3 percent of the total project cost, local match funding will pay for 62.7 percent, see **Table 2** below. As shown, the Cities will complete approvals, environmental, and design with local funding only, and LPP will only be used for construction. For additional information on fiscal year breakdown of project funding, please refer to Project Programming Request (PPR) discussion in **Section D**.

Table 2 – Project Funding Summary

Cost Category	Cost Summary	LPP Grant Funds	City of Calimesa Funds	City of Yucaipa Funds
Project Approval and Environmental Documents Fiscal Year: 2018/19	$ 378,000	$ -	$ 124,000	$ 254,000
Plans, Specifications, Estimates, and Const. Management Fiscal Year: 2018/19	$ 1,500,000	$ -	$ 492,000	$ 1,008,000
Right-of-Way Fiscal Year: 2018/19	$ 650,000	$ -	$ 213,000	$ 437,000
Construction Fiscal Year: 2018/19	$ 7,522,000	$ 3,747,000	$ 1,237,000	$ 2,538,000
Total:	**$ 10,050,000**	**$ 3,747,000**	**$ 2,066,000**	**$ 4,237,000**
Cost Share:	**100.0%**	**37.3%**	**20.5%**	**42.2%**

iv. Project Background, Purpose and Needs Statement

The Project will create a safe multimodal transportation corridor along County Line Road, increasing capacity and improving efficiency, safety, and access to motorized and non-motorized users.

County Line Road has also been the focal point for infrastructure improvement projects in the Cities of Calimesa and Yucaipa, as well as the Counties of Riverside and San Bernardino. County Line Road, intersecting I-10 an international trade corridor, provides a mostly two-lane rural paved street without curbs, gutters, or sidewalks. The existing County Line Road corridor relies on multi-way stop control at every intersection that does not provide sufficient capacity to serve the current traffic volumes, let alone future volumes. Additionally, over the last 10 years, there have been 48 traffic accidents along the Project route, of which five included bicyclists and pedestrians. Further, this arterial transportation corridor also provides residents with public transportation and serves as a school route for Calimesa Elementary School 0.15 miles north on 2nd Street. Unfortunately, students, seniors, and those with disabilities do not have safe access to these systems. Extensive community workshops, meetings, studies, and surveys that commenced in 2010 have taken place in both Cities and continue to occur in connection with concurrent projects along County Line Road. This community involvement addresses many of the community concerns connected with County Line Road. For example, both Cities heard concerns that the existing roadway hindered public safety (i.e. call response times); which continues to be a primary concern of both Cities and Counties.

Considering that the transportation systems were constructed in the early 1990's, around the same time as both Cities incorporated, the existing systems are in a state of disrepair. Existing roadway infrastructure is in need of replacement and the transportation systems do not include sufficient capacity for existing and future transportation network efficiency, mobility of goods, accessibility and mobility of people, or economic growth. In addition, congestion significantly undermines the environmental sustainability of the community. Given this, the Cities are challenged to provide for a growing population while maintaining the quality of life, economic vitality, and diverse environment that has make them a desirable place to live and work.

Capacity and Efficiency

The U.S. Department of Transportation (US-DOT), Federal Highway Administration (FHWA) – Office of Safety, 2010 Roundabouts Technical Study highlighted both operational and safety benefits provided by roundabouts.[1] The key operational performance benefit provided by the Project is reduced lane requirements. By implementing roundabout at each intersection, the majority of County Line Road can remain a 2-lane roadway which substantially reduces the need for additional right-of-way and construction costs, while also lowering overall delay when compared to signalized and multi-way stop-controlled intersections.

Land Use Policy 1.4, established under the City of Calimesa's 2014 General Plan, guides the current and future infrastructure improvement projects establishing arterial roads to "…carry both local and through traffic and be improved to maintain a LOS 'C' or better."[2] County Line Road is a primary arterial road for both Cities, yet maintains a LOS below 'D'. Serving as an arterial roadway and public transit service route, this primarily two-lane road offers no pedestrian or bicycle pathways and low-to-zero multi-modal transportation features. The Project will provide an acceptable LOS for both existing and future traffic volumes, provide safe access to existing transit routes, and provide safe and efficient bicycle and pedestrian facilities.

Reduced freight and commuter travel times are essential community-identified needs, as well as being an integral point for California Department of Transportation (Caltrans) and Southern California Association of Government (SCAG) funding. SCAG's 2016 Regional Transit Plan and Sustainable Communities Strategy (RTP/SCS) identifies two ways to boost employment and economic growth for the region – providing jobs for people in highway and rail construction, operation and maintenance, and by boosting the economic competitiveness of the region by making it a more attractive place to do business.[3] The Project will create jobs and make the Cities more attractive places to live and work by addressing infrastructure needs along County Line Road, in coordination with several additional projects that have been completed or are scheduled for immediate commencement, thereby leveraging already committed Federal, State, and local funds to ensure unitary improvement of a key arterial roadway.

[1] https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/
[2] http://www.cityofcalimesa.net/Forms/Calimesa%20General%20Plan.pdf
[3] *SCAG's 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy; page 156*

Safety

The Cities used the Transportation Information Mapping System (TIMS) to analyze the traffic collision history along County Line Road. Over the last 10 years, TIMS identified 48 traffic accidents along the Project route, of which five included bicyclists and pedestrians. Public safety has been a prevailing concern for both Cities, as well as the overall condition of a roadway that serves as a predominant transportation corridor for commercial, industrial, retail, and residential zones within the region. This Project will benefit over 1,500 children who attend an early education school, two elementary schools, two high schools, and a middle school that will ultimately be converted to a high school in the area. This Project also enhances mobility for senior citizens. Five 55+ mobile home parks are located on or within a block of County Line Road. The Senior Center and nearest shopping facilities are inaccessible for many because of lack of safe transportation alternatives. A small community bus is available; however, access to the bus stops is difficult as well, with no interconnecting sidewalks. In a recent survey at the Calimesa Senior Center, all 140 survey respondents reported that lack of adequate accessibility infrastructure was the most significant issues affecting mobility the area.

The FHWA 2010 Roundabouts Technical Study lists several benefits of installing roundabouts at intersections that have a high volume of multimodal forms of transportation to decrease the number of injury and fatal accidents. Roundabout studies have shown a reduction in both fatalities and injury accidents, which would statistically increase as the population grows and if traffic signals were utilized instead of roundabouts. Studies by the FHWA in 2009 show a 70% reduction in all annual accidents, an 88% reduction in injury accidents, and a 100% reduction in fatality accidents with the employment of roundabouts.

Construction of the Project's proposed multimodal transportation systems for pedestrians and bicycles will enhance safety for all users. The innovative roundabout intersection design, together with the addition of sidewalks and designated bike lanes throughout, will reduce the number of conflicts for users along the transportation corridor, creating a space in which users are mutually aware of one another, and users are visible and predictable in their actions.[4] This awareness, paired with the reduced speed of traffic at the roundabout intersections, will reduce the overall rate and severity of all collisions, especially for those with pedestrian and bicyclists involved.

Bicycles and Pedestrians

Pedestrians in particular will benefit from the implementation of the innovative roundabout design and the addition of sidewalk throughout the Project area. A US-DOT funded study indicates that "roundabouts are likely safer for pedestrians than traditional intersections for three reasons: (a) roundabouts can handle the same or higher pedestrian capacity as a traditional intersection, (b)

[4] National Association of City Transportation Officials (NACTO). Urban Street Design Guidelines (2014)

roundabouts have fewer pedestrian-vehicle conflict points, and (c) any pedestrian crashes would involve lower impact speeds."[5]

Additionally, bicyclists will benefit from the implementation of the roundabout design, as well as designated bicycle lanes. "Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists."[6] Also, the number of collisions will be reduced for bicyclists at the roundabout intersections proposed by the Project. The number and severity of collisions at an intersection is directly related to the number of conflict points at a given intersection. Standard four-way signalized intersections contain 32 potential conflict points. Roundabouts will provide safer conveyance for bicyclists, as they only contain eight potential conflict points as bicyclists queue, merge and cross automobile and pedestrian traffic.[7] The Project will provide safe, predictable movement of people and goods along roadway, bicycle lanes, and sidewalks.

The City of Calimesa is a contributor to the Western Riverside Council of Governments Non-Motorized Transportation Plan, which provides a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility options in an effort to move people and goods efficiently. Calimesa does not have any existing bicycle lanes as part of existing roadways; however, Calimesa does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians. Calimesa's General Plan delineates the policies and action items established by the community and City Council, Policy TM 12-13, which outlines the goals and objectives that have been established in the City when developing multi-use trails that provide a linkage with recreational facilities.[8] Further, the City of Calimesa has a planned 3.9-mile segment of Class II bicycle lanes along Bryant Street and Singleton Road that will provide connectivity between the Project and the neighboring Cities of Yucaipa and Beaumont.

Additionally, the City of Yucaipa is a contributor to the San Bernardino Associated Government Non-Motorized Transportation Plan, which identifies facility priorities to enable local jurisdictions to create attractive and usable infrastructure that will enhance the enjoyment and quality of life for the residents of San Bernardino County. Yucaipa has approximately 29 miles of approved Class I and II bicycle lanes, with recent additional funding approved by the Mobile Source Air Pollution Reduction Review Committee (MSRC) adding another 11 miles of Class II bicycle lanes. The Project aims to build on this success.

Environmental

According to the FHWA's Report on the benefits of installing roundabouts rather than signalized and all-way stop-controlled intersections, "Roundabouts often provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance

[5] Stone, John R., KoSok Chae, and Sirisha Pillalamarri. "The Effects of Roundabouts on Pedestrian Safety." Raleigh: Department of Civil Engineering, North Carolina State University (2002)
[6] National Association of City Transportation Officials (NACTO). Urban Bikeway Design Guidelines (2014)
[7] US Department of Transportation Federal Highway Administration. "Roundabouts, An Informational Guide"(2000)
[8] http://www.cityofcalimesa.net/Forms/Calimesa%20General%20Plan.pdf, Section 3-13

slowly in moving queues rather than coming to a complete stop. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and time spent idling".[9] The Project's roundabout design results in a continuous flow of traffic, significantly reducing vehicular stopping at intersections. Reduced stopping, coupled with installing bicycle and pedestrian improvements (mostly separated from vehicular traffic), will effectively reduce dependence on oil and GHG emissions.

The most significant contributor to air pollution is idling traffic as a result of congestion. In addition to peak-hour traffic delays, during off-peak hours drivers often sit idle at signalized intersections, creating "dead time" in which no vehicles are crossing the intersection, while other vehicles are waiting to cross. Further, the existing roadway and intersections do not have sufficient capacity to serve the current traffic volumes. The project's roundabout system will significantly reduce these traffic delays and in turn, reduce GHG emissions by over 2,200 tons per year.

The roundabout Project also eliminates the need to acquire significant portions of right-of-way for street widening. About two-thirds of County Line Road will maintain sufficient capacities for ultimate growth with one traffic lane in each direction. Without the project, ultimate growth would require two traffic lanes in each direction, resulting in significant right-of-way acquisition along a majority of the corridor. Therefore, the Project will reduce construction impacts through innovative design measures.

The Project will quantitatively decrease traffic congestion resulting in GHG emission reduction, and limit construction impacts, with no adverse impacts to the environment. See **Section C-x** for further discussion on GHG benefits.

As established in both the 2018 LPP criteria and SCAG's 2016 RTP/SCS, economic competitiveness coupled with quantifiable air quality improvements are fundamental guidelines when applying for local, State, and Federal funding. The Project demonstrates economic competitiveness through the already established benefits of employing roundabouts which would otherwise require costly road-widening while only minimally reducing traffic congestion and freight/commuter travel times.

v. Project Scope and Anticipated Benefits

The *County Line Road Transportation Corridor Project* is an innovative congestion, safety, and asset management project. It leverages partnerships and funds from local, regional and federal sources as well as private funds, all while saving millions in future development funds due to its innovative design techniques. The Project will construct one (1) multi-lane roundabouts at 5th Street and four (4) single-land roundabouts at the intersections of 3rd Street, 2nd Street, California Street, and Bryant Street. In addition, the Project will include full width street improvements between Park Avenue and 5th Street, 5th Street East (Mid-Block) to 3rd Street, and California Street to Bryant Street; as shown on the Project exhibit included in **Attachment A**. The Project eliminates the need to acquire significant portions of right-of-way for street widening.

[9] *Department of Transportation, Federal Highway Administration, Office of Safety, FHWA-SA-10-006*

Table 3 – Anticipated Benefits

Inputs	Outputs	Outcomes	Long Term Impacts
Roadway Reconstruction	-12' Travel Lanes -10' Striped Median	-0.9 miles of Improved Roadway	-Decreased Travel Time -Safe Left Turn Movements -Decreased Transportation Costs
Intersection Improvements	-Five Roundabout Intersections	-Five Intersections -Reduced Conflict Points from 32 to 8 -ADA Accessibility	-Improved Traffic Efficiency -Reduced GHG Emissions -Improved Emergency Response Times -Improved Bicycle and Pedestrian Safety -Improved Public Transportation Efficiency -ADA Accessibility
Pedestrian and Bicycle Improvements	-5' Bike Lanes -6' Sidewalks -Curb Separation for Pedestrians	-0.9 miles of Class II Bike Lanes -0.9 miles of Sidewalks	-Mitigated Pedestrian and Bicycle Insecurity -ADA Accessibility -Improves Public Transportation Access

In addition to the benefits presented in **Table 3**, medium-term construction jobs will be created not only with the construction of the Project, but with the subsequent retail and residential development. The provision of these jobs will improve the jobs/housing ratio, having a long-term beneficial impact on employment on a local level while connecting residents with vital City centers and developments. The Project will enhance mobility to residents, seniors, students and workforce with retail and commercial centers, public service centers, and educational opportunities while providing safe access to non-motorized and public transportation.

vi. Project Status and Schedule for Completion

A detailed Project delivery schedule is shown in **Table 4** below. It includes all major Project milestones including environmental reviews and approvals; design; right of way acquisition; approval of plans, specifications and estimates (PS&E); procurement; and construction. The project schedule provides sufficient time to ensure that unexpected delays will not put 2018 LPP grant funds at risk of expiring before they are obligated. The Project can begin construction quickly upon receipt of the 2018 LPP grant funds, the grant funds will be spent steadily and expeditiously once construction starts, and right-of-way acquisition will be completed either through cooperative acquisition or eminent domain which both Cities have legal authority to implement. The Cities are committed to ensuring all LPP grant funds are obligated in Fiscal Year 2018/2019. As shown, all necessary preconstruction activities will be completed by the end of 2018 and that all funding will be obligated by June 2018.

Table 4 – Project Delivery Schedule

Milestones	Status	Start	Complete
Project Approval and Environmental Documentation (CEQA)	In Progress	-	Sept. 2018
Plans, Specifications, and Estimates	Not Started	Feb. 2018	Aug. 2018
Right-of-Way Acquisition	Not Started	Feb. 2018	June 2018
Permits	Not Started	June 2018	Aug. 2018
Bidding and Procurement	Not Started	Sept. 2018	Nov. 2018
Construction	Not Started	Dec. 2018	July 2019
Project Closeout	Not Started	July 2019	Aug. 2019

Table 5 – Cost Estimate

Description	PA&ED	PS&E	Right-of-Way	Construction	Project Total
Park Avenue to 5th Street Improvements	$34,000	$134,000	$143,000	$679,000	$990,000
5th Street Roundabout	$81,000	$322,000	$304,000	$1,613,000	$2,320,000
5th Street East (Mid-Block) to 4th Street Improvements	$36,000	$144,000	$159,000	$721,000	$1,060,000
4th Street to 3rd Street Improvements	$50,000	$200,000	$0	$1,000,000	$1,250,000
3rd Street Roundabout	$32,000	$126,000	$11,000	$631,000	$800,000
2nd Street Roundabout	$32,000	$126,000	$11,000	$631,000	$800,000
California Street Roundabout	$32,000	$126,000	$11,000	$631,000	$800,000
California Street to Bryant Street Improvements	$49,000	$196,000	$0	$985,000	$1,230,000
Bryant Street Roundabout	$32,000	$126,000	$11,000	$631,000	$800,000
Total:	**$378,000**	**$1,050,000**	**$650,000**	**$7,522,000**	**$10,050,000**

vii. Project Cost Estimate

Project costs include Preliminary Engineering and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right-of-Way acquisition, Construction, Construction Contingencies, and Construction Management. Construction costs include

mobilization, demolition and roadway removals, roadway construction (as described in the Project Scope), landscape and irrigation, utility relocation, lighting and electrical, signing and striping, and traffic control and construction staging. Due to application page limits, detailed construction cost estimate for each roadway segment and intersection are provided on the Calimesa's LPP grant website at http://cityofcalimesa.net/grants.htm. The detailed Project cost estimates include an itemized breakdown of quantities, unit costs and overall costs. A summary of construction costs in presented in **Table 5** above. Additional information on the amount and source of all funds committed to the Project and be found in **Section C-iii** and in the Project Programming Request (PPR) form, included in **Section D**.

viii. Benefit-Cost Analysis

After completing the benefit cost analysis for the *County Line Road Transportation Corridor Project*, using Caltrans' Life-Cycle Benefit-Cost Analysis (BCA) Model 6.0, the net present value is $76.0 million with a benefit to cost ratio of 8.3. Overall, the project will generate benefits of $86.4 million and costs of $10.4 million. The costs and benefits analysis was laid out over 20 years and estimates are thought to be conservative. The following section describes the analysis in greater detail.

Regarding safety, numerous traffic studies, including those by the FHWA, confirm that installing roundabouts, provide a significant reduction in both fatalities and injury accidents that occur along traditional two-lane roadways. As population has and continues to grow and traffic congestion increases, so do the number of traffic collisions. The proposed Project will install five roundabout intersections to accommodate the increased traffic volume. Additionally, the installation of other safety measures (stripped medians) will reduce the number of vehicle conflict points. Studies by the FHWA in 2009 show a 70% reduction in all annual accidents, an 88% reduction in injury accidents, and a 100% reduction in fatality accidents with the employment of roundabouts. Additionally, a study by the FHWA in 2008 shows a 50 percent reduction in all accident types when safety measures such as stripped medians a are implemented along two-lane roadways.[10] As described, the proposed Project will incorporate these roadway features to improve safety.

Project accident and injury information was obtained through the TIMS, established by researchers at the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley; and from the California Highway Patrol (CHP). The data sources were cross referenced to remove any duplicates prior to inputting into the Caltrans BCA Model 6.0. The data shows that over the past 10 years the following accidents have occurred in the project area: 34 collisions with complaint of pain injuries, 11 collisions with visible injuries, and two (2) collisions with severe injuries. Using the Caltrans BCA Model 6.0 and inputting the last 3-years accident data, the monetized value of injuries and fatalities was calculated to be $4.3 million over 20-years, with an average annual accident cost savings of $0.2 million with the Project.

Our next set of BCA pertains to economic competitiveness, environmental sustainability, and quality of life. Residents on the east end of County Line Road are subject to significant delays,

[10] Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads, March 2008, U.S. Department of Transportation, Publication No. FHWA-HRT-08-042

between two and three minutes in total along the 1.5-mile stretch, when traveling during the morning and evening peak travel times. These traffic related inefficiencies affect both Cities economic competitiveness in attracting businesses and environmental sustainability in generating excess greenhouse gas emissions, and livability and quality of life for its current and potential residents.

Traffic efficiencies are related to the value of travel time savings generated by reduced congestion, queuing and delays caused by red lights and stop signs. During daily peak travel time, commuters are delayed by a number of factors; in this case, the inefficiency of existing transportation systems are lane capacity and intersection control. Under existing conditions commuters are delayed 1.5 hours per year on average during peak hours and travel at an average speed of 20 miles per hour (mph). In Year 20, it is estimated that commuters would be delayed 4.7 hours per year, on average, during peak hours and travel at an average speed of 11 mph, without the proposed project improvements. However, in Year 20 with the implementation of the proposed project improvements, commuters would only be delayed an average of 0.4 hours per year in total during peak hours, and 63 percent reduction in travel time delays; and travel at an average speed of 29 mph, a 171 percent improvement in average speed along the Project corridor. Using the Caltrans BCA Model 6.0, the travel time savings was calculated to be $68.7 million over 20-years, with an average annual travel time savings of $3.4 million with the Project.

These same Project traffic efficiency improvements also result in significant air quality improvements, benefiting both environmental sustainability and quality of life. Using the Caltrans BCA Model 6.0, the Project will result in a CO_2 emissions savings of 2,228 tons annually. That annual emissions savings is equivalent to the greenhouse gas emissions from 433 passenger vehicles driven for 1-year or the CO_2 emissions from 218 homes' energy use for 1-year.[11] Further, the Project's 20-year CO_2 emissions savings of 44,555 tons is equivalent to the greenhouse gas emissions from 8,655 passenger vehicles driven for 1-year or the CO_2 emissions from 4,364 homes' energy use for 1-year.[12] In summary, the emissions cost savings were calculated to be $3.8 million over 20-years, with an average annual emissions cost savings of $0.2 million with the Project.

In addition to the traffic efficiency improvements, the *County Line Road Transportation Corridor Project* will provide a significant pavement condition improvement with new asphalt-concrete pavement throughout. The Caltrans BCA Model 6.0 accounts for pavement condition improvements as a vehicle operational cost savings. The Project will result in a vehicle operational cost savings of $9.7 million over 20-years, with an average annual vehicle operational cost savings of $0.5 million with the Project. The new pavement condition also provides a significant quality of life improvements, through both a reduced vehicle maintenance cost for travelers and a pleasurable driving experience.

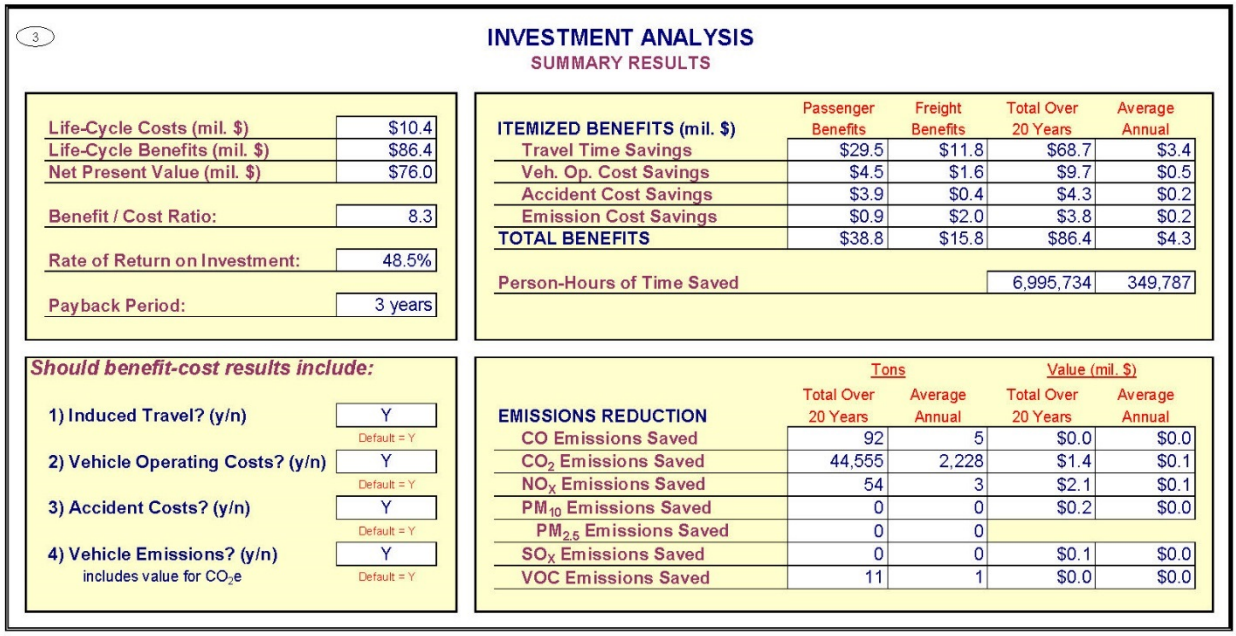
As described in detail in **Section C-vii**, the Project costs include initial construction and ongoing operations and maintenance. For transportation infrastructure, in addition to general

[11] Per EPA Greenhouse Gas Equivalencies Calculator.
[12] Per EPA Greenhouse Gas Equivalencies Calculator.

administration and operations costs, maintenance costs are estimated to include two weeks per year for routine landscape upkeep at a rate of $50 per hour for two people, one day per year for as-needed lighting replacement at a rate of $75 per hour. Further, on a 10-year basis, slurry seal treatment and restriping are anticipated at a unit cost of $0.40 per square foot for slurry seal and $0.20 per square foot for traffic control and striping replacement. Therefore, the total project operations and maintenance costs are estimated at $29,000 per year on average or $578,500 for the life of the project.

In summary, the total life-cycle cost of the project is $10.4 million and the total life-cycle benefit of the project is $86.4 million. **Table 6** below provides a summary of the BCA. Due to application page limits, only the BCA summary tables are included in **Attachment B**; the full benefit-cost analysis, including assumptions and results, is available on the Calimesa's LPP grant website at http://cityofcalimesa.net/grants.htm.

Table 6 – Project Benefit-Cost Analysis



INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$10.4
Life-Cycle Benefits (mil. $)	$86.4
Net Present Value (mil. $)	$76.0
Benefit / Cost Ratio:	8.3
Rate of Return on Investment:	48.5%
Payback Period:	3 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$29.5	$11.8	$68.7	$3.4
Veh. Op. Cost Savings	$4.5	$1.6	$9.7	$0.5
Accident Cost Savings	$3.9	$0.4	$4.3	$0.2
Emission Cost Savings	$0.9	$2.0	$3.8	$0.2
TOTAL BENEFITS	$38.8	$15.8	$86.4	$4.3
Person-Hours of Time Saved			6,995,734	349,787

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	92	5	$0.0	$0.0
CO_2 Emissions Saved	44,555	2,228	$1.4	$0.1
NO_X Emissions Saved	54	3	$2.1	$0.1
PM_{10} Emissions Saved	0	0	$0.2	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.1	$0.0
VOC Emissions Saved	11	1	$0.0	$0.0

ix. Sustainable Communities Strategy Consistency

SCAG's 2016 RTP/SCS identifies the region as the largest international gateway in the U.S., supported by airports, land ports of entry, seaports, railways, highways, and warehouse distribution centers. In 2014, regional airports handled nearly $96 billion in international air cargo, moving $515 billion in international trade, and generating 2.9 million jobs in the Goods Movement industry.[13] SCAG's primary focus of goods movement is highlighted in the RTP/SCS, pinpointing three key elements to creating economic growth while reducing the overall environmental, infrastructural, and public health impact: 1) decrease the cost of wasted labor hours and fuel from truck congestion on highways; 2) reduce the annual cost ($14.6 billion) of air pollution in the

[13] SCAG's 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy; page 46

SCAG region; and, 3) decrease the vehicle hours of delay per day at rail-highway crossings across the region. Of these three key factors, two are mitigated through the improvements being implemented in the *County Line Road Trade Corridor Project*.

As outlined **Section C-iv**, supported by studies and research conducted by US-DOT and FHWA, roundabouts are recognized as an efficient and effective method in relieving traffic congestion and highway stacking. As such, the reduction of traffic congestion and delays improves the overall environmental impact in the SCAG region, resulting in a decrease in annual costs of air pollution.

Both US-DOT and FHWA's reports on roundabouts provide insight on the overall expected decrease in vehicle hours of delay at roadway crossings, as implemented in the Project. In the 2010 Roundabouts Technical Study, FHWA lists the benefits of installing roundabouts rather than signalized and all-way stop-controlled intersections, identifying roundabouts as providing environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance slowly in moving queues rather than coming to a complete stop. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and time spent idling.[14]

SCAG's RTP/SCS supports our statements lauding a significant increase in job opportunities and economic activity. SCAG studies prove that transportation investments which reduce traffic congestion can allow people to interact more readily with a larger pool of like-minded experts, increasing the learning and innovation in a regional economy. Through this interaction, firms are empowered to innovate in ways that lower costs, improve products, and lead to larger market share. Overtime, that improved innovation environment will attract mobile labor and capital (workers and firms) from other regions, further boosting economic activity.[15]

x. Green House Gas and Community Impacts

The Project will provide a positive impact on air quality. The *County Line Road Trade Corridor Project* will provide efficient traffic patterns along County Line Road, an arterial roadway, in turn reducing vehicle miles traveled because trips can be completed with less congestion and subsequent vehicular idling. The Project will provide savings by reducing greenhouse gas (GHG) emissions, as well as wear and tear on roadways and motor vehicles due to reduced vehicle idling and improved roadway surface conditions; in addition to other benefits by implementing sustainability initiatives. These changes in overall travel behaviors result in less oil dependence and reduced emissions.

As described in greater detail in **Section C-viii** above, the Project will provide a travel time savings of $3.4 million annually through vastly improved efficiency. Using the Caltrans BCA Model 6.0, the resultant air quality improvements and associated value over a 20-year period include:

- CO_2 emissions savings of 44,555 tons, valued at $1.4 million
- CO emissions savings of 92 tons, valued at $11,000

[14] U.S. Department of Transportation Federal Highway Administration. "Technical Summary: Roundabouts." (2010)
[15] *SCAG's 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy; page 158*

- NO_x emissions savings of 54 tons, valued at $2.1 million
- PM_{10} emissions savings of <1 ton, valued at $200,000
- $PM_{2.5}$ emissions savings of <1 ton, with no associated value per Caltrans
- SO_x emissions savings of <1 ton, valued at $59,000
- VOC emissions savings of 11 tons, valued at $33,000

The total value of emissions improvements is $3.8 million over a 20-year period and provide benefits to both environmental sustainability and quality of life in the Cities and surrounding communities. Additional community benefits include reduced construction scope and duration by avoiding the addition of new travel lanes (4-lanes) along two-thirds of the Project due to the traffic efficiencies provided by the roundabouts.

Further, the City also evaluated the GHG impacts due to commuters avoiding the existing County Line Road corridor in lieu of Wildwood Canyon Road in Yucaipa or Avenue L in Calimesa. Commuter that would normally use County Line Road to travel east-west, choose to use Wildwood Canyon Road or Avenue L as their primary east-west arterial due to its existing deficiencies. The Cities estimates approximately 850 commuters utilize the alternate interchanges to avoid the inefficiencies at County Line Road. The resultant GHG impacts of traveling an additional 1.1 miles to use Wildwood Canyon Road in lieu of County Line Road are 410 tons of CO_2 annually. Additionally, the resultant GHG impacts of traveling an additional 0.3 miles to use Avenue L in lieu of County Line Road are 190 tons of CO_2 annually. That annual emissions impact is equivalent to the GHG emissions from 117 passenger vehicles driven for 1-year or the CO_2 emissions from 59 homes' energy use for 1-year.[16] The Project will eliminate these impacts and reduce vehicle miles traveled by 39 percent. Due to application page limits, these GHG calculations, including assumptions and results, are available on the Calimesa's LPP grant website at http://cityofcalimesa.net/grants.htm.

SECTION D. Project Programming Request

The *County Line Road Trade Corridor* Project Programming Request Form (PPR) is included as **Attachment C**. As shown, all Project funding is requested for Fiscal-Year 2018/2019.

SECTION E. Additional Project Information

i. Project Benefits for Disadvantaged Communities

According to the Environmental Protection Agency's (EPA) Cal-Enviro Screen 3.0, the Project is located directly within an area that received two of the highest possible scores as a Disadvantaged Community (DAC). As shown in the Cal-Enviro Screen 3.0 Map included as **Attachment D**, County Line Road from 5th Street to the I-10 freeway in the east was identified as falling within the 51-60 percent and 61-65 percent ranges. Additionally, County Line Road from 5th Street to

[16] Per EPA Greenhouse Gas Equivalencies Calculator.

Bryant Street in the west was identified as falling within the ranges from 31-40 percent to 51-60 percent. Therefore, the Project provides an opportunity for economic growth and an increase in job opportunities to area that has been identified as a severe DAC, as determined by the EPA.[17]

US Census data indicates that Calimesa residents' Median Household Income is 20 percent below the average MHI in the U.S.; more specifically, 38 percent below the State of California average, or 62 percent the State average, which is well below the 80 percent threshold to qualify as a DAC. In the City of Yucaipa, Census Tract Block Group data confirms that nearly 70 percent of the population residing on the north side of County Line Road between 5th Street and California Street, north a block to Avenue H (which would primarily use County Line Road) also qualify as economically disadvantaged, averaging 69 percent of the average MHI in the U.S.[18] Project construction will bring both communities the long-needed opportunities that accompany this type of revitalization project.

ii. Community and Regional Support

The Cities of Yucaipa and Calimesa have documented an aggressive planning process to coordinate transportation and land use planning decisions, and increased community involvement in the process. Significant contributions have been made by both communities.

Beginning in 2010, the Cities of Calimesa and Yucaipa have combined their efforts to engage residents regarding the studies being conducted on the proposed improvements along County Line Road and other local arterial roads. Through these studies and surveys, which include innumerable community meetings, community workshops, and public meetings to discuss and plan the proposed changes to occur along County Line Road. Among the concerns expressed and needs identified; the community has placed public safety, traffic calming, reduction in traffic congestion, lessened commuter travel time, and pathways for multi-modal transportation as priorities along this vital transportation corridor. Early on in this process, property owners within the Project radius were engaged through public information fact sheets, social networking sites, announcement boards, and the Cities websites.

Since that time, the community continues to be informed of the improvements being made along this corridor and are provided information on all public meetings or agenda items that pertain to the development and construction along County Line Road. As the Project continues, community member's concerns will be noted and addressed when appropriate and validated, to ensure a successful and favorable completion of the Project.

iii. Funding Commitment

The total Project cost is estimated at $10.05 million, of which, $3.747 million is requested LPP grant funding and the remaining $6.303 million from local funding sources, including Development Impact Fees and existing and proposed development conditions of approvals. LPP grant funding will pay for 37.3 percent of the total Project cost (50 percent of construction costs) and local match funding will pay for the remaining 62.7 percent of the total Project cost. Nearly

[17] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30
[18] https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

all of the Project funding is secured prior to submission of this LPP application. As described above, the City of Calimesa is working with Highpointe to finalize a development agreement to provide the DIF prior to 2019. Both the Cities of Calimesa and Yucaipa are in excellent financial condition. Both Cities have long histories of managing and delivering projects funded through federal and state grants.

iv. Ability to Absorb Cost Overruns

As demonstrated through completion of various other capital project by both Cities, the Cities have experience in delivering projects of this size and overcoming unique challenges associated with them (e.g. utility relocation coordination, planning and coordination with multiple agencies, etc.). Experience in overcoming these challenges is essential to deliver a successful project within time constraints and budget. To aid in the process, the *County Line Road Trade Corridor Project* will be designed in accordance with applicable Caltrans, City, and County standards.

Additionally, since the majority of improvements can be installed within existing right-of-way, little right-of-way is required for the Project with the majority being for intersection corners at each roundabout. The Cities are ready to being the process of acquiring the right-of-way for the Project with anticipated completion in June 2018.

The project includes primarily asphalt concrete improvements that are typically resilient and will minimize life-cycle costs. Completed improvements will be included in infrastructure maintenance programs funded through Measure A (Riverside County) and Measure I (San Bernardino County), local gas tax revenue and other revenue sources to ensure project life in perpetuity.

v. Project Delivery Plan

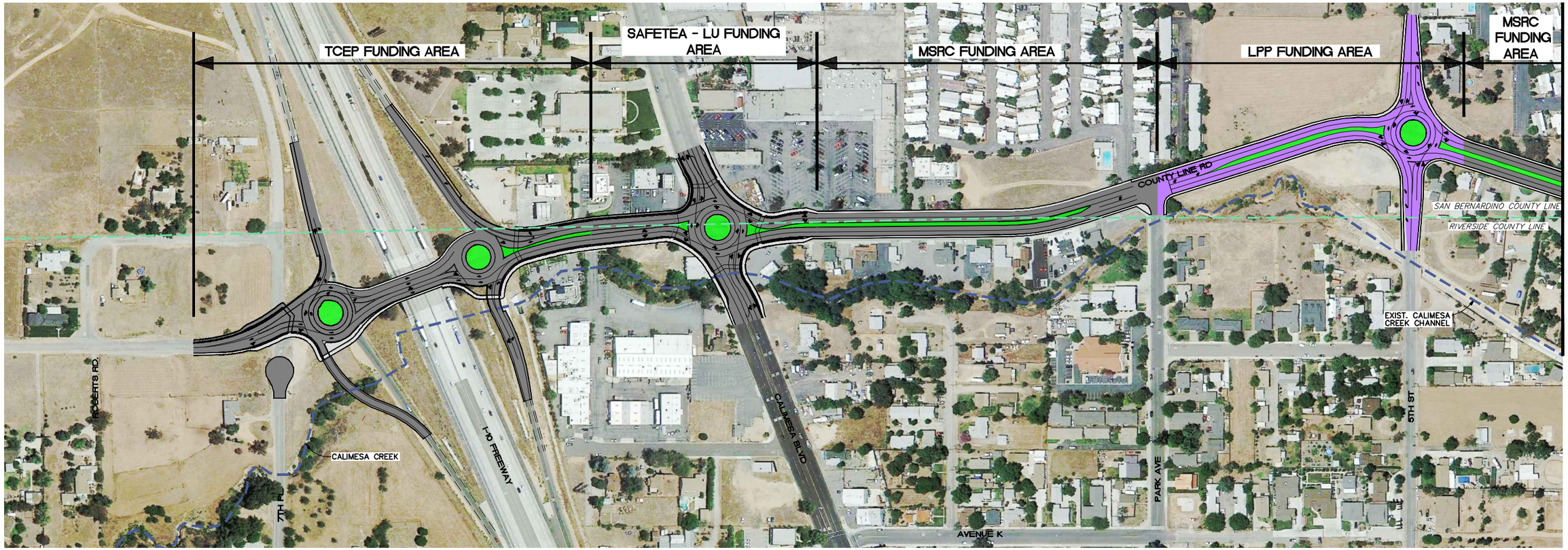
The *County Line Road Trade Corridor Project* has negligible risk because the vast majority of the roadway sections fall within existing right-of-way. Additionally, with the Cities vast knowledge of the corridor, there will be no surprises with utility coordination and relocation. Further, encroachment permits are the only permits required. These factors will help expedite the Project and avoid costly delays of grant funding obligation. Construction will be segmented into stages (each street intersection, then each street improvements) to avoid conflicts with construction staging, equipment and work performance. As shown above, construction of the street improvements will commence in December 2018.

vi. Project Priority

The Project is the only application for the Cities of Calimesa and Yucaipa, and thus, their highest priority project.

Attachment A

Project Exhibit



LEGEND:

- EXIST. STORM CHANNEL/CREEK
- COUNTY BOUNDARY
- LPP FUNDING AREA

N

SCALE: 1" = 120'

TKE ENGINEERING, INC.
2305 CHICAGO AVENUE
RIVERSIDE, CA 92507
(951) 680-0440
FAX: (951) 680-0490

CITY OF CALIMESA

ATTACHMENT A
COUNTY LINE ROAD/
TRANSPORTATION CORRIDOR
EXHIBIT

S:\CADD\133-29 County Line Road and I-10 Freeway\TIGER 2015 Exhibits\LPP Exhibits\LPP Feasibility Exhibit_01-19-2018.dwg

Attachment B

Caltrans Benefit Cost Analysis

District: 8

PROJECT: County Line Road

EA:
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	1	
Length of Construction Period	1	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	5	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	2
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		16	31
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	1.0	1.0
	Impacted Length	1.0	1.0

Average Daily Traffic			
	Current	8,361	
		No Build	Build
	Base (Year 1)	8,704	8,704
	Forecast (Year 20)	15,217	15,217
Average Hourly HOV/HOT Lane Traffic			0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave			0.0%
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.30	1.30
	Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	37	4.04
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	18	1.97
Property Damage Only (PDO) Accidents	19	2.08

Statewide Basic Average Accident Rate	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents (Pct Fat)		
Percent Injury Accidents (Pct Inj)		

1D RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		40%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,878	$650	$7,522					$10,050,000	$10,050,000
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1				$11				$11,100	$10,673
2				$11				11,100	10,263
3				$11				11,100	9,868
4				$11				11,100	9,488
5				$11				11,100	9,123
6				$11				11,100	8,772
7				$11				11,100	8,435
8				$11				11,100	8,111
9				$11				11,100	7,799
10				189				189,370	127,932
11				11				11,100	7,210
12				11				11,100	6,933
13				11				11,100	6,666
14				11				11,100	6,410
15				11				11,100	6,163
16				11				11,100	5,926
17				11				11,100	5,698
18				11				11,100	5,479
19				11				11,100	5,269
20				189				189,370	86,426
Total	$1,878	$650	$7,522	$579	$0	$0	$0	$10,628,540	$10,402,646

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate) ^ Year

District: 8

PROJECT: County Line Road

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$10.4
Life-Cycle Benefits (mil. $)	$86.4
Net Present Value (mil. $)	$76.0
Benefit / Cost Ratio:	8.3
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TOTAL BENEFITS	$38.8	$15.8	$86.4	$4.3
Person-Hours of Time Saved			6,995,734	349,787

Should benefit-cost results include:

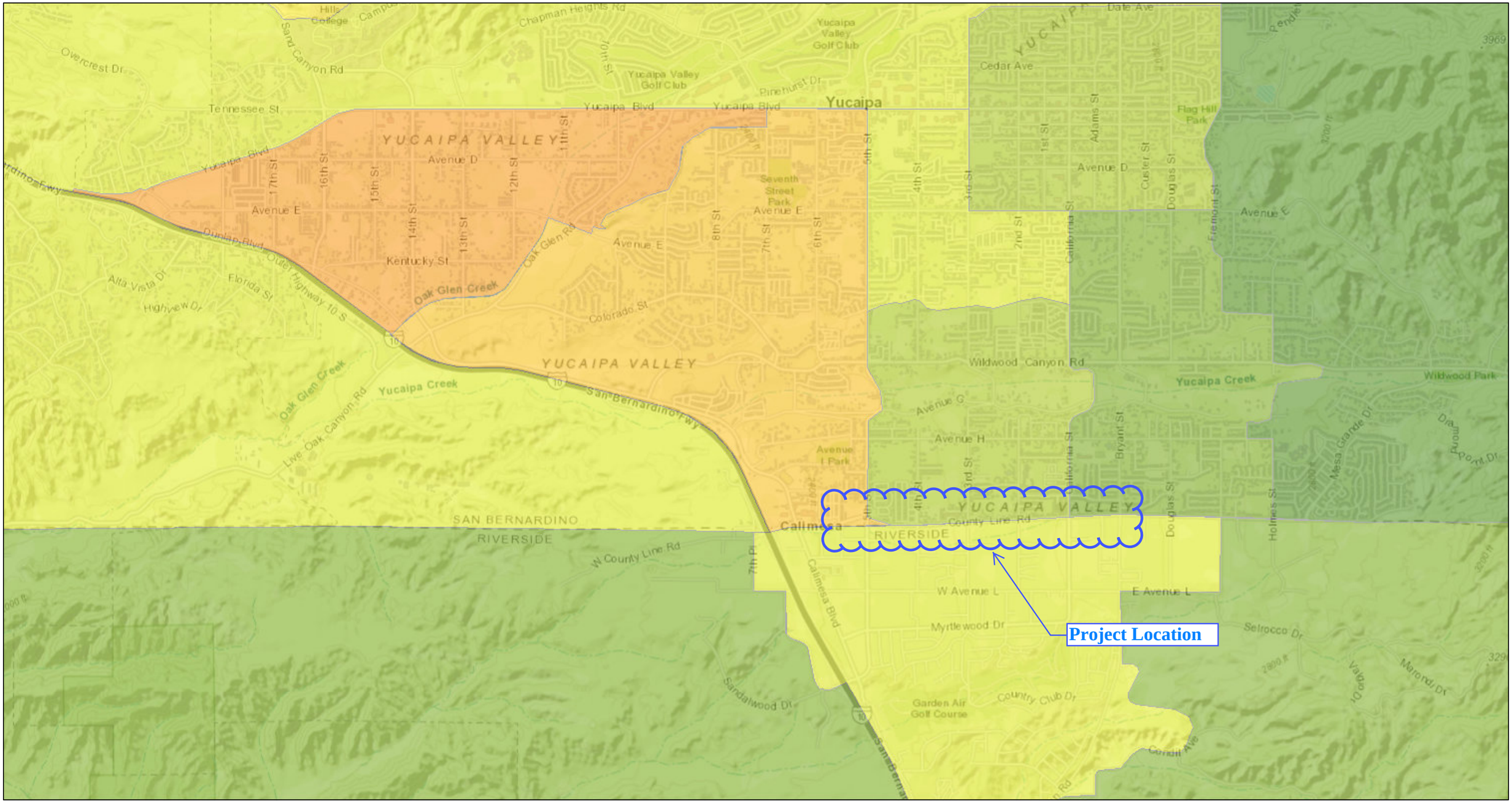
1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	92	5	$0.0	$0.0
CO_2 Emissions Saved	44,555	2,228	$1.4	$0.1
NO_X Emissions Saved	54	3	$2.1	$0.1
PM_{10} Emissions Saved	0	0	$0.2	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.1	$0.0
VOC Emissions Saved	11	1	$0.0	$0.0

Attachment C

Cal-Enviro Screen 3.0 Map

CalEnviroScreen 3.0 Results



1/23/2018, 6:58:21 AM

CalEnviroScreen 3.0 Results

- 11 - 20%
- 21 - 30%
- 31 - 40%
- 41 - 50%
- 51 - 60%
- 61 - 70%
- 71 - 80%

1:36,112

0 0.35 0.7 1.4 mi

0 0.5 1 2 km

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS

Web AppBuilder for ArcGIS

City of Redlands, City of Yucaipa, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | OEHHA |

Attachment D

Project Programming Request Form

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/30/18

District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
08						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
RIV	County Line Road	N/A	N/A	City of Calimesa	
SBD	County Line Road	N/A	N/A	**MPO**	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Lori Askew	909-795-9801	laskew@cityofcalimesa.net

Project Title

County Line Road Transportation Corridor

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

The County Line Road Transportation Corridor Project (Project) is located on County Line Road, between Park Avenue and Bryant Street, in the Cities of Calimesa and Yucaipa, in the Counties of Riverside and San Bernardino, respectively. The Project proposes to construct four (4) single-lane and one (1) multi-lane roundabouts, together with street, pedestrian, and bicycle improvements, to improve safety and efficiency throughout the corridor.The use of roundabouts, in lieu of signalized intersections, provides adequate capacity and LOS for County Line Road to remain a two-lane street, thus significantly reducing right-of-way and construction costs to construct a four-lane corridor. Roundabouts will be constructed at the intersections of 5th Street, 3rd Street, 2nd Street, California Street, and Bryant Street.

Component	Implementing Agency
PA&ED	Cities of Calimesa and Yucaipa
PS&E	Cities of Calimesa and Yucaipa
Right of Way	Cities of Calimesa and Yucaipa
Construction	Cities of Calimesa and Yucaipa

Legislative Districts

Assembly:	42	Senate:	23	Congressional:	8

Project Benefits

1) Decreased Travel Time 2) Safe Left Turn Movements 3) Decreased Transportation Costs 4) Improved Traffic Efficiency 5) Reduced GHG Emissions 6) Improved Emergency Response Times 7) Improved Bicycle and Pedestrian Safety 8) Improved Public Transportation Efficiency 9) ADA Accessibility 10) Mitigated Pedestrian and Bicycle Insecurity 11) Improves Public Transportation Access

Purpose and Need

The existing County Line Road corridor relies on multi-way stop control at every intersection that does not provide sufficient capacity to serve the current traffic volumes, it provides public transportation and serves as a school route to schools, and has seen 48 accidents along the Project route.The Project will mitigate these deficencies by creating a safe multimodal transportation corridor along County Line Road, increasing capacity and improving efficiency, safety, and access to motorized and non-motorized users.

Category	Outputs/Outcomes	Unit	Total
Local streets and roads	Intersections Modified	each	5
Local streets and roads	Local road lane-miles rehabilitated	Miles	0.9
Local streets and roads	Sidewalk miles	Miles	0.9
Local streets and roads	Bicycle lane miles	Miles	0.9

ADA Improvements Yes	Bike/Ped Improvements Yes	Reversible Lane analysis Yes
Includes Sustainable Communities Strategy Goals Yes	Reduces Greenhouse Gas Emissions Yes	

Project Milestone			Existing	Proposed
Project Study Report Approved			N/A	
Begin Environmental (PA&ED) Phase				-
Circulate Draft Environmental Document	**Document Type**	ND		-
Draft Project Report				-
End Environmental Phase (PA&ED Milestone)				09/01/18
Begin Design (PS&E) Phase				02/01/18
End Design Phase (Ready to List for Advertisement Milestone)				08/01/18
Begin Right of Way Phase				02/01/18
End Right of Way Phase (Right of Way Certification Milestone)				06/01/18
Begin Construction Phase (Contract Award Milestone)				12/01/18
End Construction Phase (Construction Contract Acceptance Milestone)				07/01/19
Begin Closeout Phase				07/01/19
End Closeout Phase (Closeout Report)				08/01/19

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/30/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
08	RIV, SBD	County Line				
Project Title:	County Line Road Transportation Corridor					

Existing Total Project Cost ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Implementing Agency**
E&P (PA&ED)									Cities of Calimesa and Yucaipa
PS&E									Cities of Calimesa and Yucaipa
R/W SUP (CT)									Cities of Calimesa and Yucaipa
CON SUP (CT)									Cities of Calimesa and Yucaipa
R/W									Cities of Calimesa and Yucaipa
CON									Cities of Calimesa and Yucaipa
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)		378						378	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		650						650	
CON		7,522						7,522	
TOTAL		10,050						10,050	

Fund No. 1:									**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PA&ED)									City of Calimesa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)		124						124	
PS&E		492						492	
R/W SUP (CT)									
CON SUP (CT)									
R/W		213						213	
CON		1,237						1,237	
TOTAL		2,066						2,066	

Fund No. 2:									**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PA&ED)									City of Yucaipa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)		254						254	
PS&E		1,008						1,008	
R/W SUP (CT)									
CON SUP (CT)									
R/W		437						437	
CON		2,538						2,538	
TOTAL		4,237						4,237	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 1/30/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
08	RIV, SBD	County Line				
Project Title:	County Line Road Transportation Corridor					

Fund No. 3:									**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PA&ED)									LPP(Caltrans)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,747						3,747	
TOTAL		3,747						3,747	

Fund No. 4:									**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Existing Funding ($1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									