

## CHAPTER 7

# Funding & Implementation

This ATP is an implementation-orientated plan. Projects have been identified to be completed within the near term. This is the first step in a proactive implementation of the active transportation goals set out in PlanRC. This Plan will be updated periodically to identify future projects.



## Implementation

This plan identifies improvements along priority corridors and focused around schools throughout the City of Rancho Cucamonga. To achieve these projects, the City will rely on a variety of sources to accomplish the projects described in this ATP. Implementation is expected to occur through one or more of the following:

### Grants

Any project that improves safety for the traveling public and is identified in this plan or previous planning documents is a priority. However, the City lacks consistent funding for new capital improvement projects so construction of many of the projects identified in this plan is contingent upon the City securing outside funding through competitive grant programs. This chapter includes outside funding sources at the local, state, and federal level that may be applicable to each project. State and federal grant programs that fund active transportation improvements often require a certain level of local matching funds. Therefore, the majority of implemented active transportation projects in the United States include multiple funding sources and significant inter-agency coordination.

### Capital Improvement Program

The City's Capital Improvement Program (CIP) is an annual funding program used to identify and implement short-term and long-term capital needs. The CIP includes repairs, rehabilitation, and replacement of critical facilities City-wide and also addresses routine maintenance to City-owned facilities,

roads, bridges, and flood control facilities.

### Development Permits

The City may collect funds, require construction of frontage improvements or dedication of right-of-way from permittees where applicable and previously identified in adopted planning documents, including ConnectRC. The City will typically require funds or public access improvements from permittees during the land use permit process.

### Advocacy

Continued community support and advocacy for projects is essential for securing funding and holding agencies accountable to build community-led projects that will improve safety, comfort, and quality of life for residents.

ConnectRC does not prioritize projects by rank because all of the corridors in the plan are priorities that would benefit from active transportation investments and improvements. In addition, because implementation of the plan is largely dependent on external factors such as grant funding, tax revenues, maintenance schedules, and development projects, it is likely that lower priority improvements would be implemented before higher priority improvements if the projects were ranked. Considerations such as the presence of designated disadvantaged communities, addressing locations with a history of collisions resulting in severe injuries or fatalities, a high level of political and community support, and implementation.

### Capital Improvement Program

The County's Capital Improvement Program (CIP) is a multi-year planning tool used to identify and implement short-term and long-term capital needs. The CIP includes repairs, rehabilitation, and replacement of critical facilities County-wide and also addresses non-routine maintenance to County-owned facilities, roads, bridges, and flood control facilities.

with other programmed engineering projects increase the likelihood of project funding and implementation. In addition, factors such as land acquisition, utility relocation, drainage modifications, and permitting and environmental review determine the cost and time to implement transportation projects. Therefore, an accurate assessment of cost and schedule may require detailed technical studies that were not included as part of this planning effort.

Advocacy from the City level during large infrastructure projects can also provide avenues for implementation of active transportation enhancements.

It is recommended that ConnectRC be reviewed every 3-5 years to track progress and reflect the ever-evolving transportation needs in the area.

## Costs and Funding

This plan includes a wide range of projects with varying degrees of cost. Project cost estimates were developed to give a general idea of the anticipated cost for the projects in each planning area. The cost estimates were based solely on construction costs and do not include other typical soft costs associated with projects. Soft costs include permitting and environmental support, design and preliminary engineering, specifications and estimates, utility coordination, drainage and Storm Water Pollution Prevention (SWPP), construction management and inspection, mobilization, traffic control, and general contingencies. Soft costs are typically calculated as a percent of construction costs but can vary depending on the type, size, and complexity of the project. The table to the right shows a sample breakdown of soft costs as a percentage of construction costs that can vary from project to project.

Cost estimates developed for the projects in [Chapters 2 through 5](#) are based on an engineering review of unit costs and quantities for the concepts shown. The cost estimates as of October 2023 include a 30 percent contingency.

To estimate construction costs for this plan, a unit cost calculation was developed by calculating the cost per mile for each project and averaging the unit cost of all components within the project. This can be used as a guide for planning-level costs to budget future active transportation projects. This unit cost can be found in [Appendix B](#).

### CONSTRUCTION ALLOWANCES

Mobilization	10%
Traffic Control	5%
Stormwater Pollution Prevention Plans (SWPPP)	5%
Utilities	15%
Drainage	20%

### PROGRAM/PROJECT SOFT COSTS

Preliminary Engineering	10%
Environmental Clearance	10%
Final Design/PS&E	15%
Construction Management	15%
Market Change Contingency	25%

# Funding Sources

The following list of competitive grants and formula-based funding programs have been reviewed for potential consideration to address financial needs of the projects identified in the plan. Targeted funding pursuits are ones that specifically are applicable to active transportation projects. Non-targeted funding sources may still be suitable for projects or Future Study Corridors.

## ✓ TARGETED FUNDING PROGRAM PURSUIT

REGIONAL FUNDING SOURCES		
<b>Measure I Funding</b> – SBCTA	✓	<a href="https://www.gosbcta.com/funding/measure-i/">https://www.gosbcta.com/funding/measure-i/</a>
<b>Go Human Community Hubs Grant Program</b> – SCAG		<a href="https://scag.ca.gov/apply-funding">https://scag.ca.gov/apply-funding</a>
<b>Sustainable Communities Program</b> – SCAG	✓	<a href="https://scag.ca.gov/sustainable-communities-program">https://scag.ca.gov/sustainable-communities-program</a>
STATE OF CALIFORNIA FUNDING SOURCES		
<b>AHSC</b> – Affordable Housing and Sustainable Communities	✓	<a href="https://sgc.ca.gov/programs/ahsc/">https://sgc.ca.gov/programs/ahsc/</a>
<b>ATP</b> – Active Transportation Program	✓	<a href="https://catc.ca.gov/programs/active-transportation-program">https://catc.ca.gov/programs/active-transportation-program</a>
<b>CleanCA</b> – Clean California	✓	<a href="https://cleancalifornia.dot.ca.gov/">https://cleancalifornia.dot.ca.gov/</a>
<b>HSIP</b> – Local Highway Safety Improvement Program	✓	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program</a>
<b>LPP</b> – Local Partnership Program	✓	<a href="https://catc.ca.gov/programs/sbl/local-partnership-program">https://catc.ca.gov/programs/sbl/local-partnership-program</a>
<b>PROTECT</b> – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	✓	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect#:~:text=The%20purpose%20of%20the%20PROTECT,natural%20disasters%2C%20and%20climate%20change">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect#:~:text=The%20purpose%20of%20the%20PROTECT,natural%20disasters%2C%20and%20climate%20change</a>
<b>REAP</b> – Regional Early Action Planning		<a href="http://www.sbcag.org/reap.html">http://www.sbcag.org/reap.html</a>
<b>RC:H2B</b> – Reconnecting Communities: Highways to Boulevards	✓	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b</a>
<b>RMRA &amp; HUTA</b> – Road Maintenance and Rehabilitation Account & Highway Users Tax Account		<a href="https://www.sco.ca.gov/aud_road_maintenance_sb1.html">https://www.sco.ca.gov/aud_road_maintenance_sb1.html</a>
<b>SCCP</b> – Solutions for Congested Corridors Program	✓	<a href="https://catc.ca.gov/programs/sbl/solutions-for-congested-corridors-program">https://catc.ca.gov/programs/sbl/solutions-for-congested-corridors-program</a>
<b>STP</b> – Sustainable Transportation Planning	✓	<a href="https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</a>
FEDERAL FUNDING SOURCES		
<b>CMAQ</b> – Congestion Mitigation and Air Quality Improvement Program		<a href="https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program">https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program</a>
<b>RAISE</b> – Rebuilding American Infrastructure with Sustainability and Equity		<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>
<b>RSTG</b> – Rural Surface Transportation Grant Program		<a href="https://www.transportation.gov/grants/rural-surface-transportation-grant">https://www.transportation.gov/grants/rural-surface-transportation-grant</a>
<b>SMART</b> – Strengthening Mobility and Revolutionizing Transportation		<a href="https://www.transportation.gov/grants/SMART">https://www.transportation.gov/grants/SMART</a>
<b>SS4A</b> – Safe Streets and Roads for All	✓	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>
<b>STIP</b> – State Transportation Improvement Program		<a href="https://catc.ca.gov/programs/state-transportation-improvement-program">https://catc.ca.gov/programs/state-transportation-improvement-program</a>

The following tables have been developed with recommended funding programs for projects by each planning area when accounting for the following types of criteria:

1. Collision history of all modes and specific to active transportation crashes.
2. Disadvantaged community designation using multiple state and federal criteria.
3. Areas that might benefit from protection from natural hazards and increased capacity of evacuation routes.

**B**

See **Appendix B** for detailed cost estimates



# Alta Loma

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

#	PROJECT	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Jasper Street Pedestrian Improvements	✓	✓	✓	✓							✓		\$143,000
2	Hermosa Avenue Buffered Bike Lane	✓	✓	✓	✓							✓	✓	\$185,000
3	Wilson Avenue Ped/Bike Gap Closures	✓	✓	✓	✓							✓		\$443,000
4	Lemon Avenue Buffered Bike Lane & Widened Sidewalks	✓	✓	✓	✓							✓		\$953,000
5	19th Street Buffered Bike Lane and Jasper Street Ped Enhancements	✓	✓	✓	✓							✓	✓	\$385,000
6	Demens Creek Trail Crossing Enhancements	✓	✓	✓	✓	✓						✓		\$298,000
7	Cucamonga Creek Trail Resurfacing & Crossing Enhancements	✓	✓	✓	✓	✓						✓		\$491,000
													<b>TOTAL</b>	<b>\$2,898,000</b>

**Notes:** The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
- Americans with Disabilities Act (ADA) improvements other than shown herein
- Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
- Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
- General project costs such as Mobilization, Traffic Control, SWPPP, etc

At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

# Cucamonga-Red Hill

## # PROJECT

		✓ RECOMMENDED FUNDING PROGRAM PURSUIT												
		MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Valle Vista Drive Pedestrian Improvements	✓	✓	✓	✓							✓		\$72,000
2	Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements	✓	✓	✓	✓	✓				✓	✓	✓		\$149,000
3	Hellman Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓			✓				✓	✓	\$441,000
4	Archibald Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓		✓					✓	✓	\$300,000
5	San Bernardino Street Striped Shoulders	✓	✓	✓	✓							✓	✓	\$53,000
6	Church Street Buffered Bike Lanes and Striped Shoulders	✓	✓	✓	✓		✓			✓		✓	✓	\$211,000
7	Baker Avenue Ped Enhancements	✓	✓	✓	✓							✓	✓	\$89,000
8	Grove Avenue Buffered Bike Lanes	✓	✓	✓	✓							✓	✓	\$106,000
9	Bear Gulch Road Curb Extensions	✓	✓	✓	✓	✓						✓		\$16,000
10	Palo Alto Street Ped Enhancements	✓	✓	✓	✓	✓						✓	✓	\$137,000
11	Hermosa Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓	✓	✓					✓	✓	\$322,000
12	Ramona Avenue Striped Shoulders	✓	✓	✓	✓	✓						✓	✓	\$55,000
13	9th Street Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓	✓						✓	✓	\$775,000
14	Feron Boulevard Ped Enhancements	✓	✓	✓	✓	✓						✓	✓	\$83,000

**Notes:** The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
  - Americans with Disabilities Act (ADA) improvements other than shown herein
  - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
  - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
  - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

**TOTAL**

**\$2,809,000**

# Etiwanda

## # PROJECT

		✓ RECOMMENDED FUNDING PROGRAM PURSUIT												PROJECT COST
		MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	
1	Banyan Street Ped Enhancements and Buffered Bike Lanes	✓	✓	✓	✓							✓		\$1,675,000
2	Day Creek Boulevard Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓	✓						✓		\$497,000
3	Vintage Drive New Crosswalk and Ped Enhancements	✓	✓	✓	✓			✓				✓	✓	\$173,000
4	Etiwanda Avenue Bike Route and Ped Crossing Enhancements	✓	✓	✓	✓		✓					✓	✓	\$119,000
5	Wilson Avenue Buffered Bike Lane and Ped Crossing Enhancements	✓	✓	✓	✓							✓	✓	\$442,000
6	Victoria Street Ped Enhancements	✓	✓	✓	✓		✓			✓		✓	✓	\$30,000
7	East Avenue Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓		✓					✓	✓	\$577,000
8	Base Line Road Buffered Bike Lane and Ped Enhancements	✓	✓	✓	✓							✓	✓	\$211,000
9	Duncaster Place Ped Enhancements	✓	✓	✓	✓							✓		\$112,000
10	Etiwanda Creek Channel Multi-Use Trail	✓	✓	✓	✓	✓						✓		\$429,000
11	Summit Intermediate/Etiwanda Creek Park Connection	✓	✓	✓	✓	✓						✓		\$18,000

**Notes:** The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
  - Americans with Disabilities Act (ADA) improvements other than shown herein
  - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
  - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
  - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

**TOTAL \$4,283,000**



# Central North - Eastside

## # PROJECT

		✓ RECOMMENDED FUNDING PROGRAM PURSUIT												
		MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Terra Vista Parkway Ped/Bike Enhancements	✓	✓	✓	✓							✓		\$627,000
2	Spruce Avenue Ped Enhancements	✓	✓	✓	✓							✓		\$256,000
3	Mountain View Drive Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓					✓		✓	✓	\$292,000
4	Victoria Park Lane Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓							✓	✓	\$496,000
5	Emerson Street/Sherbrooke Place Intersection Ped Enhancements	✓	✓	✓	✓							✓	✓	\$20,000
6	Fairmont Way Buffered Bike Lanes and New Crosswalks	✓	✓	✓	✓							✓	✓	\$137,000
7	Highland Avenue and Kenyon Way Bike Lanes	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	\$136,000
8	Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing	✓	✓	✓	✓							✓	✓	\$635,000
9	Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary	✓	✓	✓	✓							✓		\$21,000
10	Church Street Buffered Bike Lanes	✓	✓	✓	✓	✓	✓					✓		\$372,000
11	Day Creek Boulevard Buffered Bike Lanes	✓	✓	✓	✓	✓	✓	✓				✓	✓	\$299,000
12	Victoria Windrows Loop Ped Enhancements	✓	✓	✓	✓	✓	✓					✓	✓	\$32,000
13	Lark Drive New Crosswalks	✓	✓	✓	✓	✓	✓					✓	✓	\$33,000
14	Miller Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓	✓	✓					✓	✓	\$193,000
15	Dolcetto Place and Garcia Drive Buffered Bike Lanes	✓	✓	✓	✓	✓	✓					✓	✓	\$92,000

**Notes:** The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
  - Americans with Disabilities Act (ADA) improvements other than shown herein
  - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
  - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
  - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

**TOTAL**

**\$3,641,000**

# Central South – Southeast

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

#	PROJECT	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Civic Center Drive Buffered Bike Lanes	✓	✓	✓	✓	✓		✓			✓	✓		\$90,000
2	Spruce Avenue and Red Oak Street Ped/Bike Enhancements	✓	✓	✓	✓		✓			✓	✓	✓	✓	\$1,581,000
4	6th Street Cycle Track (2023-2024 CIP)	✓	✓	✓	✓						✓	✓	✓	\$1,488,220
													<b>TOTAL</b>	<b>\$3,159,220</b>

**Notes:** The cost estimates exclude the following items:  
 • Roadway pavement rehab or slurry seal  
 • Americans with Disabilities Act (ADA) improvements other than shown herein  
 • Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)  
 • Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management  
 • General project costs such as Mobilization, Traffic Control, SWPPP, etc  
 At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.