ADOPTED

BUDGET

FISCAL YEAR 2025/2026

cta sb cog

County Transportation Authority

Council of Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410 | 909.884.8276

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the San Bernardino County Transportation Authority for its Annual Budget for the fiscal year beginning July 1, 2024. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

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San Bernardino County Transportation Authority

San Bernardino Council of Governments

MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019

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INTRODUCTORY SECTION

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County Transportation Authority

Date: **June 4, 2025**

To: **SBCTA Board of Directors**

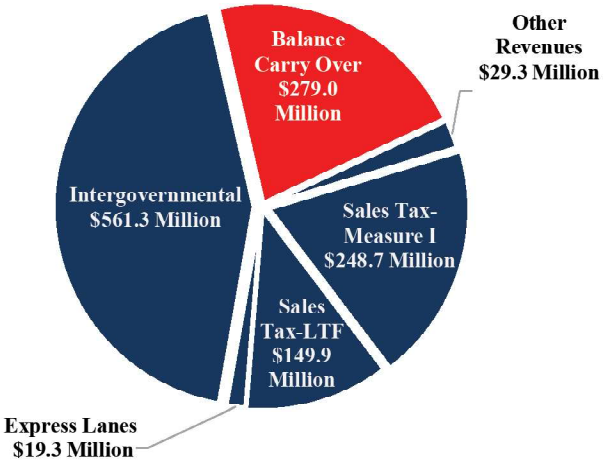
From: **Raymond W. Wolfe, Executive Director**

Subject: **San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) Fiscal Year 2025/2026 Budget**

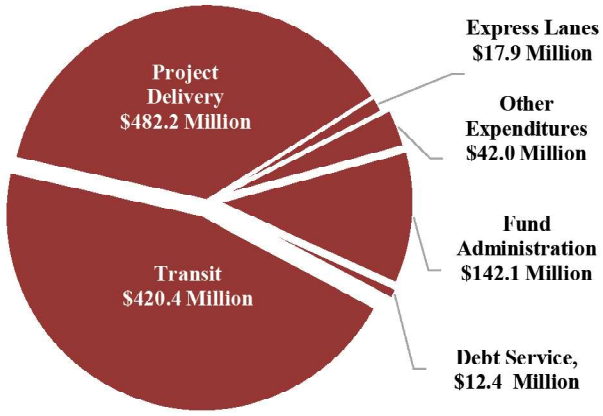
This cover letter serves to transmit the Fiscal Year 2025/2026 budget. The budget continues a recent trend of record-setting budgets for our organization. Large construction contracts underway: Interstate 10 (I-10) Contracts 1 and 2, Interstate 15 (I-15) Contract 1, and the West Valley Connector are key drivers of the budget this year, but we have many other important projects across the County at various stages of project development or in construction. Of significance, the North First Avenue Bridge in Barstow was completed last year, the Mount Vernon Viaduct will be completed this summer, and work is nearly complete on I-10 Contract 1. Additionally, construction has commenced on State Route 210 Waterman Avenue and Interstate 215 (I-215) University Parkway. Construction continues on the I-10 Truck Climbing Lanes in Yucaipa, and we expect to award construction contracts on US 395 Phase 2 and I-10 Mount Vernon Interchange in this budget year. Projects at early stages of development include the State Route 18 Safety and Operational Improvements in the Victor Valley and the I-15 Northbound Corridor Freight Project through the Cajon Pass, both of which we expect will start environmental clearance this year. Work continues on the Ontario International Airport (ONT) Connector as well.

It is important to remember that the local investment of Measure I has been crucial to leveraging Federal and State funds. Since 2010, we have made $2.9 billion worth of transportation improvements spanning all subareas in the County with a mere $682 million of Measure I funds. That is an important success story for our agency as we continue to build the transportation systems necessary to ensure our long-term economic growth and prosperity and truly create a quality of life of which to be proud.

Where does the money come from?



Where does the money go?



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The lion's share of resources to support appropriations for the fiscal year budget remains Measure I Sales Tax, Local Transportation Funds, and intergovernmental revenue. The latter includes reimbursements from Federal, State, and local agencies for various programs and capital projects. This includes 7.0 percent from the Federal Transit Administration, 9.1 percent from the Surface Transportation Program, 21.6 percent from Senate Bill 1, and 25.3 percent from the Transit and Intercity Rail Capital Program from Senate Bill 125. Measure I Sales Tax revenues are estimated at $248.7 million, reflecting a decrease of 1.3 percent from the Fiscal Year 2024/2025 budget of $251.9 million. The moderate decrease is attributed to the economic slowdown, partly driven by the Federal Reserve's actions to curb inflation through higher interest rates, increased consumer debt, and reduced discretionary spending by households. Key areas impacting sales tax include lower fuel prices and a decrease in automobile purchases within the County.

The total budget for Fiscal Year 2025/2026 is $1.284 billion, representing a 19.7 percent increase from the prior year. This is primarily due to increased allocations and pass-through payments to transit operators and other local agencies for transit projects, mainly from the new Senate Bill 125 Transit and Intercity Rail Captial Program and Zero-Emission Transit Capital Program formula funds. In addition, the I-10 Contract 2, I-15 Contract 1 and the US 395 Widening Phase 2 projects are moving towards or continuing construction. The budget for Transit is $587.2 million, followed by Project Delivery at $482.2 million, and Fund Administration at $142.1 million. New revenues are projected at $1.008 billion. Fund balance from various funds in the amount of $279.0 million will cover the variance between estimated revenues and appropriations. The SBCOG budget increased by $0.6 million, reflecting the Board's direction to expand the capacity of SBCOG, and the full implementation of the Inland Regional Energy Network (I-REN). Additional information on revenue sources and program expenditures is provided in the detail sections of the budget document.

The Fiscal Year 2025/2026 budget builds on the tremendous work we have accomplished as an agency towards meeting the mobility needs of our communities to ensure a healthy and prosperous future. Safety, sustainability and innovation remain central tenants as we tackle complex transportation problems. The leadership of the Board of Directors remains central to our continued success. Entering year 15 of the renewal of Measure I, we can proudly show the positive impacts we have had on communities across San Bernardino County. I am proud to have been a part of this important work for the past 13 years, and I know that our success will continue well into the future.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors
Name and Represented Jurisdiction

Daniel Ramos, City of Adelanto
Art Bishop, Town of Apple Valley
Timothy Silva, City of Barstow
Rick Herrick, City of Big Bear Lake
Eunice Ulloa, City of Chino
Ray Marquez, City of Chino Hills
Frank Navarro, City of Colton
Acquanetta Warren, City of Fontana
Bill Hussey, City of Grand Terrace
Josh Pullen, City of Hesperia
Larry McCallon, City of Highland
Ronald Dailey, City of Loma Linda
John Dutrey, City of Montclair
Janet Jernigan, City of Needles
Alan Wapner, City of Ontario
L. Dennis Michael, City of Rancho Cucamonga
Mario Saucedo, City of Redlands
Joe Baca, City of Rialto
Helen Tran, City of San Bernardino
Daniel Mintz, Sr., City of Twentynine Palms
Rudy Zuniga, City of Upland
Debra Jones, City of Victorville
Judy Woolsey, City of Yucaipa
Rick Denison, Town of Yucca Valley
Paul Cook, County of San Bernardino
Jesse Armendarez, County of San Bernardino
Dawn Rowe, County of San Bernardino
Curt Hagman, County of San Bernardino
Joe Baca, Jr., County of San Bernardino

Senior Management
Raymond W. Wolfe, Executive Director*
Julianna Tillquist, General Counsel*
Marleana Roman, Clerk of the Board/Administrative Manager
Carolyn Schindler, Deputy Executive Director
Lisa Lazzar, Chief Financial Officer/Treasurer
Otis Greer, Director of Legislative and Public Affairs
Steven Smith, Director of Planning and Regional Programs
Josh Lee, Deputy Director of Planning
Victor Lopez, Director of Transit and Rail Programs
Joy Buenaflor, Deputy Director of Transit and Rail Programs – Capital Delivery
Kristi Harris, Director of Project Delivery and Express Lanes
Phillip Chu, Deputy Director of Express Lanes
Andrea Zureick, Director of Fund Administration
Colleen Franco, Director of Management Services

*Appointed by the Board of Directors

DATE	ACTIVITY
December 11, 2024	General Policy Committee Review and Discussion of 2025/2026 Budget Schedule
January 8, 2025	Board Approval of 2025/2026 Budget Schedule
March 13, 2025	Metro Valley Study Session General Overview by Region
March 21, 2025	Mountain/Desert Committee General Overview by Region
April 9, 2025	General Policy Committee Review of Tasks
April 10, 2025	Transit Committee Review of Tasks
April 10, 2025	Metro Valley Study Session Review of Tasks
April 18, 2025	Mountain/Desert Committee Review of Tasks
May 7, 2025	Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Directors' Meeting Adoption of the Council of Governments' Fiscal Year 2025/2026 Budget
May 14, 2025	General Policy Committee Further Review of Tasks, if Required
May 15, 2025	Transit Committee Further Review of Tasks, if Required
May 15, 2025	Metro Valley Study Session Further Review of Tasks, if Required
May 16, 2025	Mountain/Desert Committee Further Review of Tasks, if Required
June 4, 2025	Public hearing on SBCTA's Recommended Budget for Fiscal Year 2025/2026 and Board of Directors Adoption of the SBCTA Fiscal Year 2025/2026 Budget.

The Community Served

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning, funding, and major project delivery agency in San Bernardino County. San Bernardino Council of Governments (SBCOG) is the Council of Governments for San Bernardino County. SBCTA and SBCOG each serve over 2.19 million residents of San Bernardino County and their Boards include representatives from the County of San Bernardino, and all incorporated cities and towns within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

Created as a joint powers authority in 1973 for the purpose of serving as a Council of Governments (COG), since that time, the organization has been designated to serve additional roles primarily related to transportation. These roles are listed below:

County Transportation Commission responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

County Transportation Authority responsible for administration of the voter-approved half-cent transportation transactions and use tax (known as Measure I) which is estimated to generate almost $7.6 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

Service Authority for Freeway Emergencies responsible for operating a freeway service patrol.

Congestion Management Agency responsible for managing the performance level of the regional transportation system in a manner that considers the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SBCTA nexus study, the Congestion Management Program identifies the fair share contribution due from new development for the implementation of new arterial roadways and freeway interchange facilities.

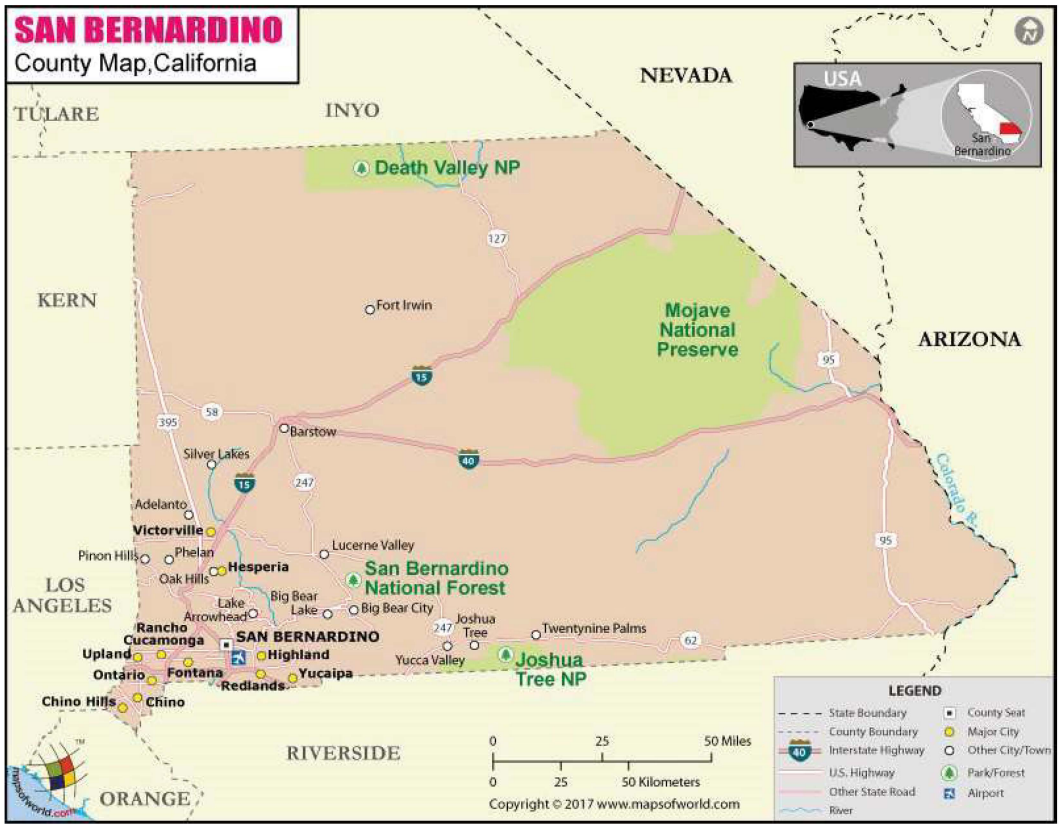
Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments (SCAG) in its role as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to the regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

In August 2016, the Governor signed Senate Bill 1305 (Morell), which became effective January 1, 2017, and consolidated the five (5) transportation roles of the various entities into a single entity, SBCTA. SBCOG continues to exist as the COG.

The Community

San Bernardino County encompasses over 20,000 square miles and is geographically the largest county in the contiguous United States. San Bernardino County stretches from urbanized areas bordering Los Angeles and Orange Counties in the west to the deserts along the Arizona and Nevada borders in the east.

The Community Served



- 20,105 square miles.
- Five County of San Bernardino Supervisorial Districts
- 24 incorporated cities/towns.
    - East Valley
        - Colton
        - Grand Terrace
        - Highland
        - Loma Linda
        - Redlands
        - Rialto
        - San Bernardino
        - Yucaipa
    - West Valley
        - Chino
        - Chino Hills
        - Fontana
        - Montclair
        - Ontario
        - Rancho Cucamonga
        - Upland
    - Mountain/Desert
        - Adelanto
        - Apple Valley
        - Barstow
        - Big Bear Lake
        - Hesperia
        - Needles
        - Twentynine Palms
        - Victorville
        - Yucca Valley
- 88 percent land area outside the control of San Bernardino County or City Governments.
- 94 percent land area within the San Bernardino County Desert Region.

Source: https://indicators.sbcounty.gov/county-profile/

Land Use

- 7,641 acres of County regional parks.
- 22 percent land area dedicated to housing, industrial, utilities, agriculture, transportation, and parks.
- 17 percent land area is used for military purposes.
- 8.5 million acres of recreational land.

Data Source: https://indicators.sbcounty.gov/county-profile

The Community Served

Population and Demographics

- 2,214,281 (population 2024).
    - Source: U.S. Census Bureau, Population Estimates Program (PEP)
- 18 percent projected growth between 2022 and 2045.
- 109 persons per square mile (countywide)
- 52 percent of the total San Bernardino County population is Latino residents, who may be of any race, and are the largest race and ethnic group in the County. Latino residents are projected to increase to 55 percent of the total population by 2045. White residents are projected to decrease as a proportion of the overall population, while Black residents and people identifying as Two or More Races are projected to increase slightly. The share of Asian, Native American, and Pacific Islander individuals as a percent of the overall population are projected to remain the same.
- 21 percent of residents were born outside of the United States.
- 44 percent speak a language other than English at home.
- 3.2 is the average household size.
- 39 percent of households have children under 18.
- 23 percent of families with children under 18 are led by a single parent.
- 40 percent voter turnout among population eligible to vote (2022).
- 86 percent vote by mail (2022).
- 23 percent of residents over the age of 25 have a bachelor's degree (2021).
- 87 percent is the high school graduation rate (2021/2022).
    - Source: https://indicators.sbcounty.gov/county-profile
- 34.9 is the median age
    - Source: 2023 American Community Survey 1-Year Estimates

Income

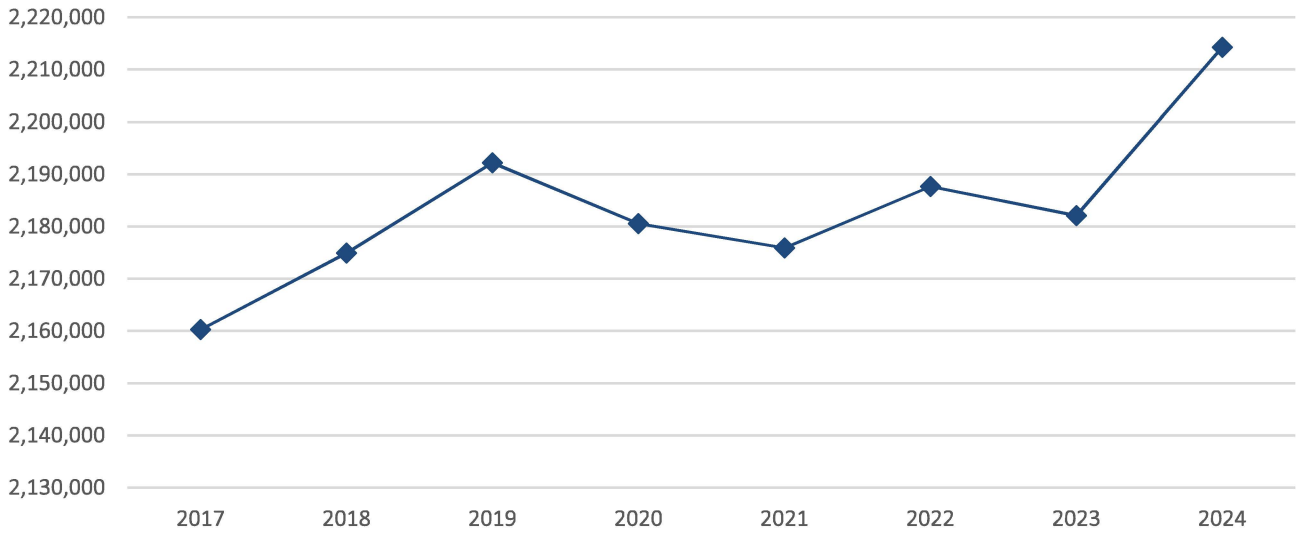
- $85,069 is the median household income (2023).
- 13.1 percent overall poverty rate (2023).
- 17.5 percent child poverty rate (2023).
    - Source: 2023 American Community Survey 1-Year Estimates

Economy

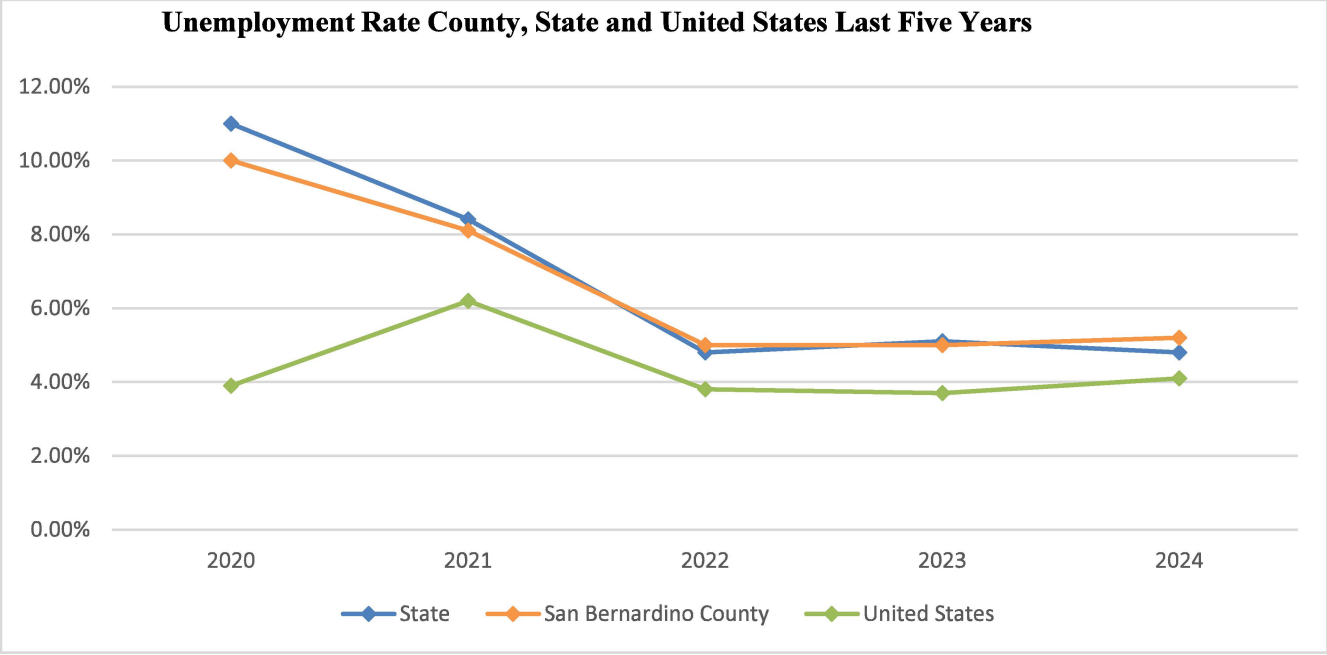
- 4.8 percent unemployment rate for San Bernardino County (December 2024).
    - Source: State of California Employment Development Department
- 27 percent of buyers can afford a median-priced home (2024 Quarter 4).
    - Source: California Association of Realtors
- $499,000 median single-family detached home price (2024 Quarter 4).
    - Source: California Association of Realtors
- 93 percent of households have internet subscriptions (2022)
    - Source: https://indicators.sbcounty.gov/county-profile

The Community Served

San Bernardino County experienced an increase in population from 2023 to 2024. The County has lower priced housing and a lower cost of living compared to the coastal counties. The source of this information is from the County of San Bernardino from 2023, 2023 American Community Survey 1-Year Estimates, U.S. Census Bureau, Population Estimates Program, and the California Association of Realtors.



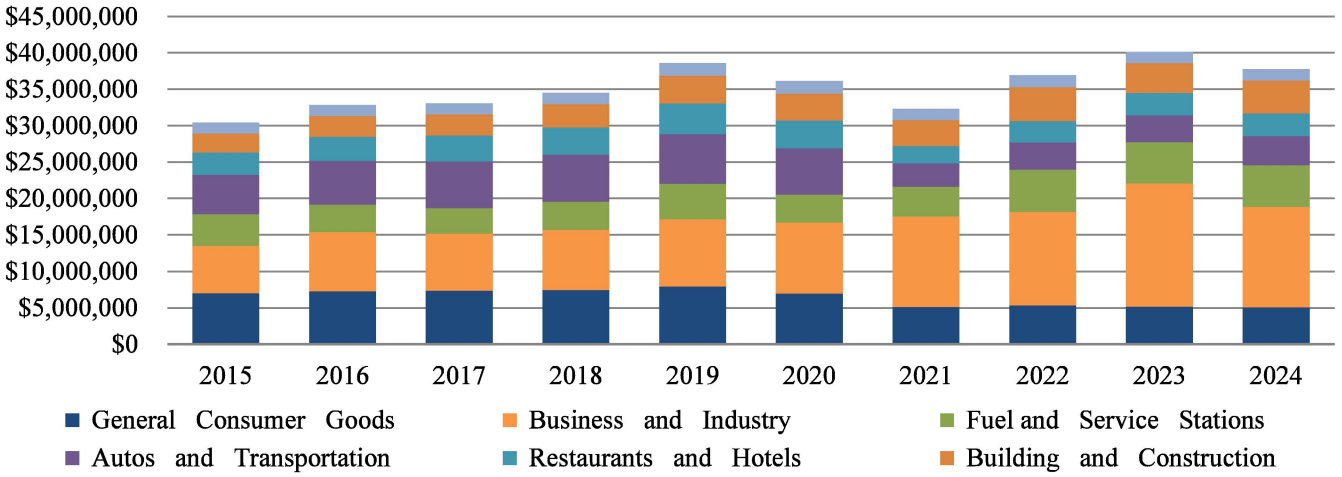
San Bernardino County's unemployment rate is higher than the nation, but similar to the State.



**Percentages reflect December of the calendar year.*
Employment Development Department

The Community Served

Retail sales in the County have shown an increase in consumer spending over the past few years, but have started decreasing in Fiscal Year 2023/2024.



Source: California Department of Tax and Fee Administration/Hdl Companies based on cash basis

Measure I Sales Tax is a one-half of one cent transaction and use tax applicable in the incorporated and unincorporated territory of the County for a period of 30 years for transportation improvements in the County. The County had a 7.75 percent sales tax rate, including the Measure I rate, as of December 2024.

Fiscal Year	Measure I Direct Rate	County of San Bernardino
2024	0.50%	7.75%
2023	0.50%	7.75%
2022	0.50%	7.75%
2021	0.50%	7.75%
2020	0.50%	7.75%
2019	0.50%	7.75%
2018	0.50%	7.75%
2017	0.50%	7.75%
2016	0.50%	8.00%
2015	0.50%	8.00%

Source: California Department of Tax and Fee Administration

Business types are economic segments that provide information regarding economic activity/taxable sales in the County. The top economic segments have changed over time. The top six economic segments in 2024 are Fulfillment Centers, Service Stations, Contractors, New Motor Vehicle Dealers, Casual Dining, and Building Materials.

Business Type	Taxable Sale	Rank	Percentage of Total Taxable Sales
Fulfillment Centers	$ 5,801,180	1	15.32%
Service Stations	$ 5,399,213	2	14.26%
Contractors	$ 2,813,440	3	7.43%
New Motor Vehicle Dealers	$ 1,823,708	4	4.82%
Casual Dining	$ 1,574,240	5	4.16%
Building Materials	$ 1,431,520	6	3.78%

Source: State Department of Tax and Fee Administration/Hdl Companies based on Cash basis

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

The SBCTA Budget is an annual undertaking partly intended to fulfill the goals and objectives found in three long-term guiding documents: 1) the Measure I 2010-2040 Ordinance and Expenditure Plan, 2) the Measure I Strategic Plan, and 3) the Measure I 10-Year Delivery Plan. The 10-Year Delivery Plan flows from the Measure I Strategic Plan, which in turn flows from the Measure I Ordinance and Expenditure Plan.

The SBCTA Budget has been developed to efficiently manage and allocate resources by prioritizing SBCTA objectives and policies; to provide a forecast of income and expenditures; to meet the legal requirements of the Measure I, Federal, and State funds that flow through SBCTA; to establish spending authority; and to monitor the performance of SBCTA in delivering its projects and services to accomplish long-term concerns and issues.

Measure I is the largest single source of annual transportation funding available to San Bernardino County. On November 4, 2004, the voters of San Bernardino County approved San Bernardino County Transportation Authority Ordinance 04-01, which extended the Measure I 1990-2010 half-cent sales tax for 30 years to March 31, 2040. Measure I is a retail transaction and use tax that is statutorily dedicated for transportation purposes in San Bernardino County and cannot be used for other governmental purposes or programs. Measure I Ordinance 04-01 and its accompanying Transportation Expenditure Plan provide specific safeguards to ensure that funding is used in accordance with the specified voter-approved transportation project improvements and programs.

In April 2009, the SBCTA Board approved the Measure I 2010-2040 Strategic Plan, which establishes the policies, procedures, and institutional processes needed to manage the implementation and on-going administration of the Measure I Ordinance and Expenditure Plan. On September 6, 2017, the Board approved the 2017 update to the Strategic Plan. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of Measure I funds, Federal and State transportation revenues, and private fair-share contributions from new development to regional transportation facilities. The intent of the Strategic Plan is to structure the Measure I programs so that they fulfill commitments made to the voters; are financially feasible and scaled to the revenue projected to be available; are implemented with policies and procedures that provide financial accountability, treat each of the SBCTA member jurisdictions equitably, and provide predictable access to Measure I revenues; and can be managed with the resources available to SBCTA.

One of the key requirements of the Strategic Plan is the preparation of, and regular update to, a 10-Year Delivery Plan. The 10-Year Delivery Plan was first approved by the SBCTA Board in 2012. It is generally updated every two years to provide a transparent list of projects that will be developed during the next 10 years and to define the scope, schedule, and budget for these projects given current information and assumptions. The 10-Year Delivery Plan establishes a common understanding among members of the Board, staff, member agencies, and citizens of San Bernardino County; sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured; enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; and serves as SBCTA's commitment to fund specific projects. The 2025 Update to the 10-Year Delivery Plan, along with Board-approved actions since approval in February 2025, provide the basis for the preparation of the SBCTA Budget for capital projects.

Based on the three long-term guiding documents outlined above, the SBCTA Budget provides a detailed financial plan of operation for Fiscal Year 2025/2026 that conforms with and provides for accomplishing the long-term goals and objectives set forth in the Measure I Ordinance and Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Federal and State Transportation Fund Allocation Responsibilities

One of the essential roles for SBCTA is the allocation of Federal and State funds to transportation projects within San Bernardino County. Although some of these funds do not flow through the SBCTA Budget, the authority to allocate these transportation funds has as much policy and program significance as the agency budget. SBCTA allocates specific Federal and State transportation funds among priority projects in the County and designates a lead

agency to administer the implementation of the projects. Once the Board approves the allocation and a project is added to the appropriate programming document, the lead agency is usually responsible for applying for funds through SBCTA or Federal and State agencies and is responsible for maintaining compliance with various funding requirements. Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA is the lead agency for project implementation, with the exception of Transportation Development Act (TDA) Funds, State of Good Repair (SGR) Funds under Senate Bill 1 (SB1), and Senate Bill 125 (SB125) Funds.

In November 2021, Congress passed and the President signed into law the Infrastructure Investment and Jobs Act (IIJA). The foundation of the IIJA is a new five-year authorization of the federal Surface Transportation Program to replace the expired Fixing America's Surface Transportation (FAST) Act. The IIJA authorizes $567 billion in spending authority for all transportation programs over five years, an increase of $274 billion (more than 48 percent) above FAST Act baseline spending levels. The $59.1 billion apportionment for Fiscal Year 2021/2022 represented a 31 percent increase above the Fiscal Year 2020/2021 apportionment of $45.2 billion, and IIJA allowed for modest increases through Fiscal Year 2025/2026. California is estimated to receive a total of $30 billion in apportionments over the life of the bill. Although 90 percent of the IIJA is dedicated to formula programs, the FAST Act broadened eligibility criteria for many existing programs and added dozens of new formula and competitive grant programs. What this means for San Bernardino County is discussed in each of the specific fund sources below.

The discussion of funding sources that follows is meant to provide background on typical annual apportionment levels and the current Board-approved uses of these funds. Allocations of funding sources to specific capital projects are contained in the 10-Year Delivery Plan or Board-approved allocations. It is typical that current expenditures rely on apportionment balances; therefore, the funding levels reflected in this section should not be expected to relate to any revenue estimates or budgeted amounts found in later sections of the Budget.

FEDERAL FUNDING SOURCES

Surface Transportation Block Grant Program, commonly known as STP – The FAST Act renamed, the Surface Transportation Program to the Surface Transportation Block Grant Program (STP). STP provides the most flexible Federal funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The IIJA adds eligibility for new project types (i.e., electric vehicle charging, vehicle-to-grid infrastructure, intelligent transportation systems, intermodal connectivity, wildlife collision mitigation, and resiliency), and increased the set-asides for local bridge and the transportation alternatives. While California implementing statutes apportion these funds to SBCTA for project selection, Federal statute apportions the funds to Southern California Association of Governments (SCAG) for project selection, and Federal statute supersedes State statute. This conflict in State and Federal statute was the impetus for Corrective Actions recently issued to both the California Department of Transportation (Caltrans) and SCAG by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). While SBCTA has historically received an apportionment of approximately $30 million of STP funds per year from Caltrans, the Corrective Action requires that SBCTA and eligible entities in San Bernardino County now nominate projects to SCAG for a region-wide project selection process that began in Fiscal Year 2023/2024. Although SCAG has set allocation targets for each county that currently closely align with historical funding levels, there is no guaranteed level of funding. The 10-Year Delivery Plan and SBCTA Board-approved priorities will provide the basis for the projects prioritized in the nomination process.

Transportation Alternatives Program (TAP)/Surface Transportation Block Grant (STP) Set-Aside Funds – These set-aside funds may be used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Each State receives a share of the national total TAP funding. The IIJA requires all TAP projects to be funded through a competitive process.

In California, legislation creating the Active Transportation Program (ATP) defines the distribution and administration of TAP funds. This is a competitive program that is administered at both the State and regional level, with SCAG being responsible for administering the regional program. Project sponsors can compete at both the State and regional level. SCAG has set programming targets for each county to ensure geographic equity in project selection. While SBCTA does not play a role in project selection, staff provide assistance to local agencies in accessing the funds through Caltrans and the California Transportation Commission (CTC). Additionally, the SBCTA Board has taken actions to provide matching funds to project sponsors to increase the competitiveness of projects in San Bernardino County, resulting in more awards of ATP funds.

Congestion Mitigation and Air Quality (CMAQ) Improvement Fund – CMAQ funds are authorized to fund transportation projects or programs that contribute to the attainment or maintenance of ambient air quality standards. CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area, with approximately $33 million available to SBCTA annually. While California implementing statutes authorize SBCTA to select and program CMAQ projects with input from SCAG, Caltrans, and air quality districts, as with STP funds, FHWA and FTA are requiring project selection to be made by SCAG. The 10-Year Delivery Plan, SBCTA Board-approved priorities, and the SBCTA Zero-Emission Bus Roll out Plan will provide the basis for the projects prioritized in the nomination process.

CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions of criteria pollutants. Activities typically eligible for CMAQ funding include High Occupancy Toll (HOT or express) lanes and High Occupancy Vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels.

Carbon Reduction Program (CRP) – The CRP is a new formula program in IIJA. CRP funds are authorized to fund transportation projects that reduce carbon emissions. CRP funding may be used on a variety of projects including the creation and expansion of active transportation systems, congestion pricing, and other transportation demand management strategies. Funds are distributed based upon a population formula with approximately $3.8 million available to SBCTA annually. While California implementing statutes authorize SBCTA to select and program CRP projects, as with STP and CMAQ funds, FHWA and FTA are requiring project selection to be made by SCAG. The Board has approved focusing these funds on active transportation projects and the SBCTA Vehicle Miles Traveled (VMT) Mitigation Bank, which were selected for programming by SCAG.

National Highway Freight Program (NHFP) and National Highway Performance Program (NHPP) – NHFP and NHPP, two new freight-related initiatives created by the FAST Act and continued under the IIJA, provide for the first time a dedicated source of Federal funding for freight projects. NHFP is a formula fund program that will fund projects that contribute to the movement of freight on the National Highway Freight Network. The projects will be identified in a freight investment plan of a State Freight Plan. NHPP is a discretionary grant program, and eligible projects include highway system bridges that are not on the National Highway System (NHS) and may pay subsidies and administrative costs for Transportation Infrastructure Finance and Innovation Act (TIFIA) projects. In California, legislation combined the Federal NHFP Funds and the Trade Corridor Enhancement Program (TCEP) Funds approved under SB1 (see State Funding Sources below) into one competitive program. The IIJA broadened the NHPP focus to include increasing resiliency to impacts of sea level rise, extreme weather, flooding, and other natural disasters; to bury utility infrastructure; and to address cybersecurity. It also allows states to use 15 percent of funds to repair damage and mitigate risks on non-NHS federal-aid facilities.

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban areas and to the State for rural areas for providing transit operating and capital assistance, which continues to be authorized by the IIJA. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307 and to rural areas under Section 5311. Section 5310 Funds are apportioned to States for support of transit services for seniors and persons with disabilities.

Apportionment levels are somewhat stable, but not entirely predictable as they are dependent on the activity of local transit operators relative to the activity of other eligible transit operators. SBCTA must approve the use of the FTA Funds through approval of each operator's biennial Short Range Transit Plan (SRTP), as well as ensure the approved projects are included in the Federal Transportation Improvement Program (FTIP).

Federal Transit Administration (FTA) Capital Investment Funds – Under the IIJA, Congress will continue to appropriate funds for transit capital investment under Section 5337 and Section 5339. Section 5337, SGR Program, provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Section 5339, Bus and Bus Facilities (BBF) Program, provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low- or zero-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for projects that support low and zero-emission vehicles. Apportionment levels are somewhat stable but not entirely predictable as they are dependent on the activity of local transit operators relative to the activity of other eligible transit operators.

SBCTA and Omnitrans collaborated on a competitive grant application for the West Valley Connector Project under FTA's 5309 Capital Investment Grants (CIG) Small Starts Program and were successful in receiving an award for $86.75 million in April 2021. The American Rescue Plan Act (discussed below) made additional funds available to projects with CIG awards, and as a result, the West Valley Connector Project received an additional $26.1 million in COVID-19 relief funds. This highly competitive program funds new transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

American Rescue Plan (ARP) Act – ARP Act legislation was signed into law in March 2021 and included $30.5 billion to support the transit industry's response to COVID-19. The ARP Act also placed a cap on funding as a percentage of 2018 operating costs. When combined with COVID-19 apportionments already received under previous COVID-19 relief acts, the ARP cap was 132 percent for Section 5307 and 125 percent for Section 5311. San Bernardino County operators received a total of $62.2 million under the ARP Act for Section 5307 and $1.8 million under Section 5311. Following the legislative intent, funds received from ARP Act appropriations were distributed evenly to operators so that each operator received the same total percentage of their 2018 operating costs when considering allocations from the previous relief acts.

STATE FUNDING SOURCES

SBCTA is authorized by statute to prioritize and allocate State funds as follows:

State Transportation Improvement Program (STIP) – One of the key roles played by SBCTA in funding of transportation improvements is its involvement in the development of the STIP. The STIP is a five-year program of transportation projects that is formally updated through the combined efforts of regional agencies, Caltrans, and the CTC every two years. Funding levels for the STIP have varied from year to year depending on the overall economic situation at the Federal and State levels. Although SB1 does not provide new funding for the STIP, it did stabilize the historically volatile funding source. SB1 also includes indexing fuel taxes to inflation to stop the degradation of STIP funding revenue.

The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Relief Funds) apportioned $911.8 million to California to be used for a broad range of surface transportation purposes, a portion of which is being administered through the STIP. In addition to the $11.5 million of Federal Relief Funds, SBCTA received about $105.3 million of new programming capacity in the 2024 STIP cycle in addition to the $83.6 million already programmed for a total programming of $188.9 million through Fiscal Year 2028/2029. The 2024 STIP was adopted by the CTC in March 2024, and the 2026 STIP is scheduled to be adopted in March 2026.

Regional Improvement Program (RIP) – By State law, SBCTA is responsible for developing the list of projects to be funded in the county with RIP Funds, which comprise 75 percent of the STIP Funds available statewide. The CTC approves the program of projects developed by SBCTA. SBCTA is also permitted to allocate up to 5 percent for planning, programming, and monitoring activities.

Interregional Improvement Program (IIP) – The remaining 25 percent of STIP funding is programmed by Caltrans and similarly subject to approval by the CTC. SBCTA works with Caltrans District 8 to develop a list of projects for consideration. The CTC can fund an IIP project that is nominated by SBCTA rather than Caltrans, but only if the project can be shown to be a more efficient use of resources. As Caltrans has made significant IIP investment in the recent past with the widening projects on State Route (SR) 58, SR 138, and Interstate 15 (I-15), no new projects were proposed for San Bernardino County in the 2024 STIP.

Senate Bill 1 (SB1) – On April 28, 2017, the Governor signed SB1, the Road Repair and Accountability Act of 2017, providing an estimated $52.5 billion statewide over the following decade, which was the first significant, stable, and on-going increase in State transportation funding in more than two decades. SB1 aims to improve California's transportation system by finding a balance of revenues and reforms to ensure the economic impact of increased funding is fairly distributed and that the revenue addresses the State's highest transportation needs. The bill provides a comprehensive and multi-modal funding package with revenue set-asides for highways, local streets and roads, goods movement projects, active transportation projects, and transit projects and services through a variety of formula and competitive programs managed by numerous State departments and agencies. The 2022 SB1 competitive program awards were announced in June 2023.

Solutions for Congested Corridors Program (SCCP) – The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the State. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. SB1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. In May 2018, SBCTA competed for and was awarded $65 million in SCCP Funds for the Redlands Passenger Rail Project. In December 2020, SBCTA competed for and was awarded $65 million for the West Valley Connector Bus Rapid Transit Project.

Local Partnership Program (LPP) – The LPP provides local and regional transportation agencies that have passed sales tax measures and developer fees or other imposed transportation fees with a continuous appropriation of $200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Program funds are distributed through a 40 percent statewide competitive component and a 60 percent formula component. SBCTA's formulaic share is approximately $6 million per year. SBCTA also secured $10.8 million through an LPP competitive grant award in 2018 for the Redlands Passenger Rail Project.

Trade Corridor Enhancement Program (TCEP) – The TCEP provides approximately $300 million per year in State funding for projects that more efficiently enhance the movement of goods along corridors that have a high freight volume. Subsequent legislation combined these funds with existing NHFP Funds. In December 2020, SBCTA was successful in securing competitive grant funds under this program, including $118.7 million for Express Lanes, Auxiliary Lanes and Toll Systems on the I-15 from SR 60 to Foothill Boulevard and $24.1 million for the Interstate 10 (I-10) Eastbound Truck Climbing Lane in Yucaipa, in addition to $117.8 million for the I-10 Corridor Contract 1 Project and $24.2 million for the US 395 Widening Project in the previous cycle. In June 2023, SBCTA was successful in securing $85 million for the I-10 Corridor Contract 2 Project, $30 million for the US 395 Widening Phase 2 Project, and $10 million and $5 million for zero-emission infrastructure improvements on the I-10 and US 395 corridors, respectively.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

State of Good Repair Program (SGR) – The SGR provides approximately $105 million per year in State funding for capital assistance to rehabilitate and modernize California's existing local transit systems, with a focus on upgrading, repairing, and maintaining transit infrastructure in a state of good repair. The formulaic revenue estimate provided to SBCTA by the State Controller's Office (SCO) for Fiscal Year 2025/2026 is $4.7 million. The SGR Program includes an inflation adjustment. The SCO distributes these funds using the State Transit Assistance Fund (STA) distribution formula.

Transportation Development Act (TDA) Funds – The TDA authorizes two important revenue sources, the Local Transportation Fund and the State Transit Assistance Fund, to support local transit service and investments, pedestrian and bicycle facilities, and local street improvement projects.

Local Transportation Fund (LTF) – SBCTA is responsible for administering LTF. LTF is derived from one-quarter cent of the sales tax collected within San Bernardino County. The adopted LTF revenue estimate for Fiscal Year 2025/2026 is $149.9 million. The total Fiscal Year 2025/2026 apportionment is $160.7 million and includes $10.8 million of actual revenue received in excess of prior year estimates, less a 10 percent reserve of estimated new revenue.

As the LTF-administering agency, SBCTA receives funding from LTF for its administrative functions, including the fiscal and compliance audits of all recipients of LTF. SBCTA also receives up to three percent of LTF, which for Fiscal Year 2025/2026 is $4.8 million, for planning and programming activities during the fiscal year. A portion of LTF is also allocated to SCAG for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SBCTA budget.

As administrator of LTF, SBCTA also makes allocations to the following programs:

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, two percent of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers or racks, and for the development of a comprehensive bicycle and pedestrian facilities plan. SBCTA conducts biennial "calls for projects" with 80 percent set aside for bicycle and pedestrian improvements and 20 percent set aside for transit access improvements. Of the 80 percent set aside for bicycle and pedestrian improvements, up to 10 percent is available for maintenance of existing bicycle and pedestrian facilities and a minimum of 50 percent of the balance for smaller projects under $250,000. This fund is also used by SBCTA to provide matching funds to local agencies for grant opportunities from the State's ATP.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of LTF is apportioned by SBCTA in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2025/2026, 72 percent of the remaining balance, or $108.4 million, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations and capital improvements for Omnitrans, Metrolink, and other rail and bus projects. The remaining 28 percent, or $41.5 million, is apportioned to the Mountain/Desert transit operators and will be used exclusively for public transportation operations and capital improvements.

State Transit Assistance Fund (STA) – SBCTA is responsible for administering STA. STA is derived from the statewide sales tax on diesel, with 50 percent being apportioned to SBCTA on a population basis and 50 percent being apportioned to individual transit operators based on prior year passenger fare and local support revenues. The formulaic revenue estimate provided to SBCTA by the SCO for Fiscal Year 2025/2026 is $22.2 million. The total Fiscal Year 2025/2026 apportionment is $34.1 million and includes $11.6 million of actual revenue received in excess of prior year estimates, less a 10 percent reserve of estimated new revenue. Of this, $24.7 million is distributed to the Valley area and $9.5 million to the Mountain/Desert area on a population basis. Additionally, $4.7 million is apportioned by the State to individual operators based on qualifying revenues.

Low Carbon Transit Operations Program (LCTOP) – LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014, by Senate Bill 862 (SB862). LCTOP was created to provide transit operating and capital assistance to eligible project sponsors in an effort to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The program is funded by auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program where proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF). The total revenue for eligible projects in San Bernardino County for Fiscal Year 2025/2026 is $6.8 million. Since the revenue available for this program is dependent on auction proceeds, this is not a stable fund source from year-to-year, which is apparent in fluctuations between $2.7 million in Fiscal Year 2021/2022 to this year's $6.8 million in available funding. The SCO distributes these funds using the STA distribution formula.

Transit and Intercity Rail Capital Program (TIRCP) – The TIRCP was created by SB862 and modified by Senate Bill 9 to provide grants from the GGRF to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Assembly Bill 398 extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB1 continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA). The TIRCP is administered by the California State Transportation Agency (CalSTA) as a competitive program. SBCTA has been successful in receiving $45.8 million for the Diesel Multiple Unit (DMU) Vehicles to Zero Emission Multiple Unit (ZEMU) Vehicle conversion, $33.8 million for the West Valley Connector Bus Rapid Transit Project, $9.2 million for the Redlands Passenger Rail Project, and $41 million for the Gold Line Extension to Montclair Project.

Senate Bill 125 (SB125) – SB125 amended the Budget Act of 2023 to appropriate $4 billion of General Fund to the TIRCP over the next two fiscal years as well as $910 million of GGRF funding and $190 million of PTA funding over the next four fiscal years to establish the Zero Emission Transit Capital Program (ZETCP). These funds are formula funds that are to be administered by SBCTA. The TIRCP portion is distributed to SBCTA based on a population formula and the ZETCP is distributed to SBCTA based on the STA formula, which is 50 percent based on population and 50 percent based on transit operator revenues. The total amount to be received by SBCTA through Fiscal Year 2026/2027 is estimated at $259 million; however, while the first year of funds totaling $122 million were appropriated in the Fiscal Year 2023/2024 State Budget, recent State revenue shortfalls caused planned delays to future appropriations. Projects are allocated funds by the Board and then submitted to CalSTA for an eligibility determination and approval. Once approved by CalSTA, the SCO distributes the funds to SBCTA for disbursement to project sponsors. The Board has apportioned and allocated the Fiscal Year 2023/2024 TIRCP and ZETCP Funds to capital and operations needs for all of the transit operators in San Bernardino County.

NON-FEDERAL OR STATE FUND ALLOCATION RESPONSIBILITIES

SBCOG Member Agency Dues – The functions of the SBCOG have historically been funded through member agency dues collected annually and, additionally with supplemental fund sources. The supplemental fund sources include grants from agencies such as SCAG and California Energy Commission, partnership funding such as with the Emergency Communication Nurse System, and Property Assessed Clean Energy (PACE)/ Home Energy Retrofit Opportunity (HERO) funds. However, the main supplemental fund source upon which SBCOG relied for the completion of the 2018 work plan was the PACE/HERO fund balance, with $1.5 million available over five years for implementation of projects and programs identified in the work plan. Upon providing a status report to the Board in July 2023, staff received direction to work with an Ad Hoc Committee of the Board to identify options and a base annual budget to be funded by member dues moving forward. Since that time, the Board approved, in January 2024, increasing annual member dues to $991,873 and further increasing to $1,500,000 after Fiscal Year 2024/2025. The Board directed that the method by which member agency dues are calculated will change to modernize the process, which has been the method identified within the original Joint Powers Authority Agreement from 1973. Updating the member dues calculation requires each member agency to approve an Amendment to the

Joint Powers Authority Agreement, which the member agencies completed in early 2024. This allowed the member dues to be increased as of July 1, 2024. Additionally, supplemental fund sources will continue to be sought to fund programs and projects as they always have been. Staff will be pursuing supplemental funds even more aggressively due to the capacity to increase, which allows for additional staff and resources to build out a robust grant administration program as a result of the increase in member agency dues.

Toll Revenue – Toll operation on the Interstate 10 Express Lanes Contract 1 (I-10 Contract 1) commenced in mid-2025. To assist in funding the construction of I-10 Contract 1, SBCTA obtained a $225 million loan from the United States Department of Transportation (USDOT) under the TIFIA program. The loan payable to TIFIA is recorded as a liability on the balance sheet of the Express Lanes Operations Fund and will be repaid from toll revenues. In addition, toll revenues will be required to be in compliance with the toll expenditure plan and reserves held with a trustee to ensure payment of the TIFIA loan.

Budget Action Plan FY 2025/2026

Action Plan		Milestones	Responsibility
Initiative #1: Transparent and Accountable Allocation Strategies			
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients			
1A	Complete annual audits.	Q2	Finance
	Inform Committees and Board of status of audits.	Q3	
	Manage Transportation Development Act (TDA) triennial performance audits of SBCTA and transit operators.	Release request for proposals for audit services - Q4	Fund Administration
Division Strategy: Use strategic programming to ensure that no funds are lost			
1B	Manage projects to ensure funds are not lost.	Request allocation of State Transportation Improvement Program (STIP) funds for I-10 Contract 2B - Q2	Fund Administration
		Request reprogramming of Fiscal Year 2026/2027 STIP funds on National Trails Highway Bridges Phase 1 if project will not be ready for construction - Q3	
		Request reprogramming of Fiscal Year 2026/2027 STIP funds on State Route 62 Phase 2B if project will not be ready for construction - Q3	
		Request reprogramming of Fiscal Year 2026/2027 STIP funds on ZEMU purchases if a full funding plan has not been developed - Q3	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2026/2027 - Q4	
		Submit application for programming of Fiscal Year 2026/2027 Local Partnership Program - Formula funds for Phase 3 of the National Trails Highway Bridges project - Q4	
		Develop alternative funding strategy for Baker Bridge construction and National Trails Highway Bridges Phases 1 and 2 if Federal highway sanctions are in place and/or Federal funds for construction will not be obligated by September 2026 - Q4	
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds			
1C	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Award contract for Air Quality Consultant to remain eligible for Federal Congestion Mitigation and Air Quality Improvement funding - Q1	Fund Administration
		Nominate projects to SCAG for programming of Federal formula funds in accordance with the Project Prioritization Framework adopted by the Board in March 2025 - Q1	Fund Administration, Project Delivery, Transit
		Nominate projects to the California State Transportation Agency for programming of the remainder of Senate Bill 125 Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program funds - Q4	Funds Administration, Transit
		Participate in development of the 2026 STIP Guidelines to seek to align STIP programming with the 2025 Update to the 10-Year Delivery Plan and ensure San Bernardino County receives its equitable share in 2026 STIP – Q3	Fund Administration
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects			
1D	Establish plan for the 2025 sales tax revenue bond program.	Update bond model with most current revenue and cost projections to prepare for 2025 sales tax revenue bond program - Q1	Fund Administration
		Work with Finance Department and financial consultant to optimize bond model based on bids received for the I-10/Mt Vernon Interchange and I-10 Contract 2A and the current cost estimate for I-10 Contract 2B for the 2025 sales tax revenue bond program - Q2	
Division Strategy: Manage geographic equity in fund distribution across the county			
1E	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Facilitate Mountain/Desert Subarea meetings for project identification, prioritization, and allocations for the 2026 Update to the 10-Year Delivery Plan, and present Mountain/Desert Subarea representatives' recommendations to the Mountain/Desert Policy Committee and Board for approval - Q4	Fund Administration
Division Strategy: Manage SBCTA railroad right of way in an efficient and comprehensive fashion			
1F	Manage SBCTA railroad right of way in an efficient and comprehensive fashion.	Ongoing	Transit

Budget Action Plan FY 2025/2026

	Action Plan	Milestones	Responsibility
Initiative #2: Engender Public Trust			
Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (Annual Report)			
2A	Meet with Executive Board officers and certified public accountant (CPA) firm to cover audit process and timing.	Q4	Finance
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting			
2B	Apply for Government Finance Officers Association (GFOA) award for the annual financial report.	Q3	Finance
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures			
2C	Complete agreed upon procedures for Measure I programs.	Q2	Finance
Division Strategy: Obtain Distinguished Budget Presentation Award			
2D	Apply for GFOA award for annual budget.	Q1	Finance
Division Strategy: Complete internal control self-assessment to identify areas of improvement.			
2E	Complete review of annual internal control self-assessment.	Q4	Finance
Division Strategy: Implement the Records Retention Schedule			
2F	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, two annual clean up days, a system that will assist tracking which documents have passed retention.	Clean up day - Q1 & Q3 Automate retention to remaining libraries in Laserfiche - Q4 Automate retention to four (4) department sites in SharePoint - Q4	Executive Administration and Support, Management Services
Division Strategy: Streamline Agency Operations			
2G	Update procurement templates.	Q4	Finance, General Counsel
	Begin implementation of new enterprise resource system (accounting system).	Q1	Finance, Project Delivery, Management Services
	Implement Microsoft 365 foundation.	Q4	Management Services
Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities			
Division Strategy: Work with other governments and business groups to leverage resources for our region's benefit			
3A	Implement the 5 year SBCOG Work Plan.	Award consultant contract for program management - Q2 Complete Street Vendor Toolkit - Q4 Initiate Small Business Projects - Q3 Initiate Speaker Series - Q2	COG, General Counsel
	Initiate the Homeless Strategic Plan.	Establish Advisory Committee - Q2 Execut consultant contract - Q2	
	Establish the Housing Trust Joint Powers Authority (JPA).	Execute JPA - Q2 Approve Housing Trust Administrative Plan - Q3	
	Smart County Master Plan, Amendment No. 1	Initiate planning for CAD-to-CAD with County Fire - Q1	
	Continue coordination with Brightline West to support their construction along the San Gabriel Subdivision between I-15 and Cucamonga Station, as well as coordinated development of the Cucamonga Station.	Ongoing	Transit
Division Strategy: Enhance COG role, and leverage synergy of being the CTA and COG			
3B	Plan annual City/County Conference.	In person conference set for Spring 2026	Legislative/Public Affairs, COG
	Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing bi-monthly meetings	
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding			
3C	Host grant workshop.	Q4	COG
	Communicate grant opportunities to member agencies.	Implement Grant Framework - Q1 Continue to provide updates to member agencies on new grant opportunities - Ongoing	

Budget Action Plan FY 2025/2026

	Action Plan	Milestones	Responsibility
Division Strategy: Assist local governments with environmental and efficiency initiatives			
3D	Work with local agencies with implementation of Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.	Ongoing	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Ongoing	
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Support Delivery the West Valley Connector Phase I			
4A	Complete Stage 3 (South Side of Holt Blvd).	Q1	Transit
Division Strategy: Produce Zero Emission Multiple Unit			
4B	Start revenue service using ZEMU.	Q1	Transit
	Complete construction of hydrogen fuel station.	Q4	
	Complete construction of maintenance facility retrofit.	Q1	
Division Strategy: ONT Connector			
4C	Award design-build contract.	Q2	Transit
	Apply for Tranist and Intercity Rail Program Grant.	Q2	
	Submit FTA New Starts Raing Package.	Q4	
Division Strategy: Delivery of Capital Projects - Enviornmental Reports Milestones (Highway/Roadway):			
4D	SR 62 Sage to Airway	Start Environmental - Q1	Project Delivery
	SR 18 - US 395 to LA County Line	Start Environmental - Q1	
	I-15 Cajon Pass Truck Climbing Lane	Start Environmental - Q2	
Division Strategy: Delivery of Capital Projects - Construction Milestones (Highway/Roadway):			
4E	I-10 Mount Vernon Avenue	Start Construction - Q2	Project Delivery
	I-215 Bi-County/Segment 5 Landscaping	Start Construction - Q3	
	SR-210 Waterman Avenue	Complete for Beneficial Use - Q2	
	I-10 Cedar Avenue	Complete for Beneficial Use - Q4	
Division Strategy: Delivery of Express Lanes Projects			
4F	I-10 Corridor Freight and Express Lanes Project Contract 2A	Start Construction - Q3	Project Delivery, Express Lanes
	I-10 Corridor Freight and Express Lanes Project Contract 2B	PS&E approval - Q1	
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	Construction- 40% Complete Q4	
Division Strategy: Support Delivery of Gold Line (GL)			
4G	Monitor SBCTA funding gap and LA Metro funding commitment to build to the County line.	To be determined, depends on GL Authority (GLA) securing funding	Transit
	Present Funding Agreement and Operations and Maintenance Agreement to SBCTA Board	To be determined, depends on GLA securing funding	
Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments			
Division Strategy: Conduct regional forums to discuss issues of importance across our region			
5A	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects.	Ongoing	Legislative/Public Affairs
	Support for legislation regarding progressive design build delivery and oppose legislation that would adversely impact transportation funding. Build coalitions in support of state and federal transportation grant applications and budget items as well as additional transit operational funding. Maintain good working relationships and communication with state and federal officials.	Ongoing	
Division Strategy: Operate and Maintain SB Express Lanes			
5B	I-10 Corridor Freight and Express Lanes Project (Contract 1) Operations and Maintenance.	Ongoing	Express Lanes
	Optimize Express Lanes Operations and Maintenance through technology and process innovations	Ongoing	
	Occupancy Detection System Pilot	Q4	
	Enhance traveler information dissemination related to Express Lanes usage	Ongoing	
	Manage SB Express Lanes Walk-In Center and sbexpresslanes.com website.	Ongoing	
	Improve sbexpresslanes.com "Pay Online" user experience and notifications.	Q2	
	Explore incentive options on SB Express lanes for transit users.	Q4	
	Monitor SB Express Lanes customer satisfaction and enhance customer experience.	Ongoing	

Budget Action Plan FY 2025/2026

	Action Plan	Milestones	Responsibility
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options			
Division Strategy: Build awareness of SBCTA programs and services			
6A	Highlight Measure I's contributions to the region's transportation system. Annual state of transportation event; monthly blog series "Measure I (Impact)".	Ongoing	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services. Employee spotlight blog series.	Ongoing	Legislative/Public Affairs
	Market SB Express Lanes, promote FasTrak account opening and Low income and Disabled Veteran Program.	Ongoing	Legislative/Public Affairs, Express Lanes
Division Strategy: Leverage and grow public outreach and communication services			
6B	Continue to enhance traditional and social media presence by providing project updates, alerts, and information.	Ongoing	Legislative/Public Affairs
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing & Branding Services Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Ongoing	Legislative/Public Affairs, Transit
	Utilize On-Call Graphic Design Services Contracts & Marketing and Branding Services Contract to support each department in their efforts to communicate internally and externally.	Ongoing	Legislative/Public Affairs, Fund Administration
Division Strategy: Highlight transit options in San Bernardino County			
6C	In partnership with transit operators, highlight transit connectivity options in the region. Provide legislative information and updates, advocate at the state and federal levels for transit maintenance and operations funding.	Ongoing	Legislative/Public Affairs, Transit
Initiative #7: Long Range Strategic Planning			
Division Strategy: Develop regional and county-level transportation strategies			
7A	Prepare for the 2028 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	Work with SCAG to establish project schedule - Q2	Planning, Fund Administration
		Begin setting up San Bernardino County Growth Projection Model - Q3	
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice			
7B	Maintain Measure I Strategic Plan Parts 1 and 2.	Ongoing	Planning, Fund Administration
Division Strategy: Provide current, quality planning data			
7C	Support other departments with data analysis and mapping/geographic information system (GIS).	Ongoing	Planning
	Update and maintain SBTAM "Plus" modeling system.	Ongoing	
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Ongoing	
Division Strategy: Conduct subarea and modal studies			
7D	State Route 247/62 Emergency Bypass Lane Study.	Complete Phase 1 - I-15 Alternate Route Strategy - Q1	Planning
		Complete Phase 2 - Identify geometric/operational improvements on SR 247, 62, and other key alternate routes to I-15 - Q4	
Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications			
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines			
8A	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies.	Ongoing	Planning, COG
	Prepare Grant Applications for state (e.g. SB 1, Active Transportation, TIRCP, etc.), federal (e.g. RAISE, BUILD, etc.) and other funding.	Ongoing	Planning, Fund Administration
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies			
8B	Implementation of SBCTA Regional Vehicle Miles Traveled (VMT) Mitigation Bank - Regional Early Action Planning (REAP) 2.0 Funded Program	VMT App Development and Testing - Q2	Planning
		VMT Mitigation Bank Pilot Program Recruitment and Implementation Plan - Q2	
		VMT Bank Pilot Program Launch - Q3	
	Conduct Caltrans Emergency Evacuation Network Resilience Study (EENR)	Complete SB 99 and AB 747 Compliance Assessments - Q2	
		Complete EENR Report - Q4	
	Countywide Evacuation and Resiliency Center Design (ERCD) Study	Begin Study - Q1	
	Regional GHG Reduction Plan Implementation through EPA Climate Pollution Reduction Grant (CPRG) Program	Final Draft - Q2	
	Assist local agencies with housing initiatives under REAP 2.0. - County Transportation Commission Partnership Program	Final PS&E Packet - Q4	
Division Strategy: Prepare effective active transportation plans			
8C	Implement Safe Routes to School Program (with SBCSS and the County DPH).	Complete Programs - Q2	Planning
	Implementation of Active Transportation Projects on the priority list.	Ongoing	
	Manage Transit Development Act (TDA) Article 3 bike/pedestrian project invoicing.	Call for Projects - Q1	

Budget Action Plan FY 2025/2026

	Action Plan	Milestones	Responsibility
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network			
8D	Manage the Southern California 511 (SoCal 511) program with other County Commissions.	Ongoing	Air Quality/Mobility
	Administer Freeway Service Patrol (FSP) to improve traffic safety, reduce congestion and traffic delays.	Present annual report to Board - Q4	
Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion.			
8E	Administer multi-modal programs to reduce congestion and improve quality of life including coordination with transit providers and Consolidated Transportation Service Agencies (CTSA) serving San Bernardino County.	Work with the transit providers and CTSA, to implement key activities identified in Short-Range Transit Plans based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Transit/Planning
Initiative #9 Meet SBCTA/SBCOG Engagement Framework Goals			
Division Strategy: Ensure SBCTA/SBCOG Engagement Framework goals met for internal structure and policies			
9A	Complete SBCTA/SBCOG Engagement Framework	Q1	COG

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SBCTA and SBCOG account for its budgeted funds using governmental accounting standards. The basis of accounting and reporting is the same as for budgeting. Governmental funds use the modified accrual basis of accounting and current financial resources measurement focus. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. Revenues are considered to be available if they are collected within 60 days of the end of the current fiscal period for sales tax and 120 days for all other revenues. Expenditures are recorded when a liability is incurred, using accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

Enterprise funds utilize the full accrual basis of accounting which recognizes the financial effect of events regardless of whether cash was received or spent. SBCTA created an enterprise fund not only to account and report revenues and expenditures for Express Lanes, but also to record the loan with United States Department of Transportation (USDOT) to be repaid with express lanes revenues. The loan from USDOT under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, for the construction phase of the Interstate 10 (I-10) Corridor Contract 1 Project, will be recorded as a liability in that fund.

The budget includes information for the General Fund, Special Revenue Fund, Capital Projects Fund, Debt Service Fund, and Enterprise Fund. Special Revenue Funds include Federal Fund, Federal Transit Administration Fund, State Fund, Proposition 1B Fund, Local Transportation Fund, State Transit Assistance Fund, Senate Bill 1 Fund, Measure I 1990-2010 Fund, and Measure I 2010-2040 Fund. The Enterprise Fund includes the I-10 and Interstate 15 (I-15) express lanes. The resources for payment of long-term debt are budgeted as Transfers in the Measure I Special Revenue Fund. Information on debt financing is included in the ***Debt and Capital Summary and Debt Service Schedules on pg. 38.***

Additional information on funding sources is provided in the ***Revenue Overview pg. 77.***

The budget contains projections, program overviews, and the task level detail within each program. Each program overview provides a description, goals and objectives to be accomplished in the forthcoming fiscal year, and performance/workload indicators. Each task provides purpose, accomplishments and other related detail information. The budget document is intended to provide an understanding of each program. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate the entity's accomplishments or challenges, and to assess performance with fiscal accountability.

Review of Short Term and Long Term Direction

The budget process begins with a review of the direction the Board provides relating to short-term and long-term goals and objectives. Workshops are scheduled early in the calendar year to assist the policy makers in evaluating and determining the goals of the entity. This information is used to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year.

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks identified in long-term strategic plans, such as the Measure I 2010-2040 Ordinance, the Expenditure Plan, and the 10-Year Delivery Plan, have priority for the associated revenues. New tasks are approved by the Board and tasks for completed projects are not budgeted and are removed from the task list.

Budget Process

Evaluation of Resources

The second phase of the budget process begins before January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates for the coming year are forecast during the budget development process.

Areas of focus include what funds are to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bond issuance and short term borrowing are considered and a closer review of the long-term strategic plans and associated resources is performed to ensure that any future funding gaps are identified and addressed. See ***Strategic Goals and Strategies Addressing Long-term Concerns and Issues on pg. 18.***

Development and Review

The entity has a fiscal year beginning July 1st and ending June 30th. The budget process is structured to provide for the maximum level of input from each policy committee and the general public. The policy committees are composed of members of the SBCTA and SBCOG Board and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the policy committees: General Policy Committee; Transit Committee; Mountain/Desert Policy Committee; and the Metro Valley Study Session.

Each policy committee reviews the tasks that relate to functional areas of committee oversight. Committees may also request a full budget briefing. Furthermore, the Board approves the Budget Action Plan for the upcoming fiscal year. A notice of public hearing is published in May, and there is at least one public hearing relative to the adoption of the budget. The general public has the opportunity to speak on the budgeted tasks at each of the policy committee meetings, budget workshop on the proposed budget, and public hearing at adoption of the budget. Additionally, a Board workshop is held in May to provide a better understanding of the proposed budget. Staff develops the budget based on the long-term strategic direction of the SBCTA and SBCOG Board. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

Budget Adoption

The budget is presented to the Board at its June meeting for adoption. However, the Board adopted the SBCOG Fiscal Year 2025/2026 Budget in May to comply with the SBCOG bylaws.

Budget Roles and Responsibilities

Upon adoption of the fiscal year budget, staff are charged with the on-going responsibility of monitoring actual revenues and expenditures. As deviations to the budget occur, staff revises assumptions and/or requests budget amendments as necessary. Quarterly reports are presented to the Board to communicate compliance with fiscal authority.

Budget involvement includes key SBCTA staff members. Finance staff prepares revenue projections, payroll and benefits cost estimates, and the indirect budget; analyzes fund balances; and completes the set-up of the budget system for the new fiscal year. Fund Administration evaluates Federal and State allocations, prepares, with the assistance of Finance Department and consultants, a Measure I sales tax forecast for the upcoming years, and identifies short and long term cash needs and any gaps in funding based on the long term strategic plans. The analysis may result in the acceleration or postponement of project schedules.

The information is also disseminated to task and project managers. Task managers develop the detailed line item budgets and submit them to the Finance Department, usually in December of each year. The finance staff then compiles the draft budget documents and presents the information to the management staff for review. Finance staff review and prepare the budget document, which is submitted to the Executive Director, Deputy Executive Director, Chief Financial Officer, and Chief of Fiscal Resources for review. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short and long term strategic direction of the Board, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

1. Administrative Budget Amendments
   There are four types of administrative budget amendments that do not result in an increase to the overall program budgets. The four types include:

   i. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same program and fund. This amendment shall require the approval of the task manager.
   ii. Substitution of one Fund for another Fund for prior year expenditures within the same subtask where both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the task manager and Chief Financial Officer.
   iii. Reallocation of budgeted salary and benefits costs, and associated revenues, from one Fund or Program to another Fund or Program when both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
   iv. Substitution of one fund for another fund where both funds are included in the adopted budget within the same program, not-to-exceed $1 million. This amendment shall require the approval of the Executive Director or designee.

2. Board Approved Amendments
   Board approval is required for any budget amendments that are not administrative budget adjustments, as outlined above.

   These changes require budget authorization and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board for final approval. If the budget amendment is time sensitive, the authorization request may be submitted directly to the Board without policy committee review. The agenda items requesting budget amendments will define the expected funding source and will adhere to the balanced budget requirements.

All budget amendments are recorded and documented by the Finance Department and are tracked in SBCTA's electronic financial system.

Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for Fiscal Year 2025/2026 Budget.

Financial Policies

The financial policies, compiled below, set the basic framework for the overall fiscal management of the organization. Operating independently of changing circumstances and conditions, these policies assist in the decision-making process of the Board and administration.

Most of the policies represent long-standing principles and practices that have guided SBCTA and SBCOG in the past and have helped maintain financial stability and are reviewed annually through the auditing process.

Operating Budget Policies

The Board approves a fiscal year budget containing new revenues and expenditures. The Fiscal Year 2025/2026 Budget includes prior year Board approved appropriations to be expended in Fiscal Year 2025/2026.

1. The operating budget process is decentralized, whereby all task managers participate.
2. The budget is balanced covering appropriations with total anticipated revenues and estimated beginning undesignated/unreserved fund balances and available funds from bond proceeds or issuance of short term debt.
3. Encumbrance accounting related to purchase orders is an element of control in the formal budgetary integration.
4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.
5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.
6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments to the budget will be made as necessary.

Revenue Policies

1. SBCOG establishes General Assessment Dues amounts for all member jurisdictions. The total dues assessment amount approved by Board is $1,500,000. The total is made up of the following:
   a. Original General Assessment of $137,523 based on the jurisdictions' population and assessed value,
   b. Assessment approved in Fiscal Year 2015/2016 of $333,418 calculated based on the jurisdictions' populations and net assessed property value,
   c. Assessment approved in Fiscal Year 2023/2024 of $1,024,091 for Fiscal Year 2025/2026 based on the jurisdictions' Population and General Fund Tax Revenues.

   Additional information on the General Assessment Dues amounts is located in the ***General Assessment Dues Calculation*** pg. 317 of the Supplemental Information Section.
2. The agency will aggressively seek additional Federal, State, and local funding/grants.
3. Sales tax revenue projections will be monitored and reviewed to ensure the use of current and relevant data. Annual amounts may be adjusted by staff to reflect the most current economic trends.

Cash Management Policies

1. Funds are deposited in a timely manner and at an average minimum of no less than once a week.
2. Measure I Funds are electronically transferred to SBCTA's account with the Trustee to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.
3. Revenues are collected in accordance with contractual requirements. For Federal reimbursable agreements, reimbursements shall be submitted to the granting agency only after expenditures have been both obligated and

liquidated. Any cash received in advance of the expenditures being incurred must comply with Federal guidelines established in Code of Federal Regulations (CFR) 2 CFR part 200.
4. Disbursements to local jurisdictions and vendors/consultants are done in an expeditious and timely manner.
5. Idle funds are invested in accordance with the established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market rate of return.

Investment Policies

1. SBCTA instructs financial institutions to make investments in accordance with the original indenture and Investment Policy No. 20100.
2. SBCTA has engaged the services of an investment advisor who will continue to provide ongoing advice on portfolio performance, current investment strategies, cash management, and cash flow projections.
3. SBCTA presents a monthly and quarterly investment status report to the Board.

Capital Outlay Policies

1. SBCTA's capital assets, which include land, buildings, equipment, and vehicles, are recorded at historical cost or estimated historical cost at the time of purchase or construction. Donated capital assets are recorded at acquisition value (an entry price) at the date of donation.
2. Costs for construction or improvements on SBCTA owned assets will be capitalized as Construction in Progress (CIP). CIP will be capitalized upon completion of the construction or improvements.
3. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

Debt Policies

1. SBCTA will comply with Debt Policy No. 20300 and will judiciously issue bonds or refinance existing bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.
2. All bond or note issues will be in accordance with the Strategic Plan and the 10-Year Delivery Plan approved by the Board.
3. SBCTA will publish and distribute an official statement for each bond issue.
4. SBCTA will meet all disclosure requirements.
5. SBCTA will maintain a minimum 2.0 debt coverage ratio on all senior lien debt.
6. SBCOG will issue debt in accordance with Debt Policy No. 20400.

Auditing Policies

1. An independent audit, by a recognized Certified Public Accountant (CPA) firm, will be performed annually.
2. Annual financial statements will be produced in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.
3. Completeness and reliability of the information contained in the financial statements are based upon a comprehensive framework of internal controls that is established for this purpose. The costs of internal control should not exceed the anticipated benefits.

Procurement Policies

1. Contract and Procurement Policy No. 11000 establishes contracting and procurement standards to guide the selection of the most qualified vendors to perform services to the best advantage of the Agency and to acquire goods at a fair and reasonable price.
2. SBCTA will comply with standards of conduct for SBCTA employees and consultants involved in the procurement process to ensure procurement contracts are awarded and administered in an ethical manner and will comply with guidelines for the submittal and evaluation of protests relating to all procurements.

Debt and Capital Summary

Debt Financing

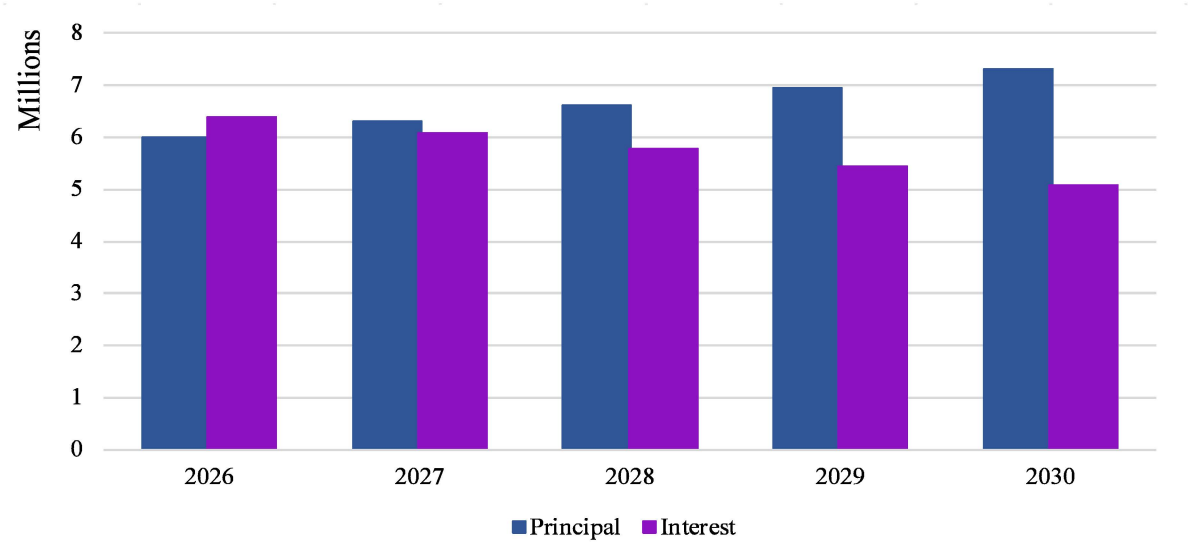
SBCTA's Debt Program exists to support Measure I (MSI) project completion. Within MSI, debt has been issued to finance transit projects and capital projects rather than other planning and programming activities. SBCTA's authority to use debt was embodied within the MSI 2010-2040 Ordinance No. 04-01.

SBCTA has adopted a Strategic Plan for the MSI 2010-2040 freeway, interchange, and other major projects of the MSI Program. The related MSI 10-Year Delivery Plan and cash flow plan receive continuous policy review. Staff and SBCTA's financial advisor provide additional oversight, which includes the analysis of revenues. SBCTA's investment advisor also provides direction for the investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the Project Delivery Program and the scheduled advanced construction of various highways, interchanges, and transit improvements cannot be completely offset by current revenues.

In March 2022, SBCTA issued $60.05 million of sales tax revenue bonds for defeasance of the 2012A sales tax revenue bonds with net present cash savings of $21.1 million. In addition, in December 2023, SBCTA issued $81.9 million of sales tax revenue bonds for defeasance of the 2014A sales tax revenue bonds with net present value interest cost savings of $14 million. The following are the outstanding balances for the 2022A and 2023A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2026	6,010,000	6,377,850	12,387,850
2027	6,305,000	6,077,350	12,382,350
2028	6,620,000	5,762,100	12,382,100
2029	6,950,000	5,431,100	12,381,100
2030	7,300,000	5,083,600	12,383,600
2031-2035	42,355,000	19,563,750	61,918,750
2036-2040	53,965,000	7,961,800	61,926,800
	129,505,000	56,257,550	185,762,550



Debt and Capital Summary

Debt Capacity Analysis

SBCTA and SBCOG maintain and update their respective debt service policies as necessary. SBCTA issues senior debt with a minimum of 2.0 times coverage. The Debt Coverage Ratio was 20.33 times for Fiscal Year 2023/2024. The primary objective in debt management is to keep the level of indebtedness within available resources. MSI is a fluctuating revenue stream. However, budgeted expenditures are based on a conservative anticipated revenue growth rate and available bonding capacity. For Fiscal Year 2025/2026, Debt Service expenditures constitute only 0.97 percent of the total SBCTA budget, which does not materially impact the day-to-day operations of the agency.

Currently, SBCTA's senior debt is limited to the 2022A and 2023A sales tax revenue bonds. If SBCTA determines the need to issue a new bond, the coverage would be reviewed to ensure that it would not be less than 2.0 times for all senior debt, per Policy No. 20300, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market rate of return. SBCTA maintains AAA ratings with Fitch and Standard & Poor's.

The United States Department of Transportation (USDOT) loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program was executed in Fiscal Year 2018/2019 to finance the construction of the Interstate 10 (I-10) Corridor Contract 1 Project. SBCTA negotiated with the USDOT to reduce the interest rate on the loan and executed a new loan on June 17, 2021, with USDOT that generated cash savings of $53.4 million. The loan was fully drawn to a total of $225 million as of September 2024.

Cash Flow Borrowing

The MSI 2010-2040 Expenditure Plan and Policy No. 40021 provide for short-term cash flow borrowing for various programs on an as needed basis that reduces short-term financing and issuance costs to SBCTA. Repayment of the advances is from future program revenues or bond issuance. The dollar amount and ability of the borrowing program to pay back are determined during the budget preparation process. Budgeted cash flow borrowing for Fiscal Year 2025/2026 from the Arterial program to MSI Interchange for $41,931,365 to cover appropriations.

Capital Projects and Related Maintenance

While SBCTA's main function is the administration of MSI funds and the allocation of Federal and State funds for transportation projects and transit services within San Bernardino County, SBCTA has in many instances assumed the role of lead agency for the development of capital projects on behalf of the California Department of Transportation (Caltrans), local jurisdictions, and transit agencies within the county. Most of the capital projects, once constructed, are turned over to the appropriate agency for maintenance and operations of those capital improvements. For those projects that are transferred to Caltrans and local jurisdictions, usually, SBCTA will not have any additional role in performing or funding any operation and maintenance activities. However, for those projects that will expand transit/rail services, SBCTA may play a role in subsidizing those expanded services and maintenance costs. Therefore, staff performs an analysis of the incremental change to ongoing costs and the associated funding needs of major transit/rail capital projects, like the West Valley Connector (WVC) project that requires ongoing operations and maintenance funding or expansion of existing services. Since SBCTA is not a transit operator, the service and maintenance cost components related to expanding service are transferred to the transit operator for ongoing services. These services are then supported through annual subsidies that are approved by the SBCTA Board.

Another transit project that has expanded services is the Redlands Passenger Rail Project (RPRP), which has allowed for the introduction of a new passenger rail service in the San Bernardino Valley, referred to as the Arrow Service, using Diesel Multiple Unit (DMU) vehicles blended with limited Metrolink locomotive hauled coach service. Metrolink is responsible for the operations and maintenance of the DMUs and the associated maintenance facility. Metrolink is responsible for dispatching maintenance of way for the operating envelope, and the operation

of the Metrolink locomotive hauled coach. SBCTA will continue to perform maintenance of way activities outside of the operating envelope. Additionally, SBCTA is in the process of completing the testing phase of the first self-contained Zero Emission Multiple Unit (ZEMU) passenger rail vehicle in North America. Similar to the DMU, the ZEMU will operate on the Arrow Service line and will be operated and maintained by Metrolink. It is estimated that the ZEMU will be available for public use and begin revenue service in the summer of 2025.

The estimated cost of Arrow operations and maintenance for Fiscal Year 2025/2026 is approximately $17.1 million and will be escalated in ongoing future years based on anticipated cost increases on an annual basis. After accounting for fare revenue, operations and maintenance are anticipated to be funded with a mixture of Federal Transit Administration (FTA) funds, Congestion Mitigated & Air Quality (CMAQ) funds, MSIValley Metrolink/Rail Program Funds, and Low Carbon Transit Operations Program (LCTOP) funds for the first five (5) years. Afterward, operations will primarily be funded with MSI Valley Metrolink/Rail Program Funds.

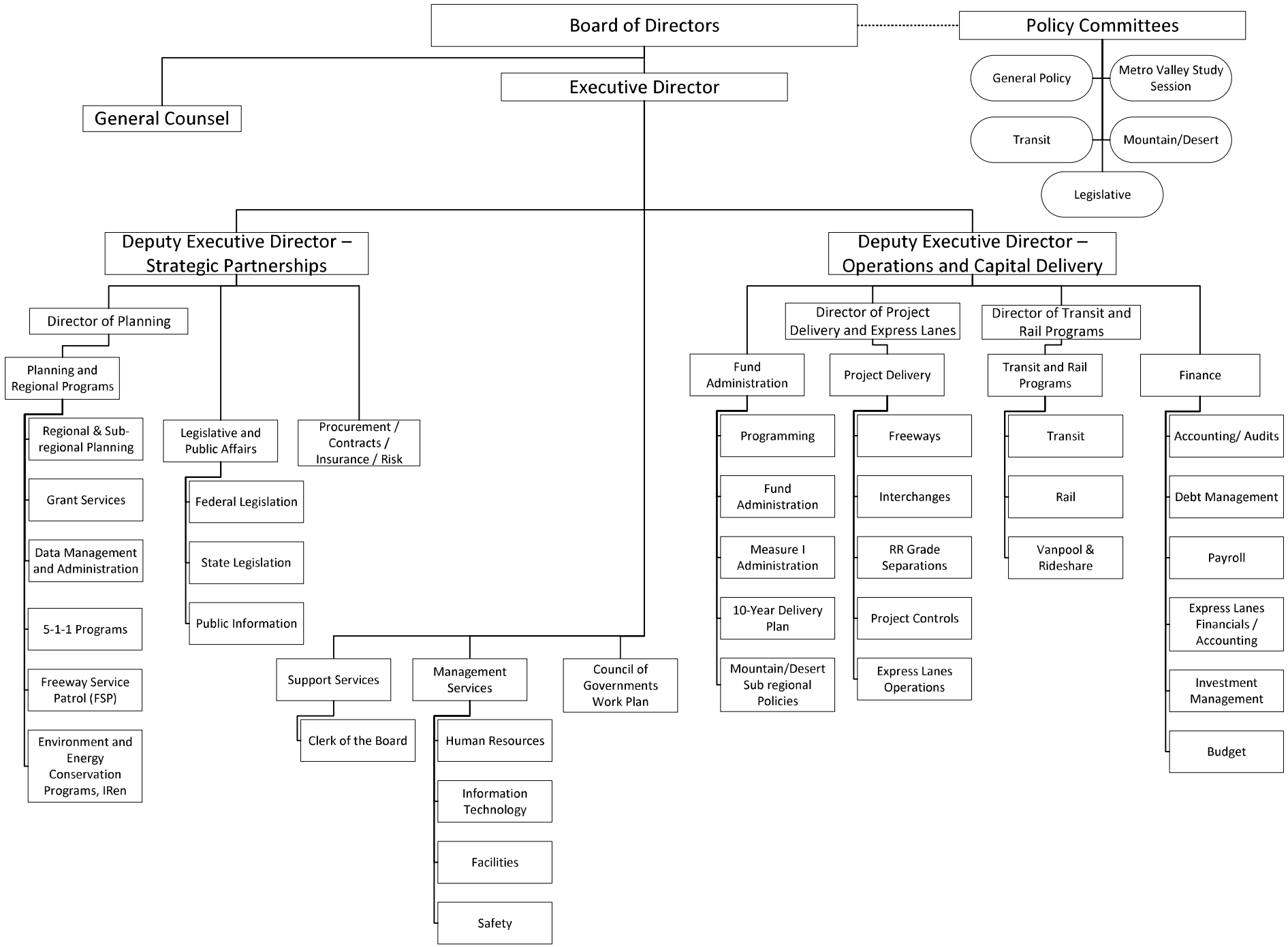
As part of the development of the Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the I-10 Corridor Contract 1 Express Lanes. SBCTA has contracted with Caltrans for the maintenance of the Express Lanes and has contracted with a toll services provider (TransCore) for the operations and maintenance of the collection system. The I-10 Express Lanes commenced operations in August 2024. As part of the financial plan for the development of the project, considerations were made regarding ongoing operations and maintenance costs. Annual cost estimates were developed by a consultant engineering firm based on a review of comparable facilities and then refined with input from SBCTA. The estimated annual operations and maintenance costs are approximately $16.7 million, funded with express lanes revenues.

The other two Express Lanes Projects, Interstate 15 (I-15) Corridor Express Lanes and I-10 Corridor Express Lanes Contract 2 (east of I-15 to Pepper Avenue), will also be managed and operated by SBCTA. Construction on the I-15 Corridor Express Lanes was initiated in February 2025. I-10 Contract 2 is currently under final design. As the projects progress, additional analysis regarding ongoing operations and maintenance costs will be performed and accounted for as part of the decision-making process.

Capital Outlay

For Fiscal Year 2025/2026, capital outlay is budgeted at $1,759,332, which includes expenditures for furniture, equipment, and computer hardware, and building improvements for the depot.

San Bernardino County Transporation Authority
Organization Chart



Staffing Overview

This section of the SBCTA budget provides information relative to human resource requirements for Fiscal Year 2025/2026. SBCTA is a small organization relative to its budget. Relying on a small staff to carry out SBCTA's and SBCOG's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 87 regular employees and two student interns ***(Table of Regular Positions pg. 45)***. This is the same number of positions approved in the prior year.

Staff Organization Structure

SBCTA has a Deputy Executive Director and eight director level staff leading small units of employees to carry out an array of programs under the general direction of SBCTA's Executive Director. In addition, SBCTA's General Counsel and Assistant General Counsel provide legal guidance, review and advice to the Board and the staff. The very nature of SBCTA's tasks requires that the director level staff work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SBCTA has built an executive team of staff who work in a highly collaborative manner to address SBCTA and SBCOG management and policy issues. They are accountable for objectives established annually within the budget. A graphic representation of the staff organization structure is depicted in the ***SBCTA Organization Chart pg. 41.***

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director and 11 senior management level positions, 61 professional and administrative positions, and 12 support positions. This is the same level of staffing that was approved by the Board of Directors in Fiscal Year 2024/2025. The staffing changes proposed for this budget are detailed below.

Positions to be Eliminated

During the budget planning process, the Director of Express Lanes position became vacant. This budget proposes the Director of Express Lanes be eliminated and a reorganization and merger of the Express Lanes Department into the Project Delivery Department. The Express Lanes group staff previously reporting to this position have been reassigned and now report to the Director of Project Delivery.

A Project Controls Analyst III position is proposed to be eliminated in the Project Delivery Department. This position will become vacant with the appointment of the incumbent to a new Assistant Project Delivery Manager position detailed below. The remaining Project Controls Analyst positions are adequate for the Department's needs and the vacated position can be eliminated.

New Positions

Project Delivery

A new Assistant Project Delivery Manager position is being requested in Project Delivery to more efficiently assist the Project Delivery Manager in balancing workload and delegating lower-level tasks currently performed by consultant Project Managers. The Assistant Project Delivery Manager position will be assigned to salary range 25 ($114,402 to $171,603) and will report to the Project Delivery Manager.

Fund Administration

A Programming Manager position is being requested in the Fund Administration Department. This position is needed to respond to increased workload associated with the proliferation of competitive programs and monitoring and to distribute workload more effectively in the Department. The Programming Manager position will be assigned to salary range 22 ($98,823 to $148,235) and will report to the Chief of Fund Administration.

Positions to be Reclassified or Upgraded

There are four existing positions, three in the Project Delivery Department and one in the Fund Administration Department that are to be reclassified or upgraded as identified below.

In combination with merging the Express Lanes and Project Delivery Departments into one, this budget proposes upgrading the Director of Project Delivery and Chief of Express Lanes positions. These reclassifications recognize the increased responsibility, complexity of work, and oversight of the Express Lanes with the elimination of the

Director position. It is recommended that the Director of Project Delivery title be changed to Director of Project Delivery and Express Lanes and the salary range be moved from Range 33 ($169,023 to $253,535) to new Range 35 ($186,349 to $279,523) to put it in line with the Director of Transit and Rail. It is recommended the Chief of Express Lanes position be elevated to Deputy Director of Express Lanes and the salary range be moved from Range 29 ($139,054 to $208,581) to new Range 31 ($153,308 to $229,962). The Deputy Director of Express Lanes will report to the Director of Project Delivery and Express Lanes.

The budget also includes an existing Management Analyst II position upgrading to a Management Analyst III as well as upgrading an existing Project Controls Analyst II position to a Project Controls Analyst III. These upgraded classifications reflect the increased experience and ability of the incumbents to perform tasks of greater diversity and complexity with less direct supervision. The Management Analyst and Project Controls Analyst series of positions anticipate progression as incumbents gain more experience and provide more value to the organization. Both the Management Analyst III and Project Controls Analyst III positions are assigned to Salary Range 19 ($85,367 to $128,051).

Contractors - SBCTA also makes substantial use of contractors to provide numerous services critical to attaining the goals of the organization. These contractors fall into two distinct categories:

Supplemental Expertise Contractors. SBCTA retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, project management, social service-oriented transportation, computer network administration, and financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SBCTA programs. These contractors render ongoing advice and assistance in their specialized field and provide critical support to the ongoing programmatic functions performed at SBCTA.

Project Specific Contractors. A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency requirements, and is of particular importance to the major freeway and transit construction projects which are the largest component of the SBCTA Measure I transactions and use tax program.

Utilization of professional services contractors is an integral part of the management strategy and an essential component of the agency resources required to meet organizational goals. It is a strategy which has dividends both organizationally and fiscally to meet the changing human resources demands of the organization.

Salaries and Benefits

The ***Salaries and Benefits Schedule pg. 47*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2025/2026 budget, as estimated in April 2025. The total salary and benefit cost in the budget is $17,044,169 which represents 1.33 percent of the total budgeted expenditures.

In July 2023, the Board approved adjustments to salary ranges based on movement with the Consumer Price Index (CPI). The adjustment only applies to SBCTA's salary range structure and is not automatically applied to current employee salaries. Any adjustments would be predicated on the percent change in CPI – All Urban Wage Earners, covering San Bernardino, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4 percent. The adjustment will be equal to CPI but no less than 0 percent and no greater than 4 percent. The CPI for San Bernardino, CA for the 12-month period ending December 31, 2024, was 2.9 percent. In accordance with the Board's action, CPI was rounded to 3 percent and applied to the SBCTA salary range structure for Fiscal Year 2025/2026.

This budget also includes the following benefit increase impacting salaries and benefits:

1. Includes a $1,300/year increase, from $9,057/year to $10,357/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. This is to respond to expected increases in medical insurance premiums.
2. A budget amount of $313,570 is included to allow the Executive Director to grant merit increases of up to 3 percent based on an employee's annual performance evaluation.
3. A 3 percent Cost of Living Adjustment (COLA) budgeted amount of $306,284 to SBCTA's salaries. The 3 percent is based on the change in the CPI from January 2024-December 2024 for the Riverside/San Bernardino area.

Staff Utilization

SBCTA budgets costs related to employees by allocation of their total hours to specific tasks. The pie chart entitled ***Hourly Staff Utilization by Program Illustration pg. 51*** provides a visual display of staff hours distributed by program. Also provided in this chapter is a table entitled Staff Utilization Report (In Hours) that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The ***Staff Utilization Report (In Hours) pg. 50*** displays the distribution of resources among the various SBCTA tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave budgeted to be utilized. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,800 hours worked.

For development of the annual budget, SBCTA employees allocate their total work hours among various funds and tasks based on their estimation of time necessary to accomplish work elements in the identified tasks. However, as work is performed throughout the year, hours are charged in accordance with actual time spent. As might be expected, actual hours to accomplish tasks may vary from the original estimates included in the budget. SBCTA staff is authorized to reallocate budgeted salary and benefits costs from one program to another administratively as such adjustments may become necessary. This authority provides for accurate recording of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

Table of Regular Positions
Fiscal Year 2025/2026

Support Group	Fiscal Year 2022/2023	Fiscal Year 2023/2024	Fiscal Year 2024/2025	Fiscal Year 2025/2026
Accounting Assistant	2	2	2	2
Administrative Assistant, Senior	5	0	0	0
Assistant to the Clerk of the Board	1	1	1	1
Executive Assistant	0	5	5	5
Office Assistant	1	1	1	1
Records Technician	1	0	0	0
Records Management Specialist	0	1	1	1
Senior Accounting Assistant	2	2	2	2
Total Support Group	**12**	**12**	**12**	**12**
Professional/Administrative Group				
Accountant	3	3	3	3
Accounting Manager	1	1	1	1
Accounting Supervisor	1	1	1	1
Assistant Project Delivery Manager	0	0	0	1
Chief of Air Quality and Mobility Programs	1	1	1	1
Chief of Council of Governments	0	1	1	0
Chief of Information Technology	1	1	1	1
Chief of Express Lanes	0	1	1	0
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration	1	1	1	1
Chief of Legislative and Public Affairs	1	1	1	1
Chief of Project Controls	1	1	1	1
Chief of Toll Operations	1	0	0	0
Clerk of the Board/Administrative Supervisor	1	0	0	0
Clerk of the Board/Administrative Manager	0	1	1	1
Construction Manager	2	2	1	1
Corridor Manager	1	1	1	1
Council of Governments Manager	1	0	1	1
Data and Analytics Program Manager	0	0	1	1
Deputy Clerk of the Board	1	1	1	1
Energy Project Manager	1	0	0	0
Energy Program Manager	0	1	1	1
Enterprise Risk Manager	0	1	1	1
Express Lanes Financial Supervisor	0	0	1	1
GIS Administrator	1	1	0	0
GIS Analyst	1	1	2	2
Grants Analyst	0	0	1	1
Legislative Analyst	1	1	1	1
Management Analyst I	3	3	5	5
Management Analyst II	9	9	9	8
Management Analyst III	3	3	3	4
Multimodal Manager	0	0	0	1
Multimodal Programs Administrator	2	2	2	2
Planning Manager	0	0	1	1
Procurement Analyst	2	0	0	0
Procurement Analyst I	0	0	1	2

Table of Regular Positions
Fiscal Year 2025/2026

Professional/Administrative Group (continued)	Fiscal Year 2022/2023	Fiscal Year 2023/2024	Fiscal Year 2024/2025	Fiscal Year 2025/2026
Procurement Analyst II	0	2	1	0
Procurement Analyst III	0	1	1	1
Procurement Manager	1	1	1	1
Programming Manager	0	0	0	1
Project Controls Analyst II	3	3	3	2
Project Controls Analyst III	2	2	2	2
Project Controls Manager	1	1	1	1
Project Delivery Manager	1	1	1	1
Right of Way Manager	1	1	1	1
Right of Way Specialist	1	1	1	1
Risk Manager	1	0	0	0
Senior Accountant	1	1	1	1
Senior Planner	1	1	0	0
Toll Financial Supervisor	1	1	0	0
Transit Manager	1	1	1	0
Total Administrative/Professional Group	**56**	**57**	**61**	**60**
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Director of Express Lanes	0	0	0	1
Deputy Director of Planning	1	1	1	1
Deputy Director of Transit and Rail Programs – Capital Delivery	1	1	1	1
Deputy Executive Director	1	1	1	2
Director of Council of Governments	0	0	0	1
Director of Express Lanes	0	1	1	0
Director of Fund Administration	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	1	1	1	1
Director of Planning and Regional Programs	1	1	1	1
Director of Project Delivery	1	1	1	0
Director of Project Delivery and Express Lanes	0	0	0	1
Director of Special Projects and Strategic Initiatives	1	1	0	0
Director of Toll Operations	1	0	0	0
Director of Transit and Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	**15**	**15**	**14**	**16**
TOTAL REGULAR POSITIONS	**83**	**84**	**87**	**88**

Salaries and Benefits Schedule
For Fiscal Year 2025/2026

	Salaries	Retirement	Retirements and Longevity Pay	Deferred Comp.	Worker's Comp.	Medicare	Jury Duty Blood/Voting	Medical Retire Trust	UI*	Flexible Benefits	Auto/Cell Allowance	Contracted County Supp.**	Total
Support Group	$ 883,708	$ 117,010	$ 52,467	$ 46,873	$ 29,181	$ 13,205	$ 1,171	$ 902	$ 2,100	$ 217,410	$ -	$ 14,797	$ 1,378,824
Accounting (4)													
Executive Assistants (5)													
Assistant to the Clerk of the Board													
Office Assistant													
Records Management Specialist													
Interns/Part-Time (2)													
Administrative/Professional Group	7,356,135	977,633	8,908	544,806	239,087	108,194	10,496	9,901	9,000	1,009,911	35,161	65,906	10,375,138
Accountant (3)													
Accounting Manager													
Accounting Supervisor													
Air Quality Mobility Positions													
Chief of Air Quality and Mobility Programs													
Chief of Fiscal Resources													
Chief of Fund Administration													
Chief of Information Technology													
Chief of Project Controls													
Clerk of the Board/Administrative Manager													
Construction Manager													
Contract/Procurement/Risk (5)													
Corridor Manager													
Council of Governments Postions (2)													
Data and Analytics Program Manager													
Data Management (2)													
Deputy Clerk of the Board													
Energy Program Manager													
Grant Analyst													
Human Resources/Information Svcs Positions (2)													
Legislative/Public Information Positions (3)													
Management Analyst I (5)													
Management Analyst II (8)													
Management Analyst III (4)													
Planning Manager													
Planning Positions													
Programming Manager													
Project Controls Analyst II (2)													
Project Controls Analyst III (2)													
Project Controls Manager													
Assistant Project Delivery Manager													
Project Delivery Manager													
Right of Way Manager													
Right of Way Specialist													
Senior Accountant													
Express Lanes Financial Supervisor													
Transit Positions (3)													
Senior Management Group	3,605,334	578,808	244,522	292,822	125,101	56,612	5,132	11,488	2,100	236,569	112,321	19,398	5,290,207
Executive Director													
Assistant General Counsel													
Chief Financial Officer													
General Counsel													
Director of Fund Administration													
Director of Management Services													
Director of Project Delivery and Express Lanes													
Director of Legislative Affairs													
Deputy Executive Director													
Director of Planning and Regional Programs													
Deputy Director of Planning													
Director of Transit and Rail Programs													
Deputy Director of Transit and Rail Program Capital													
Deputy Director of Express Lanes													
TOTALS	$ 11,845,177	$ 1,673,451	$ 305,897	$ 884,501	$ 393,369	$ 178,011	$ 16,799	$ 22,291	$ 13,200	$ 1,463,890	$ 147,482	$ 100,101	$ 17,044,169

* Unemployment Insurance

** Includes Short Term Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision

Employer Provided Benefits:		**Employer Mandatory Benefits:**	
Retirement Pickup Employer Contribution	$ 232,961	**Retirement Employer Contribution**	$ 1,440,490
Deferred Compensation	884,501	**Workers' Compensation**	393,369
Retirements and Longevity Pay	305,897	**Medicare**	178,011
Flexible Benefit Plan	1,463,890	**Jury Duty/Blood Donation/Voting**	16,799
Contracted County Supplemental Benefits	100,101	**Unemployment Insurance**	13,200
Auto/Cell Allowance	147,482	**Total**	**$ 2,041,869**
Medical Retirement Trust	22,291	**Employee Paid Retirement Contribution**	$ 906,459
Total	**$ 3,157,123**		

Annual Pay Schedule by Class Title Fiscal Year 2025/2026				
Class Title	**Salary Range**	**Bottom of Range***	**Top of Range***	**Maximum****
Office Assistant	4	$41,063	$61,595	$67,754
Accounting Assistant	7	$47,537	$71,305	$78,435
Records Management Specialist	8	$49,912	$74,868	$82,354
Executive Assistant	11	$57,780	$86,670	$95,337
Senior Accounting Assistant	11	$57,780	$86,670	$95,337
Assistant to the Clerk of the Board	12	$60,669	$91,004	$100,104
Management Analyst I	13	$63,703	$95,555	$105,111
Procurement Analyst I	13	$63,703	$95,555	$105,111
Accountant	15	$70,231	$105,346	$115,880
GIS Analyst	16	$73,743	$110,614	$121,676
Management Analyst II	16	$73,743	$110,614	$121,676
Procurement Analyst II	16	$73,743	$110,614	$121,676
Project Controls Analyst II	16	$73,743	$110,614	$121,676
Right of Way Specialist	16	$73,743	$110,614	$121,676
Deputy Clerk of the Board	17	$77,431	$116,147	$127,762
Legislative Analyst	18	$81,301	$121,951	$134,147
Senior Accountant	18	$81,301	$121,951	$134,147
Grants Analyst	19	$85,367	$128,051	$140,856
Management Analyst III	19	$85,367	$128,051	$140,856
Multimodal Programs Administrator	19	$85,367	$128,051	$140,856
Procurement Analyst III	19	$85,367	$128,051	$140,856
Project Controls Analyst III	19	$85,367	$128,051	$140,856
Accounting Supervisor	21	$94,119	$141,179	$155,297
Energy Program Manager	21	$94,119	$141,179	$155,297
Express Lanes Financial Supervisor	21	$94,119	$141,179	$155,297
Right of Way Manager	21	$94,119	$141,179	$155,297
Council of Governments Manager	22	$98,823	$148,235	$163,059
Data and Analytics Program Manager	22	$98,823	$148,235	$163,059
Planning Manager	22	$98,823	$148,235	$163,059
Programming Manager	22	$98,823	$148,235	$163,059
Accounting Manager	23	$103,765	$155,648	$171,213
Assistant Project Delivery Manager	25	$114,402	$171,603	$188,763
Enterprise Risk Manager	25	$114,402	$171,603	$188,763
Multimodal Manager	25	$114,402	$171,603	$188,763
Procurement Manager	25	$114,402	$171,603	$188,763
Project Controls Manager	25	$114,402	$171,603	$188,763
Clerk of the Board/Administrative Manager	27	$126,127	$189,190	$208,109
Chief of Air Quality and Mobility Programs	29	$139,054	$208,581	$229,439
Chief of Fiscal Resources	29	$139,054	$208,581	$229,439
Chief of Fund Administration	29	$139,054	$208,581	$229,439
Chief of Information Technology	29	$139,054	$208,581	$229,439
Chief of Legislative and Public Affairs	29	$139,054	$208,581	$229,439
Chief of Project Controls	29	$139,054	$208,581	$229,439

Annual Pay Schedule by Class Title Fiscal Year 2025/2026				
Class Title	**Salary Range**	**Bottom of Range***	**Top of Range***	**Maximum****
Construction Manager	29	$139,054	$208,581	$229,439
Project Delivery Manager	29	$139,054	$208,581	$229,439
Corridor Manager	31	$153,308	$229,962	$252,959
Deputy Director of Express Lanes	31	$153,308	$229,962	$252,959
Deputy Director of Planning	31	$153,308	$229,962	$252,959
Assistant General Counsel	33	$169,023	$253,535	$278,888
Chief Financial Officer	33	$169,023	$253,535	$278,888
Deputy Director of Transit and Rail Programs – Capital Delivery	33	$169,023	$253,535	$278,888
Director of Council of Governments	33	$169,023	$253,535	$278,888
Director of Fund Administration	33	$169,023	$253,535	$278,888
Director of Legislative and Public Affairs	33	$169,023	$253,535	$278,888
Director of Management Services	33	$169,023	$253,535	$278,888
Director of Project Delivery and Express Lanes	35	$186,349	$279,523	$307,475
Director of Planning and Regional Programs	35	$186,349	$279,523	$307,475
Director of Transit and Rail Programs	35	$186,349	$279,523	$307,475
Deputy Executive Director	38	$215,720	$323,580	$355,938

General Counsel	Employment Agreement	$291,747
Executive Director	Employment Agreement	$397,267

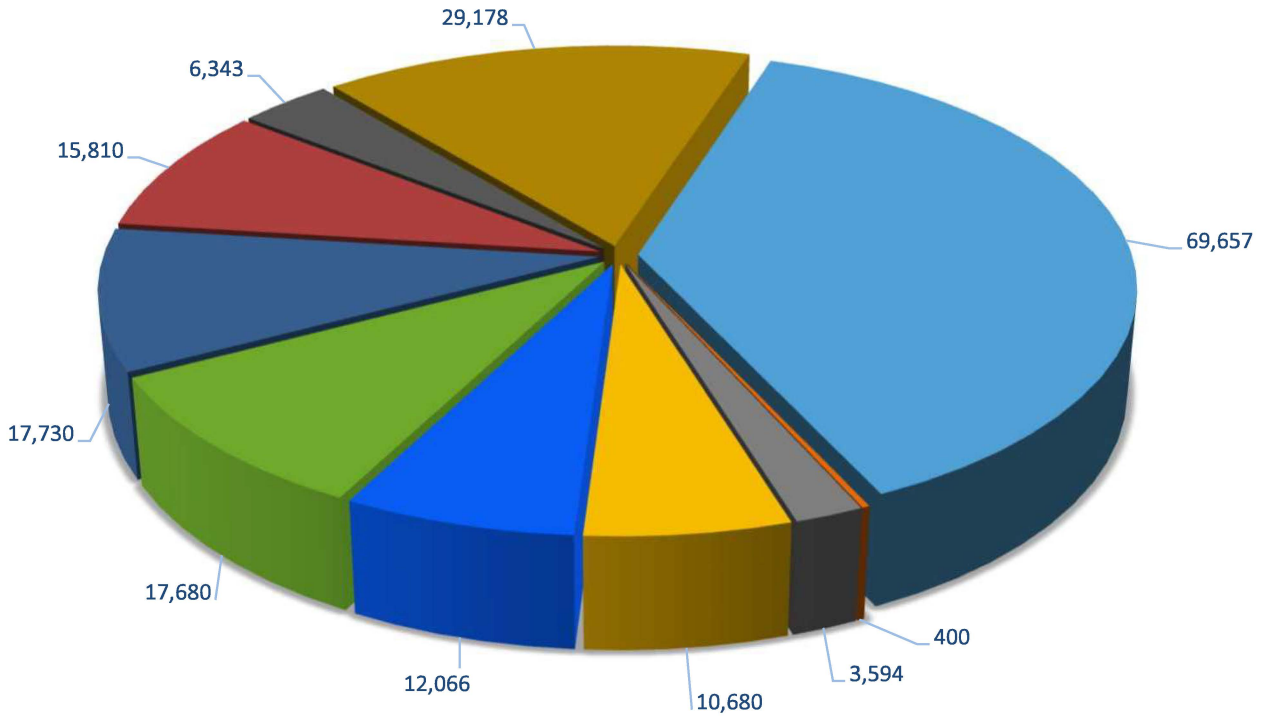
* Salary Ranges may be adjusted, as approved, by the Board.
** Excerpt from Policy 10107 - Compensation Administration: Employees who have been at or over the maximum of their salary range for 36 months or more will become eligible for advancement based upon work performance and supervisor's recommendation. Such advancement must be approved by the Executive Director and may not exceed 5% in any year. At no time shall advancement exceed more than 10% above the maximum of the employee's salary range assignment.

Staff Utilization Report (In Hours)
Fiscal Year 2025/2026

		Deputy Director of Transit and Rail Capital Projects	Assistant General Counsel	Chief Financial Officer	Director of Management Services	Director of Legislative and Public Affairs	Director of Transit and Rail	Deputy Executive Director	Director of Planning	Director of Project Delivery	General Counsel	Executive Director	Director of Fund Administration	Other Staff *	TOTAL
GENERAL GOVERNMENT															
0100	Board of Directors	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0200	Executive Administration and Support	-	-	-	-	-	-	1,660	-	-	-	1,660	-	15,965	**19,285**
0350	General Counsel	-	1,710	-	-	-	-	-	-	-	1,680	-	-	1,760	**5,150**
0400	Financial Management	-	-	1,370	-	-	-	-	-	-	-	-	-	27,362	**28,732**
0430	Risk Management	-	-	-	-	-	-	-	-	-	-	-	-	1,720	**1,720**
0450	Management Services	-	-	-	400	-	-	-	-	-	-	-	-	1,720	**2,120**
0470	Human Resources	-	-	-	680	-	-	-	-	-	-	-	-	1,690	**2,370**
0501	Intergovernmental -COG	-	-	-	-	-	-	-	-	-	-	-	-	870	**870**
0503	Legislation	-	-	-	-	1,760	-	-	-	-	-	-	-	1,936	**3,696**
0605	Publications and Outreach	-	-	-	-	-	-	-	-	-	-	-	-	3,244	**3,244**
0805	Building Operation	-	-	-	600	-	-	-	-	-	-	-	-	1,870	**2,470**
TOTAL GENERAL GOVERNMENT		**-**	**1,710**	**1,370**	**1,680**	**1,760**	**-**	**1,660**	**-**	**-**	**1,680**	**1,660**	**-**	**58,137**	**69,657**
ENVIRONMENT and ENERGY CONSERVATION															
0101	Environment	-	-	-	-	-	-	-	-	-	-	-	-	400	**400**
TOTAL ENVIRONMENT and ENERGY CONSERVATION		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**400**	**400**
COMMUTER and MOTORIST ASSISTANCE															
0406	Traveler Services	-	-	-	-	-	-	-	-	-	-	-	-	408	**408**
0702	Call Box System	-	-	-	-	-	-	-	-	-	-	-	-	680	**680**
0704	Freeway Patrol Service/State	-	-	-	-	-	-	-	-	-	-	-	-	2,506	**2,506**
TOTAL COMMUTER and MOTORIST ASSISTANCE		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,594**	**3,594**
PLANNING and REGIONAL															
0110	Regional Planning	-	-	-	-	-	-	-	460	-	-	-	-	2,400	**2,860**
0203	Congestion Management	-	-	-	-	-	-	-	160	-	-	-	-	190	**350**
0206	Data Program Management	-	-	-	-	-	-	-	-	-	-	-	-	2,380	**2,380**
0404	Subregional Planning	-	-	-	-	-	-	-	830	-	-	-	-	3,590	**4,420**
0941	Mtn./Desert Planning and Project Development	-	-	-	-	-	-	-	270	-	-	-	-	400	**670**
TOTAL PLANNING and REGIONAL		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,720**	**-**	**-**	**-**	**-**	**8,960**	**10,680**
COUNCIL OF GOVERNMENTS															
0511	Council of Governments	-	50	90	-	-	-	60	40	-	80	60	-	11,686	**12,066**
COUNCIL OF GOVERNMENTS		**-**	**50**	**90**	**-**	**-**	**-**	**60**	**40**	**-**	**80**	**60**	**-**	**11,686**	**12,066**
TRANSIT															
0309	Transit Operator Support	-	-	-	-	-	80	-	-	-	-	-	-	1,961	**2,041**
0310	Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0312	General Transit	296	-	-	-	-	850	-	-	-	-	-	-	6,781	**7,927**
0313	Transit Right of Way Management	140	-	-	-	-	80	-	-	-	-	-	-	3,114	**3,334**
0314	Transit Operations	12	-	-	-	-	300	-	-	-	-	-	-	1,593	**1,905**
0315	Transit Capital	1,312	-	-	-	-	430	-	-	-	-	-	-	181	**1,923**
0383	Vanpool Program	-	-	-	-	-	20	-	-	-	-	-	-	530	**550**
TOTAL TRANSIT		**1,760**	**-**	**-**	**-**	**-**	**1,760**	**-**	**-**	**-**	**-**	**-**	**-**	**14,160**	**17,680**
PROJECT DELIVERY															
0815	Measure I Program Management	-	-	-	-	-	-	-	-	1,760	-	-	-	15,710	**17,470**
0820	Freeway Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0821	Toll Project Development	-	-	-	-	-	-	-	-	-	-	-	-	200	**200**
0830	Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0840	Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0860	Arterial Projects	-	-	-	-	-	-	-	-	-	-	-	-	60	**60**
0870	Active Transportaion Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT DELIVERY		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,760**	**-**	**-**	**-**	**15,970**	**17,730**
FUND ADMINISTRATION															
0500	Fund Administration	-	-	-	-	-	-	-	-	-	-	-	1,690	14,120	**15,810**
0550	Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,690**	**14,120**	**15,810**
ENTERPRISE															
0750	Express Lanes Operation	-	-	300	-	-	-	-	-	-	-	-	-	6,043	**6,343**
TOTAL ENTERPRISE		**-**	**-**	**300**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**6,043**	**6,343**
FRINGE		320	320	320	400	320	320	440	320	320	320	440	390	24,948	**29,178**
GRAND TOTALS		**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,160**	**2,080**	**2,080**	**2,080**	**2,160**	**2,080**	**158,018**	**183,138**

*** OTHER STAFF comprised of (87) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.**

Hourly Staff Utilization by Program
Fiscal Year 2025/2026 - 183,138 Hours

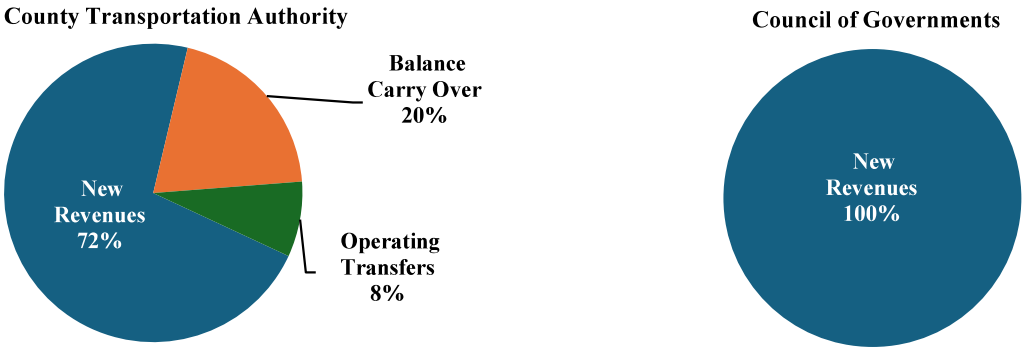


- General Government (38%)
- Environment and Energy Conservation (0.2%)
- Commuter and Motorist Assistance (2%)
- Regional and Planning (5.8%)
- Council of Governments (6.6%)
- Transit (9.7%)
- Project Delivery (9.7%)
- Fund Administration (8.6%)
- Express Lanes (3.5%)
- Fringe (15.9%)

Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	248,670,000	-	248,670,000
Sales Tax-LTF	149,920,792	-	149,920,792
Intergovernmental	552,288,347	9,049,471	561,337,818
Charges for Services	398,756	-	398,756
Special Assessments	-	1,500,000	1,500,000
Investment Earnings	25,563,559	37,940	25,601,499
Express Lanes Fees And Charges	19,300,000	-	19,300,000
Miscellaneous	1,766,953	-	1,766,953
Total New Revenues	997,908,407	10,587,411	1,008,495,818
Balance Carry Over from Prior Years	278,989,359	-	278,989,359
Total Revenues and Carry Over Prior Years	1,276,897,766	10,587,411	1,287,485,177
Expenditures			
General Government	15,805,589	-	15,805,589
Environment and Energy Conservation	193,821	-	193,821
Commuter and Motorist Assistance	6,674,974	-	6,674,974
Planning and Regional	13,058,308	-	13,058,308
Council of Governments	-	6,271,406	6,271,406
Transit	587,194,038	-	587,194,038
Project Delivery	482,239,817	-	482,239,817
Fund Administration	142,118,831	-	142,118,831
Debt Service	12,417,850	-	12,417,850
Express Lanes Operation	17,902,455	-	17,902,455
Total Expenditures	1,277,605,683	6,271,406	1,283,877,089
Other Financing Sources			
Transfers In	113,304,818	-	113,304,818
Transfers Out	(112,596,901)	(707,917)	(113,304,818)
Commercial Paper (Short Term Borrowing)	-	-	-
Total Other Financing Sources	707,917	(707,917)	-
Total Expenditures and Other Financing Sources	1,276,897,766	6,979,323	1,283,877,089

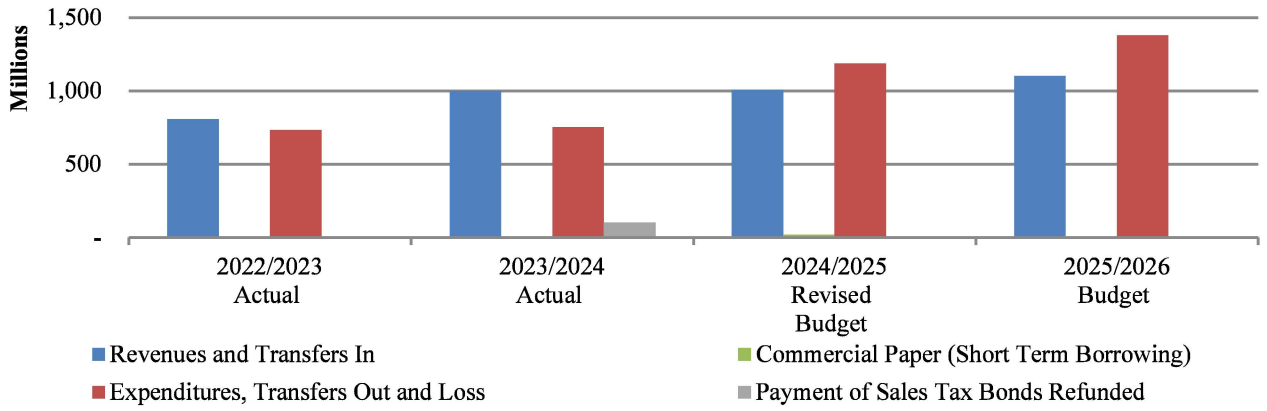
Use of New Revenues vs. Use of Fund Balance



Note: 1. Per Generally Accepted Accounting Principles, Council of Governments (COG) is reported as a blended component unit of the San Bernardino County Transportation Authority (SBCTA), thus COG programs and activites are blended in the overall SBCTA budget. 2. Revenues budgeted in excess of appropriations in the COG will be used to fund COG activities in future years.

Budget Summary - All Governmental Funds

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Revenues				
Sales Tax-MSI	257,469,981	251,805,857	251,900,000	248,670,000
Sales Tax-LTF	147,692,918	148,432,754	149,568,943	149,920,792
Intergovernmental	205,339,905	226,624,207	439,830,045	561,337,818
Charges for Services	1,013,353	562,115	52,223	398,756
Special Assessments	331,276	404,291	991,873	1,500,000
Investment Earnings	17,208,559	51,001,006	19,786,000	25,601,499
Miscellaneous	1,466,376	1,239,709	11,512,126	1,766,953
Total Revenues	630,522,368	680,069,939	873,641,210	989,195,818
Expenditures				
General Government	12,290,940	25,897,066	15,622,697	15,805,589
Environment and Energy Conservation	204,435	30,868	298,449	193,821
Commuter and Motorist Assistance	5,078,872	5,039,840	8,152,077	6,674,974
Planning and Regional	2,924,922	3,748,903	22,170,167	13,058,308
Council of Governments	115,551	1,045,944	5,487,687	6,271,406
Transit	218,600,169	204,882,776	434,170,710	587,194,038
Project Delivery	321,855,899	243,776,664	433,322,656	481,721,014
Fund Administration	97,585,488	77,957,825	137,688,778	142,118,831
Debt Service	13,256,163	9,895,290	12,413,850	12,417,850
Total Expenditures	671,912,441	572,275,177	1,069,327,071	1,265,455,831
Other Financing Sources				
Transfers In	176,637,970	223,024,562	133,590,649	113,304,818
Transfers Out	(61,491,259)	(181,926,139)	(118,264,436)	(113,092,594)
Gain (Loss) on Land Held for Resale	1,260,909	-	-	-
Commercial Paper (Short Term Borrowing)	-	2,500,000	20,000,000	-
Sales Tax Revenue Bonds Issued	-	81,880,000	-	-
Sales Tax Revenue Bonds Premium	-	14,393,385	-	-
Payment of Sales Tax Bonds	-	(100,577,569)	-	-
Total Other Financing Sources	116,407,620	39,294,238	35,326,213	212,224
Revenues Over (Under) Expenditures	75,017,547	147,089,001	(160,359,648)	(276,047,789)



Note: Transfers In do not match Transfers Out in as the transfers from the Enterprise Fund (not reflected in this table) for a draw down on the loan from the United States Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and indirect.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
General Fund					
MSI Administration	6,678,637	2,676,824	2,866,923	(2,000,000)	4,488,538
Local Transportation Fund - Admin	184,518	-	751,080	706,808	140,246
Local Transportation Fund - Planning	1,545,559	55,416	3,760,893	3,345,524	1,185,606
Local Transportation Fund-ART 3 Bicycle	-	-	100,000	100,000	-
Local Transportation Fund - Rail	-	-	55,520,004	55,520,004	-
State Transit Assistance Fund - Rail	-	-	28,084,296	28,084,296	-
State of Good Repair – SBCTA	-	-	1,402,325	1,402,325	-
Rail Assets	6,128,739	570,492	580,635	-	6,118,596
General Fund-Local/Other	122,803	-	-	-	122,803
Amtrak	2,257	24,000	24,000	-	2,257
Congestion Management Program	20,172	-	-	-	20,172
Modeling Fees	47,804	-	12,414	-	35,390
Loan Admin Fee	34,338	-	-	-	34,338
EV Charging Stations Fund	14,635	18,000	22,100	-	10,535
Indirect Cost Fund	2,567,791	-	10,410,964	8,945,791	1,102,618
Total General Fund	17,347,253	3,344,732	103,535,634	96,104,748	13,261,099
Note: Ending Fund Balance not adjusted by Reserve of $1,102,618 for Capital Projects and Emergencies pg. 84.					
Federal Fund					
Surface Transportation Program	-	51,282,447	51,282,447	-	-
Congestion Mitigation and Air Quality	-	24,742,452	24,742,452	-	-
Project National and Regional Significance	-	623,000	623,000	-	-
Active Transportation Program - Federal	-	5,000	5,000	-	-
Highway Bridge Program	-	13,353,104	13,353,104	-	-
Highway Infrastructure Program	-	1,239,521	1,239,521	-	-
Federal One-time Awards	-	424,974	424,974	-	-
Environmental Protection Agency	-	374,133	374,133	-	-
Total Federal Highway Fund	-	92,044,631	92,044,631	-	-
Federal Transit Administration Fund					
Federal Transit Administration 5307	-	659,692	659,692	-	-
Federal Transit Administration 5307-CMAQ	-	8,650,120	8,650,120	-	-
Federal Transit Administration 5309	-	29,822,551	29,822,551	-	-
Federal Transit Administration 5339 Bus and Bus Facilities Formula Program	-	132,932	132,932	-	-
Total Federal Transit Administration Fund	-	39,265,295	39,265,295	-	-
State Fund					
Regional Improvement Program	-	25,286,120	25,286,120	-	-
State Highway Operations & Protection Program	-	6,130,948	6,130,948	-	-
Planning, Programming and Monitoring	-	1,495,000	1,495,000	-	-
Transit and Intercity Rail Capital Program	-	28,147,410	28,147,410	-	-
Transit and Intercity Rail Capital Program-SB125	24,837,875	142,997,237	144,563,703	-	23,271,409
Zero Emission Transit Capital Program-SB125	2,691,995	11,366,295	11,311,436	-	2,746,854
Total State Highway Fund	27,529,870	215,423,010	216,934,617	-	26,018,263
Proposition 1B Fund					
Public Utilities Commission	-	5,000,000	5,000,000	-	-
Total Propostion 1B Fund	-	5,000,000	5,000,000	-	-
Local Transportation Fund					
Local Transportation Fund - Pass-through	269,974,007	152,181,248	122,940,000	(62,047,236)	237,168,019
Total Local Transportation Fund	269,974,007	152,181,248	122,940,000	(62,047,236)	237,168,019
Note: Ending Fund Balance not adjusted by 10% Reserve of $14,992,079 for Local Transportation Fund - Pass-through pg. 84.					
State Transit Assistance Fund					
State Transit Assistance Fund - Pass-through	125,938,619	27,718,533	24,460,670	(28,084,296)	101,112,186
State of Good Repair Fund (SGR) - Pass-through	6,313,893	4,703,685	5,500,000	(1,402,325)	4,115,253
Total State Transit Assistance Fund	132,252,512	32,422,218	29,960,670	(29,486,621)	105,227,439
Note: Ending Fund Balance not adjusted by 10% Reserve of $2,217,336 for State Transit Assistance Fund - Pass-through pg. 84.					

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Senate Bill 1 Fund					
Local Partnership Program-Formula-SB1	-	5,501,143	5,501,143	-	-
Freeway Service Patrol (SAFE)-SB1	-	1,624,471	1,624,471	-	-
Trade Corridor Enhancement Program	-	82,468,090	82,468,090	-	-
Solutions for Congested Corridors Program-SB1	-	31,847,069	31,825,069	-	22,000
Total Senate Bill 1 Fund	-	121,440,773	121,418,773	-	22,000
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	1,611,662	61,599	1,552,000	-	121,261
MSI 1990-Valley Fund-TMEE	2,253,759	78,408	120,000	-	2,212,167
Total Measure I 1990-2010 Fund	3,865,421	140,007	1,672,000	-	2,333,428
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	240,019,188	66,759,380	138,210,594	(1,629,140)	166,938,834
MSI Valley Fund-Fwy Interchange	22,840,476	23,475,234	80,853,779	(2,870,616)	(37,408,685)
MSI Valley Fund-Major Streets:					
Grade Separations	10,520,820	7,140,865	3,466,070	(4,820,033)	9,375,582
Arterials	204,357,073	34,020,662	34,708,972	(52,308)	203,616,455
MSI Valley Fund-Local Street	-	41,115,600	41,115,600	-	-
MSI Valley Fund-Metrolink/Rail Service	14,633,737	16,872,758	24,720,553	(1,341,275)	5,444,667
MSI Valley Fund-Express Bus/Rapid Trans	43,206,771	10,727,546	14,327,292	(98,997)	39,508,028
MSI Valley Fund-Senior and Disabled	22,068,164	17,236,082	32,712,359	-	6,591,887
MSI Valley Fund-Traffic Management System	25,309,005	4,876,498	6,419,008	-	23,766,495
MSI Victor Valley Fund-Major Local Hwy	32,837,753	6,720,334	21,917,564	(1,583,569)	16,056,954
MSI Victor Valley Fund-Local Street	-	15,278,300	15,278,300	-	-
MSI Victor Valley Fund-Senior and Disabled	-	1,368,200	1,368,200	-	-
MSI Victor Valley Fund-Traffic Management System	2,904,109	552,501	472,837	-	2,983,773
MSI North Desert Fund-Major Local Hwy	11,220,724	1,509,938	5,354,454	54,480	7,430,688
MSI North Desert Fund-Local Street	-	3,035,000	3,035,000	-	-
MSI North Desert Fund-Senior and Disabled	-	223,200	223,200	-	-
MSI North Desert Fund-Traffic Management System	1,599,700	144,696	9,376	-	1,735,020
MSI Colorado River Fund-Major Local Hwy	358,831	107,276	355,000	(24,963)	86,144
MSI Colorado River Fund-Local Street	-	257,700	257,700	-	-
MSI Colorado River Fund-Senior and Disabled	-	18,900	18,900	-	-
MSI Colorado River Fund-Traffic Management System	94,024	10,794	2,188	-	102,630
MSI Morongo Basin Fund-Major Local Hwy	5,006,758	853,099	3,316,920	(14,775)	2,528,162
MSI Morongo Basin Fund-Local Street	-	1,859,500	1,859,500	-	-
MSI Morongo Basin Fund-Senior and Disabled	-	136,700	136,700	-	-
MSI Morongo Basin Fund-Traffic Management System	694,522	78,359	7,376	-	765,505
MSI Mountain Fund-Major Local Highway	4,216,964	933,577	3,491,770	(27,616)	1,631,155
MSI Mountain Fund-Local Street	-	2,150,700	2,150,700	-	-
MSI Mountain Fund-Senior and Disabled	-	158,100	158,100	-	-
MSI Mountain Fund-Traffic Management System	480,709	79,355	10,750	-	549,314
MSI Cajon Pass Fund	32,590,416	8,154,762	3,344,000	(3,355,931)	34,045,247
Total Measure I 2010-2040 Fund	674,959,744	265,855,616	439,302,762	(15,764,743)	485,747,855
Note: Ending Fund Balance not adjusted by 20% Reserve of $31,280,160 for Measure I Funds pg. 84.					
Debt Service Fund					
Sales Tax Revenue Bonds 2022A Fund	2,271,427	-	5,793,600	5,793,600	2,271,427
Sales Tax Revenue Bonds 2023A Fund	2,176,484	-	6,624,250	6,624,250	2,176,484
Total Debt Service Fund	4,447,911	-	12,417,850	12,417,850	4,447,911
Capital Projects Fund					
Local Projects Fund	-	31,380,218	31,380,218	-	-
Redlands Passenger Rail Project Fund	163,686	49,693	-	-	213,379
Victorville Project Fund	8,009,599	280,336	-	-	8,289,935
Victor Valley Project Fund	24,293,249	845,439	23,000,000	-	2,138,688
Valley Project Fund	2,639,693	499,351	2,034,700	-	1,104,344
Sales Tax Revenue Bond Refinancing	(67,500)	-	-	-	(67,500)
Valley Fwy Interchange Bond Fund	242	-	-	-	242
Cajon Pass Bond Fund	1,813	-	-	-	1,813
Total Capital Projects Fund	35,040,782	33,055,037	56,414,918	-	11,680,901

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Nonmajor Governmental Fund					
Federal Railway Administration	-	5,810,037	5,810,037	-	-
Low Carbon Transit Operations Program	949,319	2,147,555	930,000	-	2,166,874
Affordable Housing & Sustainable Communities Program	-	4,752,014	4,752,014	-	-
Climate Adaptation Planning	-	700,000	700,000	-	-
Active Transportation Program - State	-	200,000	200,000	-	-
State One-time Awards	949,786	-	356,304	-	593,482
SAFE-Vehicle Registration Fees	2,147,789	1,967,431	2,676,156	(303,857)	1,135,207
SAFE Reimbursement	158,266	5,442	-	-	163,708
Freeway Service Patrol	-	1,689,961	1,689,364	-	597
SCAQMD/Mobile Source Review Committee	-	1,163,400	1,163,400	-	-
General Assessment Dues	155,625	1,500,000	1,287,449	(120,378)	247,798
Property Assessed Clean Energy Fund	1,062,657	37,121	216,931	-	882,847
Greenhouse Gas Fund	23,524	819	21,632	-	2,711
Council of Governments Fund	-	9,049,471	4,745,394	(587,539)	3,716,538
Total Nonmajor Governmental Fund	5,446,966	29,023,251	24,548,681	(1,011,774)	8,909,762
Express Lanes Operations Fund					
Interstate 10 Express Lanes	(239,070,780)	19,300,000	16,726,455	(212,224)	(236,709,459)
Interstate 15 Express Lanes	(5,872,212)	-	1,694,803	-	(7,567,015)
Total Enterprise Fund	(244,942,992)	19,300,000	18,421,258	(212,224)	(244,276,474)
Total Changes in Fund Balance	925,921,474	1,008,495,818	1,283,877,089	-	650,540,203

Note: Enterprise Fund ending fund balance balance is negative due to transfer out to Freeway Measure I fund from loan proceeds of draw down from US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for construction phase of the Interstate 10 Corridor Contract 1 Project and borrowing from Measure I Freeway Funds.

State and local officials celebrate the arrival of the first-of-its-kind ZEMU to San Bernardino County. ZEMU is a zero-emission, hydrogen/battery train that can operate within the Metrolink service area.

Explanation for Fund Balances Changes Over 10%

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
General Fund								
MSI Administration	6,678,637	2,676,824	2,866,923	(2,000,000)	4,488,538	(2,190,099)	-32.79%	Transfers out for the indirect fund reducing fund balance.
Local Transportation Fund - Admin	184,518	-	751,080	706,808	140,246	(44,272)	-23.99%	Estimated appropriations and transfers out exceed revenues for local transportation administration activities; thus a decrease in fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Transit, and Fund Administration Programs.
Local Transportation Fund - Planning	1,545,559	55,416	3,760,893	3,345,524	1,185,606	(359,953)	-23.29%	Transfers in from the STA exceed appropriations for contributions; thus increasing fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Transit, and Fund Administration Programs.
Modeling Fees	47,804	-	12,414	-	35,390	(12,414)	-25.97%	Appropriations exceed revenues for modeling fees; thus reducing fund balance to zero.
EV Charging Stations Fund	14,635	18,000	22,100	-	10,535	(4,100)	-28.02%	Expenditures exceed revenues and excess will be covered by fund balance.
Indirect Cost Fund	2,567,791	-	10,410,964	8,945,791	1,102,618	(1,465,173)	-57.06%	Appropriations exceed transfers in. Based on Policy No. 20600, a maximum of 3% may be allocated from new Measure I sales tax to cover indirect costs. Use of fund balance is budgeted.
Local Transportation Fund								
Local Transportation Fund - Pass-through	269,974,007	152,181,248	122,940,000	(62,047,236)	237,168,019	(32,805,988)	-12.15%	Appropriations and transfers out for transit projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.
State Transit Assistance Fund								
State Transit Assistance Fund - Pass-through	125,938,619	27,718,533	24,460,670	(28,084,296)	101,112,186	(24,826,433)	-19.71%	Appropriations and transfers out for transit projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.
State of Good Repair Fund - Pass-through	6,313,893	4,703,685	5,500,000	(1,402,325)	4,115,253	(2,198,640)	-34.82%	Appropriations for transit projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.
Measure I 1990-2010 Fund								
MSI 1990-Valley Fund-Major Projects	1,611,662	61,599	1,552,000	-	121,261	(1,490,401)	-92.48%	Appropriations are for projects allowed in the 1990-2010 Measure covered with fund balance. Interest is the only revenue budgeted. Use of fund balance is budgeted.
Measure I 2010-2040 Fund								
MSI Valley Fund-Freeway Projects	240,019,188	66,759,380	138,210,594	(1,629,140)	166,938,834	(73,080,354)	-30.45%	Appropriations including transfers out for freeway projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Freeway Interchange	22,840,476	23,475,234	80,853,779	(2,870,616)	(37,408,685)	(60,249,161)	-263.78%	Appropriations including transfers out for interchange projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Major Streets: Grade Separations	10,520,820	7,140,865	3,466,070	(4,820,033)	9,375,582	(1,145,238)	-10.89%	Appropriations including transfers out exceed estimated revenues for grade separation projects; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Metrolink/Rail Service	14,633,737	16,872,758	24,720,553	(1,341,275)	5,444,667	(9,189,070)	-62.79%	Appropriations including transfers out for transit projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Senior and Disabled	22,068,164	17,236,082	32,712,359	-	6,591,887	(15,476,277)	-70.13%	Appropriations including transfers out exceed estimated revenues for local pass-through; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Victor Valley Fund-Major Local Hwy	32,837,753	6,720,334	21,917,564	(1,583,569)	16,056,954	(16,780,799)	-51.10%	Appropriations including transfers out for major local highway in the Victor Valley Project area exceed estimated revenues; thus reduce fund balance. Use of fund balance is budgeted.
MSI North Desert Fund-Major Local Hwy	11,220,724	1,509,938	5,354,454	54,480	7,430,688	(3,790,036)	-33.78%	Appropriations including transfers out for major local highway in the North Desert Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Colorado River Fund-Major Local Hwy	358,831	107,276	355,000	(24,963)	86,144	(272,687)	-75.99%	Appropriations including transfers out for major local highway in the Colorado River Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Morongo Basin Fund-Major Local Hwy	5,006,758	853,099	3,316,920	(14,775)	2,528,162	(2,478,596)	-49.51%	Appropriations including transfers out for major local highway in the Morongo Basin Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Morongo Basin Fund-Traffic Management System	694,522	78,359	7,376	-	765,505	70,983	10.22%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area as there are no active major projects budgeted; thus fund balance is increased.
MSI Mountain Fund-Major Local Highway	4,216,964	933,577	3,491,770	(27,616)	1,631,155	(2,585,809)	-61.32%	Appropriations including transfers out exceed estimated revenues for major local highway projects in the Mountain Project area; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Mountain Fund-Traffic Management System	480,709	79,355	10,750	-	549,314	68,605	14.27%	Estimated revenues exceed appropriations for traffic management in the Mountain Project area as there are no active major projects budgeted; thus fund balance is increased.

Explanation for Fund Balances Changes Over 10%

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
Capital Projects Fund								
Redlands Passenger Rail Project Fund	163,686	49,693	-	-	213,379	49,693	30.36%	Appropriations are not budgeted; idle cash earns interest until expenditures are incurred. An increase of fund balance is budgeted.
Victor Valley Project Fund	24,293,249	845,439	23,000,000	-	2,138,688	(22,154,561)	-91.20%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Valley Project Fund	2,639,693	499,351	2,034,700	-	1,104,344	(1,535,349)	-58.16%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Nonmajor Governmental Fund								
Low Carbon Transit Operations Program	949,319	2,147,555	930,000	-	2,166,874	1,217,555	128.26%	Estimated revenues exceed appropriations for the Low Carbon Operations Program; thus fund balance is increased.
State One-time Awards	949,786	-	356,304	-	593,482	(356,304)	-37.51%	Appropriations for one time awards are utilizing fund balance.
SAFE-Vehicle Registration Fees	2,147,789	1,967,431	2,676,156	(303,857)	1,135,207	(1,012,582)	-47.15%	Appropriations including transfers exceed estimated revenues for SAFE activities. Use of fund balance is budgeted.
General Assessment Dues	155,625	1,500,000	1,287,449	(120,378)	247,798	92,173	59.23%	Estimated revenues exceed appropriations for General Assessment Dues; thus fund balance is increased.
Property Assessed Clean Energy Fund	1,062,657	37,121	216,931	-	882,847	(179,810)	-16.92%	Appropriations exceed estimated revenue since fund balance is used for remaining PACE activity. Use of fund balance is budgeted.
Greenhouse Gas Fund	23,524	819	21,632	-	2,711	(20,813)	-88.48%	Use of Fund Balance is being budgeted to cover salary costs, thus reducing fund balance.
Express Lanes Operations Fund								
Interstate 15 Express Lanes	(5,872,212)	-	1,694,803	-	(7,567,015)	(1,694,803)	28.86%	No estimated revenues for the I-15 Express Lanes since operations have not commenced. The operating transfer is to Measure I-Freeway fund to fund the construction phase of the I-15 Corridor Contract 1 project for a loan to the Measure I fund to cover construction costs in Riverside County that will be recorded as a liability and paid off from toll revenues.

Explanation for Operating Transfers

	Transfers In	Transfers Out	Net Operating Transfers	Explanation for Operating Transfers
General Fund				
Operating Tsfr from LTF Fund	62,047,236	-		Transfer in to Local Transportation Fund (LTF) Admin, LTF Planning, LTF Bicycle/Pedestrian, LTF Rail from LTF - Pass-through Fund to support transit administrative activities and capital projects, and fund Indirect expenses.
Operating Tsfr from and to Measure I Fund	3,550,553	(203,660)		Transfer in to the Indirect Cost Fund from the Measure I Fund to fund indirect expenditures. Transfer out to Measure I fund for prior year reimbursement of indirect expenditures.
Operating Tsfr from Proprietary Fund	212,224	-		Transfer in to the Indirect Cost Fund from the Enterprise Fund to fund indirect expenditures.
Operating Tsfr from Special Revenue Fund	1,011,774	-		Transfer in to the Indirect Cost Fund from SAFE and Council of Governments to fund indirect expenditures.
Operating Tsfr from STA Fund	29,486,621	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Tsfr from and to General Fund	4,374,900	(4,374,900)		Transfer in to the Indirect Cost Fund that are also transfers out from Measure I administration, LTF administration, and LTF planning fund.
General Fund Total	100,683,308	(4,578,560)	96,104,748	
Local Transportation Fund				
Operating Tsfr to General Fund	-	(62,047,236)		Transfer out from LTF - Pass-through Fund to LTF - Admin, LTF - Planning, LTF Bicycle/Pedestrian, LTF - Rail to fund the Transit activities and projects and the Indirect Cost Fund.
Local Transportation Fund Total	-	(62,047,236)	(62,047,236)	
State Transit Assistance Fund				
Operating Tsfr to General Fund	-	(29,486,621)		Transfer out from STA Fund to the General Fund to fund rail administrative activities, capital projects, and the Arrow Maintenance Facility improvements funded with SGR SB1.
State Transit Assistance Fund Total	-	(29,486,621)	(29,486,621)	
Measure I 2010-2040 Fund				
Operating Tsfr to Debt Service Fund	-	(12,417,850)		Transfer out from Measure I to Debt Service Fund to pay for debt service obligations.
Operating Tsfr from and to General Fund	203,660	(3,550,553)		Transfer out from Measure I to fund Indirect expenditures. Transfer in from the General Fund for prior year reimbursement of Indirect expenditures.
Measure I 2010-2040 Fund Total	203,660	(15,968,403)	(15,764,743)	
Debt Service Fund				
Operating Tsfr from Measure I Fund	12,417,850	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	12,417,850	-	12,417,850	
Nonmajor Governmental Funds				
Operating Tsfr to General Fund	-	(1,011,774)		Transfers out from SAFE Vehicle Registration Fee and Council of Governments funds to the General Fund to fund Indirect expenditures.
Nonmajor Governmental Funds Total	-	(1,011,774)	(1,011,774)	
Express Lanes Operations Funds				
Operating Tsfr to General Fund	-	(212,224)		Transfers out from Enterprise Fund to fund Indirect expenditures.
Express Lanes Operations Funds Total	-	(212,224)	(212,224)	
Operating Transfer Totals	113,304,818	(113,304,818)	-	

Budget Summary by Fund Type

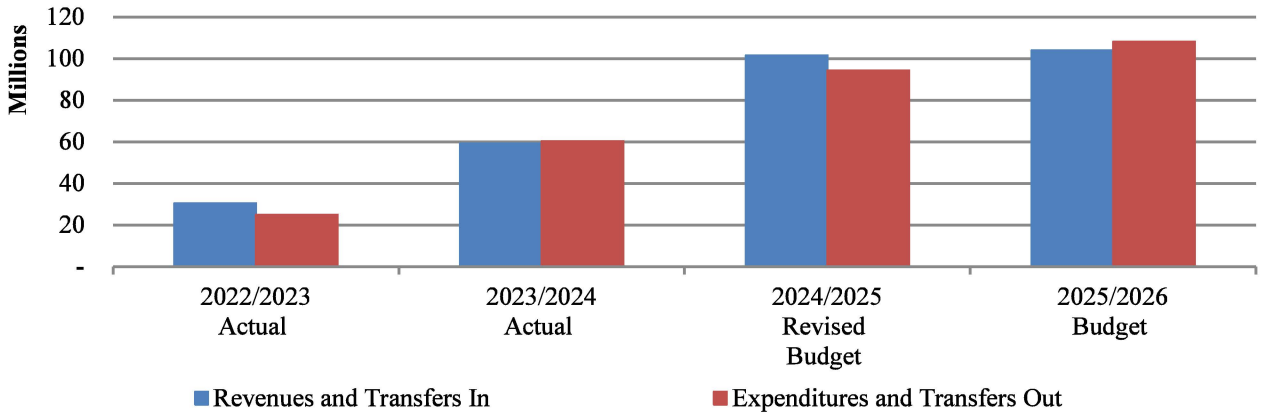
	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Express Lanes Operations Fund	Total
Revenues							
Sales Tax-MSI	2,486,700	246,183,300	-	-	-	-	248,670,000
Sales Tax-LTF	-	149,920,792	-	-	-	-	149,920,792
Intergovernmental	-	503,902,469	30,020,911	27,414,438	-	-	561,337,818
Charges for Services	398,756	-	-	-	-	-	398,756
Special Assessments	-	-	-	1,500,000	-	-	1,500,000
Investment Earnings	459,032	23,766,237	1,267,417	108,813	-	-	25,601,499
Express Lanes Fees And Charges	-	-	-	-	-	19,300,000	19,300,000
Miscellaneous	244	-	1,766,709	-	-	-	1,766,953
Total Revenues	3,344,732	923,772,798	33,055,037	29,023,251	-	19,300,000	1,008,495,818
Expenditures							
General Government	14,510,816	995,927	175,000	123,846	-	-	15,805,589
Environment and Energy Conservation	-	193,821	-	-	-	-	193,821
Commuter and Motorist Assistance	-	2,433,300	-	4,241,674	-	-	6,674,974
Planning and Regional	1,433,461	2,108,412	8,260,131	1,256,304	-	-	13,058,308
Council of Governments	-	-	-	6,271,406	-	-	6,271,406
Transit	87,034,753	484,094,990	3,408,844	12,655,451	-	-	587,194,038
Project Delivery	100,000	462,084,771	19,536,243	-	-	518,803	482,239,817
Fund Administration	456,604	116,627,527	25,034,700	-	-	-	142,118,831
Debt Service	-	-	-	-	12,417,850	-	12,417,850
Express Lanes Operation	-	-	-	-	-	17,902,455	17,902,455
Total Expenditures	103,535,634	1,068,538,748	56,414,918	24,548,681	12,417,850	18,421,258	1,283,877,089
Other Financing Sources							
Transfers In	100,683,308	203,660	-	-	12,417,850	-	113,304,818
Transfers Out	(4,578,560)	(107,502,260)	-	(1,011,774)	-	(212,224)	(113,304,818)
Total Other Financing Sources	96,104,748	(107,298,600)	-	(1,011,774)	12,417,850	(212,224)	-
Revenues Over (Under) Expenditures	(4,086,154)	(252,064,550)	(23,359,881)	3,462,796	-	666,518	(275,381,271)

Note: (1) Expenditures exceed revenues in Special Revenue Fund mainly from use of fund balance in Measure I 2010-2040 Fund, Measure I 1990-2010 Fund and Local Transportation Fund.

(2) Express Lanes Operations Fund expenditure exceed revenue due to transfer of loan proceeds to Measure I - Freeway Fund to cover costs on the Interstate 10 Corridor Contract 1 Project.

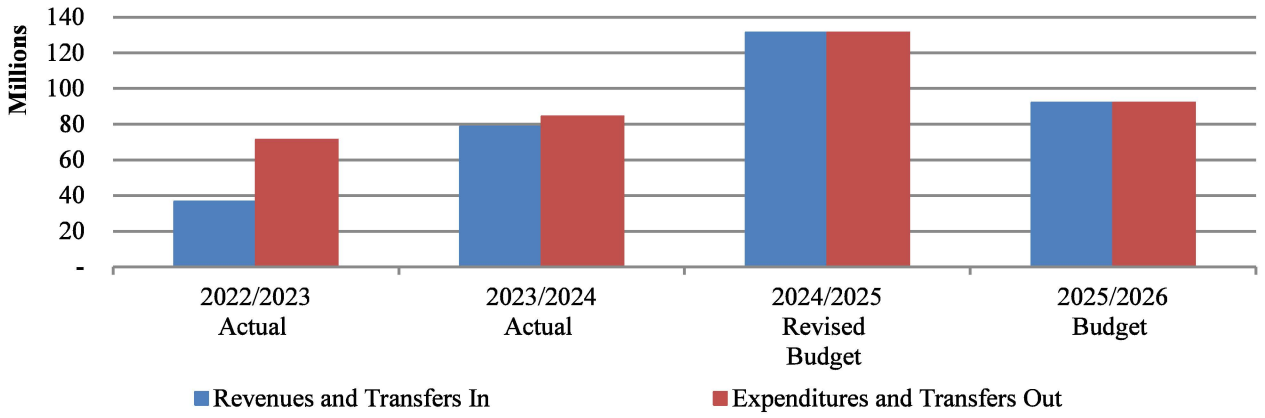
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
General Fund				
Revenues				
Sales Tax-MSI	2,574,700	2,518,059	2,519,000	2,486,700
Charges for Services	1,013,353	562,115	40,010	398,756
Investment Earnings	241,641	679,529	460,000	459,032
Miscellaneous	502,348	75,416	141	244
Total Revenues	4,332,042	3,835,119	3,019,151	3,344,732
Expenditures				
General Government	11,115,659	16,283,397	14,164,172	14,510,816
Environment and Energy Conservation	13,430	-	-	-
Planning and Regional	718,757	1,123,117	1,453,202	1,433,461
Transit	12,530,785	37,790,495	75,461,311	87,034,753
Project Delivery	-	51,771	309,967	100,000
Fund Administration	519,938	520,459	444,094	456,604
Total Expenditures	24,898,569	55,769,240	91,832,746	103,535,634
Other Financing Sources				
Transfers In	24,801,016	55,393,992	98,454,429	100,683,308
Transfers Out	-	(4,491,438)	(2,525,270)	(4,578,560)
Gain (Loss) on Land Held for Resale	1,260,743	-	-	-
Total Other Financing Sources	26,061,758	50,902,554	95,929,159	96,104,748
Revenues Over (Under) Expenditures	5,495,231	(1,031,567)	7,115,564	(4,086,154)



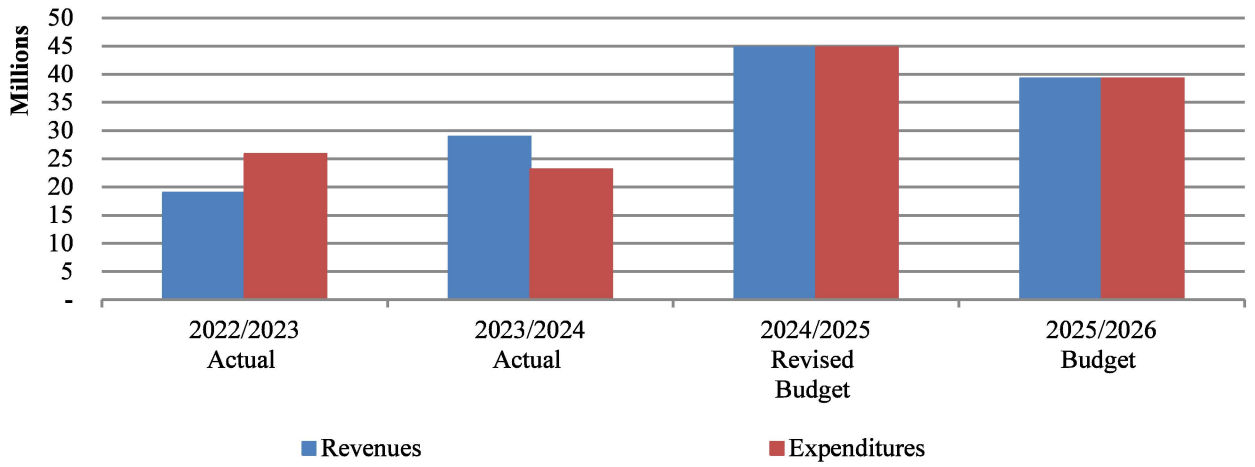
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Federal Fund				
Revenues				
Intergovernmental	35,783,822	70,963,258	131,400,865	92,044,631
Investment Earnings	94,185	144,870	-	-
Miscellaneous	735,078	-	-	-
Total Revenues	36,613,086	71,108,128	131,400,865	92,044,631
Expenditures				
Planning and Regional	-	429,148	700,000	374,133
Transit	1,474,613	911,455	2,363,732	2,167,695
Project Delivery	48,120,044	78,728,034	128,337,133	89,502,803
Total Expenditures	49,594,658	80,068,636	131,400,865	92,044,631
Other Financing Sources				
Transfers In	-	7,513,159	-	-
Transfers Out	(21,459,417)	(4,320,454)	-	-
Total Other Financing Sources	(21,459,417)	3,192,705	-	-
Revenues Over (Under) Expenditures	(34,440,989)	(5,767,803)	-	-



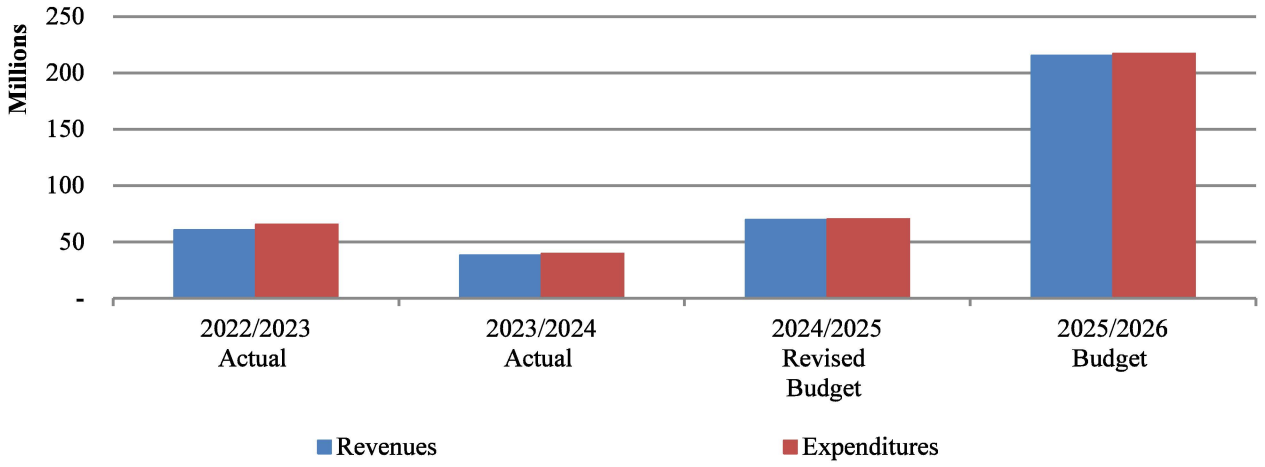
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	19,011,731	28,908,943	44,789,439	39,265,295
Investment Earnings	-	-	-	-
Total Revenues	19,011,731	28,908,943	44,789,439	39,265,295
Expenditures				
Transit	25,810,829	23,143,516	44,789,439	39,265,295
Total Expenditures	25,810,829	23,143,516	44,789,439	39,265,295
Revenues Over (Under) Expenditures	(6,799,099)	5,765,427	-	-



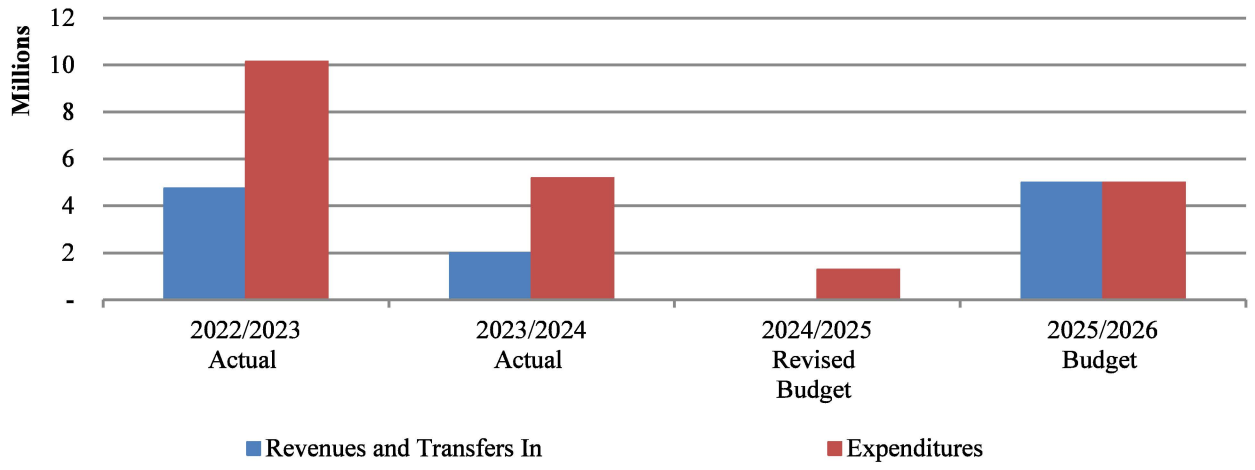
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
State Fund				
Revenues				
Intergovernmental	60,679,247	38,224,890	69,673,615	214,623,280
Investment Earnings	-	-	-	799,730
Total Revenues	60,679,247	38,224,890	69,673,615	215,423,010
Expenditures				
State Government	244	-	9,070	11,854
Planning and Regional	258,181	203,338	491,374	385,289
Transit	5,043,315	5,892,558	36,144,788	183,090,445
Project Delivery	59,029,734	32,667,123	32,591,448	32,317,068
Fund Administration	809,576	864,662	1,003,077	1,129,961
Total Expenditures	65,141,049	39,627,681	70,239,757	216,934,617
Revenues Over (Under) Expenditures	(4,461,803)	(1,402,790)	(566,142)	(1,511,607)



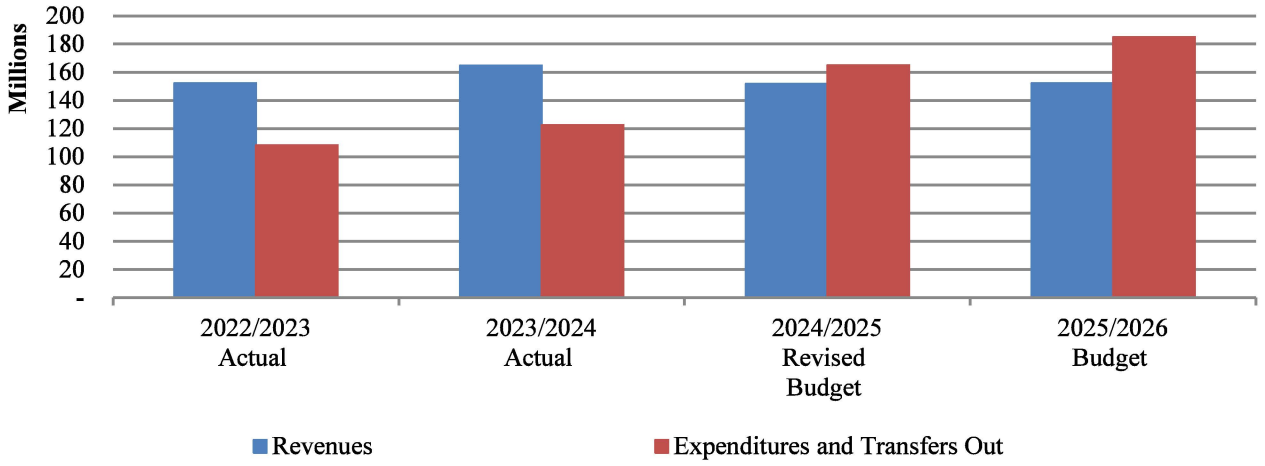
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	2,922,737	1,999,477	12,998	5,000,000
Investment Earnings	14,642	-	-	-
Total Revenues	2,937,379	1,999,477	12,998	5,000,000
Expenditures				
Transit	7,211,656	-	-	-
Project Delivery	2,922,737	5,185,685	1,279,461	5,000,000
Total Expenditures	10,134,393	5,185,685	1,279,461	5,000,000
Other Financing Sources				
Transfers In	1,805,948	-	-	-
Total Other Financing Sources	1,805,948	-	-	-
Revenues Over (Under) Expenditures	(5,391,067)	(3,186,208)	(1,266,463)	-



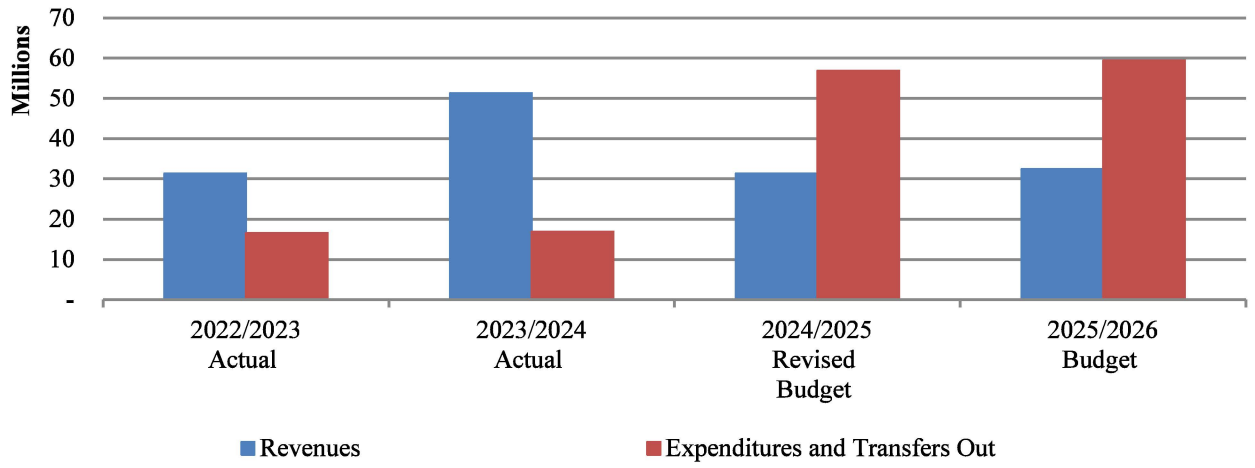
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	147,692,918	148,432,754	149,568,943	149,920,792
Investment Earnings	4,716,532	16,247,226	2,000,000	2,260,456
Total Revenues	152,409,450	164,679,980	151,568,943	152,181,248
Expenditures				
Transit	90,191,590	84,398,742	120,000,000	122,940,000
Total Expenditures	90,191,590	84,398,742	120,000,000	122,940,000
Other Financing Sources				
Transfers Out	(18,188,827)	(38,045,920)	(44,811,525)	(62,047,236)
Total Other Financing Sources	(18,188,827)	(38,045,920)	(44,811,525)	(62,047,236)
Revenues Over (Under) Expenditures	44,029,033	42,235,319	(13,242,582)	(32,805,988)



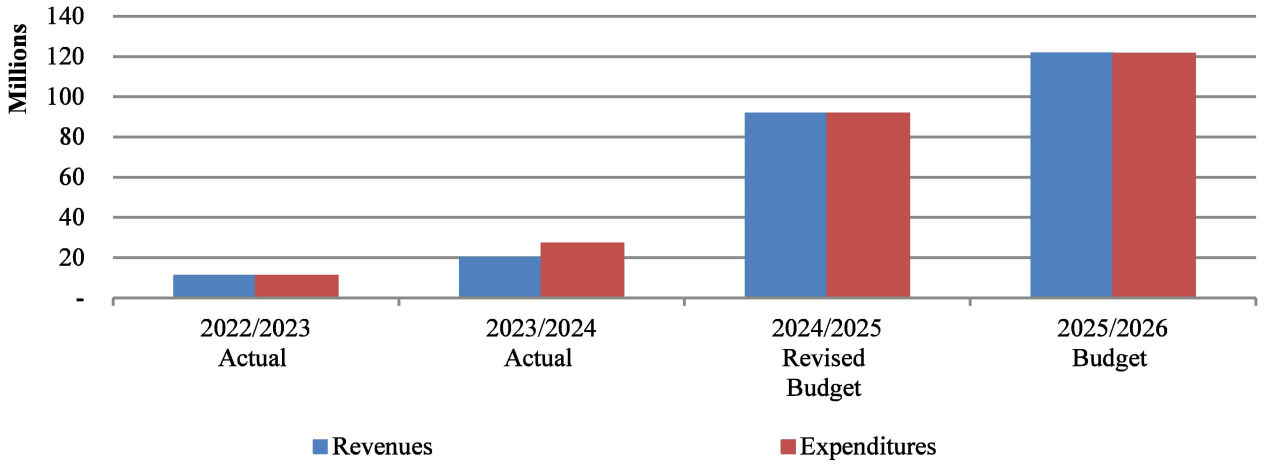
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	29,166,205	44,995,756	30,482,261	31,528,490
Investment Earnings	2,159,601	6,335,177	840,000	893,728
Total Revenues	31,325,807	51,330,933	31,322,261	32,422,218
Expenditures				
Transit	16,558,006	7,498,304	24,958,873	29,960,670
Total Expenditures	16,558,006	7,498,304	24,958,873	29,960,670
Other Financing Sources				
Transfers Out	-	(9,337,990)	(31,901,792)	(29,486,621)
Total Other Financing Sources	-	(9,337,990)	(31,901,792)	(29,486,621)
Revenues Over (Under) Expenditures	14,767,801	34,494,639	(25,538,404)	(27,025,073)



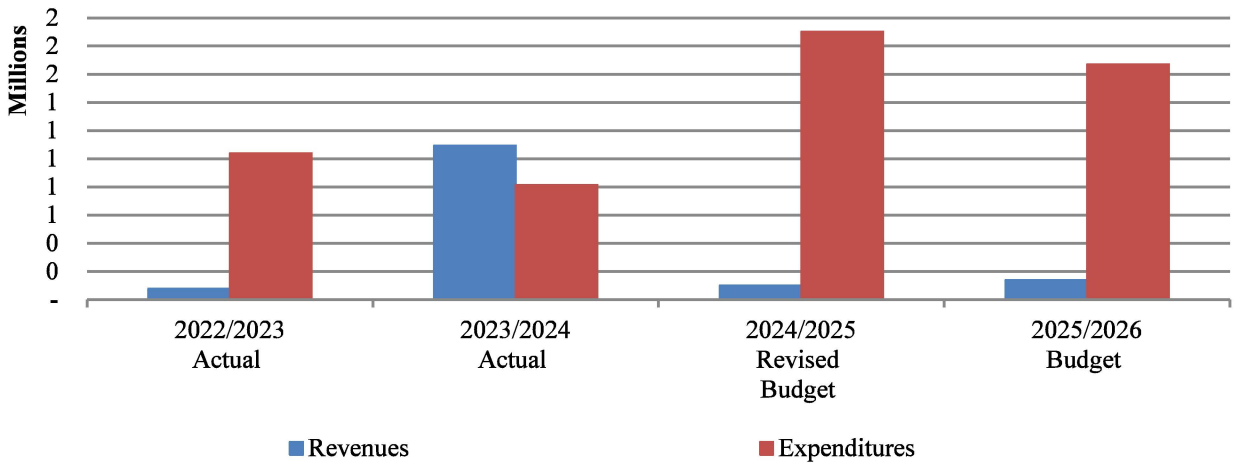
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	10,907,124	19,870,180	91,516,246	121,440,773
Total Revenues	10,907,124	19,870,180	91,516,246	121,440,773
Expenditures				
Commuter and Motorist Assistance	1,441,908	2,464,113	1,431,379	1,624,471
Planning and Regional	355,928	511,948	10,400,000	-
Transit	-	6,445,809	37,343,567	31,825,069
Project Delivery	9,059,851	17,775,512	42,341,300	87,969,233
Total Expenditures	10,857,687	27,197,383	91,516,246	121,418,773
Revenues Over (Under) Expenditures	49,437	(7,327,203)	-	22,000



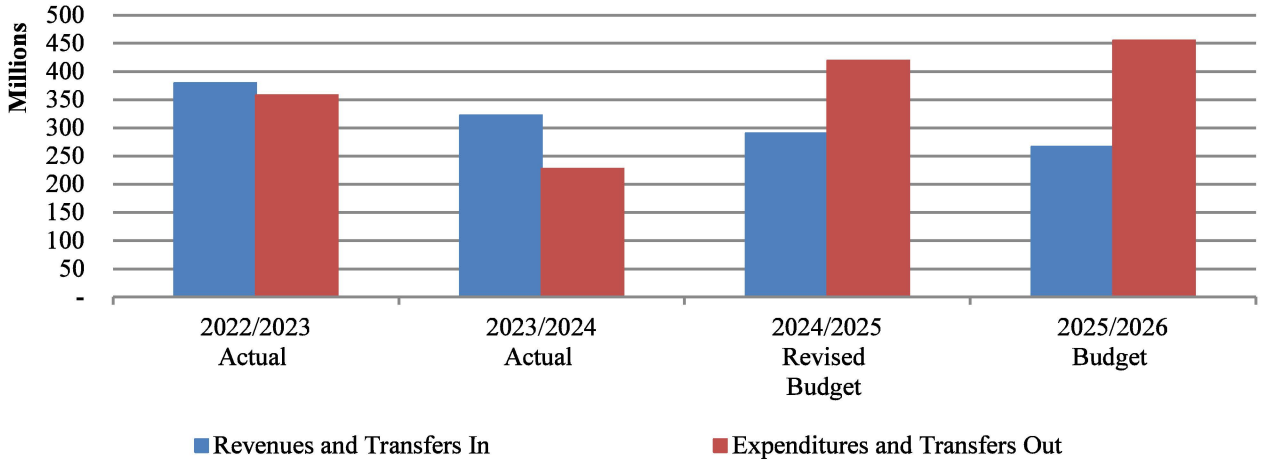
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	77,824	176,861	100,000	140,007
Miscellaneous	-	917,473	-	-
Total Revenues	77,824	1,094,334	100,000	140,007
Expenditures				
Project Delivery	1,039,612	814,780	1,903,400	1,672,000
Total Expenditures	1,039,612	814,780	1,903,400	1,672,000
Other Financing Sources				
Gain (Loss) on Land Held for Resale	35	-	-	-
Total Other Financing Sources	35	-	-	-
Revenues Over (Under) Expenditures	(961,753)	279,554	(1,803,400)	(1,531,993)



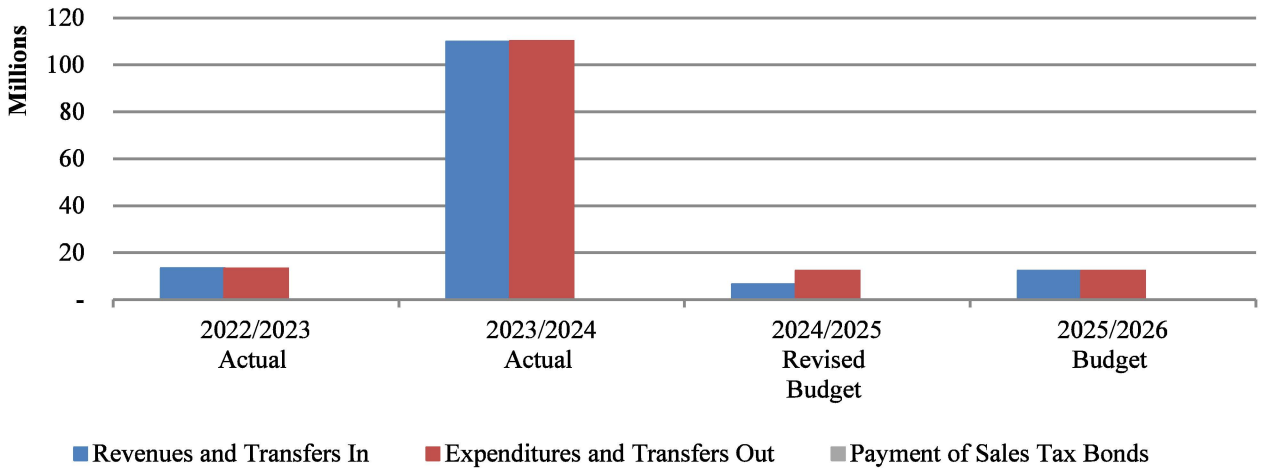
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	254,895,282	249,287,798	241,524,492	246,183,300
Intergovernmental	-	-	7,856,508	-
Investment Earnings	8,961,763	24,838,884	15,176,000	19,672,316
Total Revenues	263,857,045	274,126,682	264,557,000	265,855,616
Expenditures				
General Government	881,157	9,173,750	1,182,571	984,073
Environment and Energy Conservation	34,048	30,868	298,449	193,821
Commuter and Motorist Assistance	183,259	173,509	1,285,989	808,829
Planning and Regional	1,020,998	1,129,285	1,413,974	1,348,990
Transit	55,822,059	32,040,006	72,745,854	74,845,816
Project Delivery	182,684,939	87,489,562	190,898,239	245,623,667
Fund Administration	96,255,974	76,572,703	134,206,907	115,497,566
Total Expenditures	336,882,434	206,609,683	402,031,983	439,302,762
Other Financing Sources				
Transfers In	115,232,322	47,810,930	26,197,482	203,660
Transfers Out	(20,965,542)	(20,325,409)	(17,139,824)	(15,968,403)
Total Other Financing Sources	94,266,780	27,485,520	9,057,658	(15,764,743)
Revenues Over (Under) Expenditures	21,241,390	95,002,519	(128,417,325)	(189,211,889)



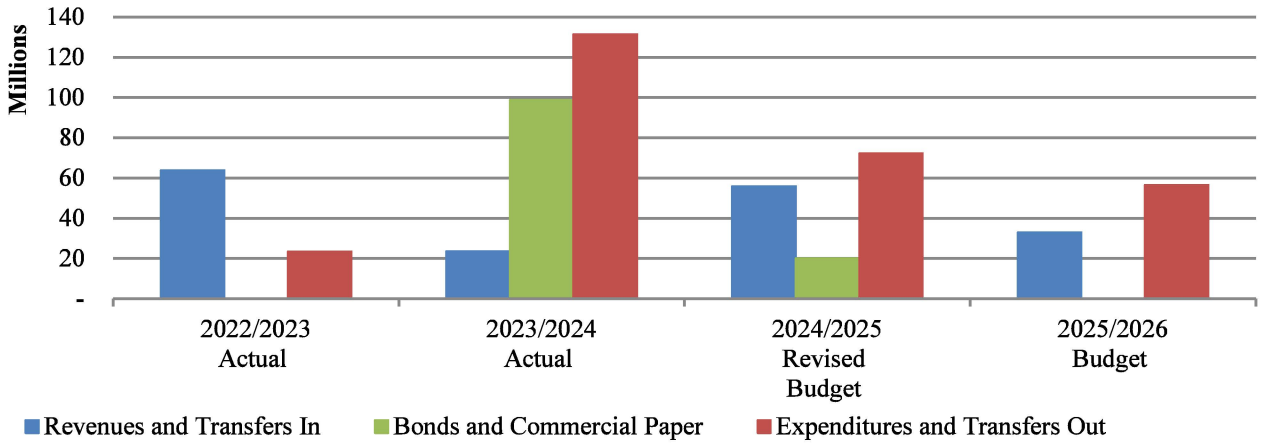
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Debt Service Fund				
Revenues				
Investment Earnings	125,004	1,507,075	-	-
Total Revenues	125,004	1,507,075	-	-
Expenditures				
Debt Service	13,256,163	110,121,238	12,413,850	12,417,850
Total Expenditures	13,256,163	110,121,238	12,413,850	12,417,850
Other Financing Sources				
Transfers In	13,256,163	108,439,495	6,479,890	12,417,850
Transfers Out	-	(16,661)	-	-
Total Other Financing Sources	13,256,163	108,422,834	6,479,890	12,417,850
Revenues Over (Under) Expenditures	125,004	(191,329)	(5,933,960)	-



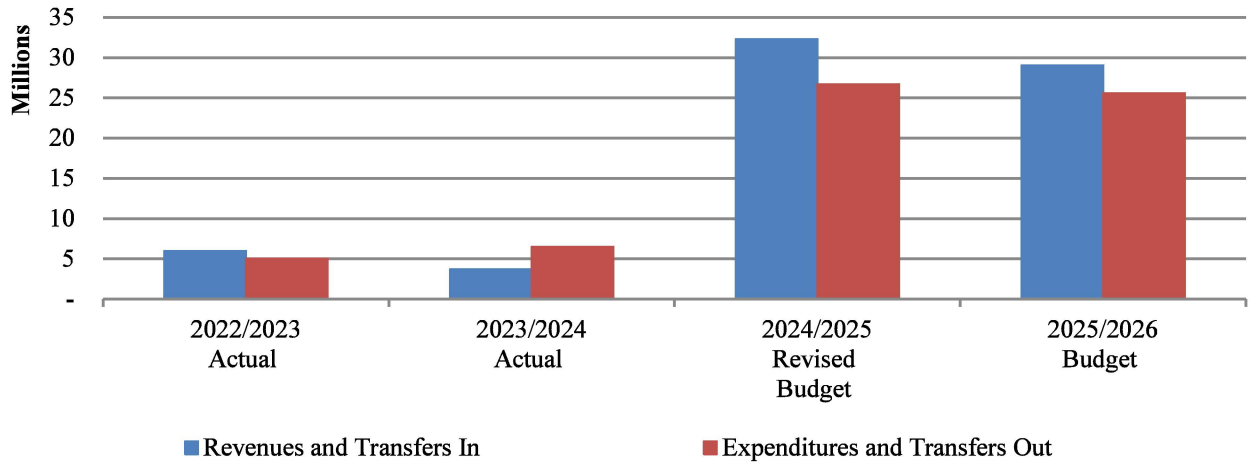
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Capital Projects Fund				
Revenues				
Intergovernmental	41,482,637	18,732,216	41,680,437	30,020,911
Investment Earnings	660,497	771,738	1,065,000	1,267,417
Miscellaneous	150,486	186,248	10,671,316	1,766,709
Total Revenues	42,293,619	19,690,202	53,416,753	33,055,037
Expenditures				
General Government	-	-	150,000	175,000
Environment and Energy Conservation	84,148	-	-	-
Commuter and Motorist Assistance	368,748	134,717	-	-
Planning and Regional	47,358	150,601	6,260,629	8,260,131
Transit	3,904,096	5,170,817	8,048,046	3,408,844
Project Delivery	18,998,982	21,064,196	35,661,708	19,536,243
Fund Administration	-	-	2,034,700	25,034,700
Debt Service	-	351,621	-	-
Total Expenditures	23,403,332	26,871,953	52,155,083	56,414,918
Other Financing Sources				
Transfers In	21,535,146	3,866,909	2,458,848	-
Transfers Out	(12)	(104,471,588)	(20,000,000)	-
Commercial Paper (Short Term Borrowing)	-	2,500,000	20,000,000	-
Premium on Bonds Issued	-	14,393,385	-	-
Revenue Bond Proceeds	-	81,880,000	-	-
Sale of Property Proceeds	132	-	-	-
Total Other Financing Sources	21,535,266	(1,831,295)	2,458,848	-
Revenues Over (Under) Expenditures	40,425,553	(9,013,046)	3,720,518	(23,359,881)



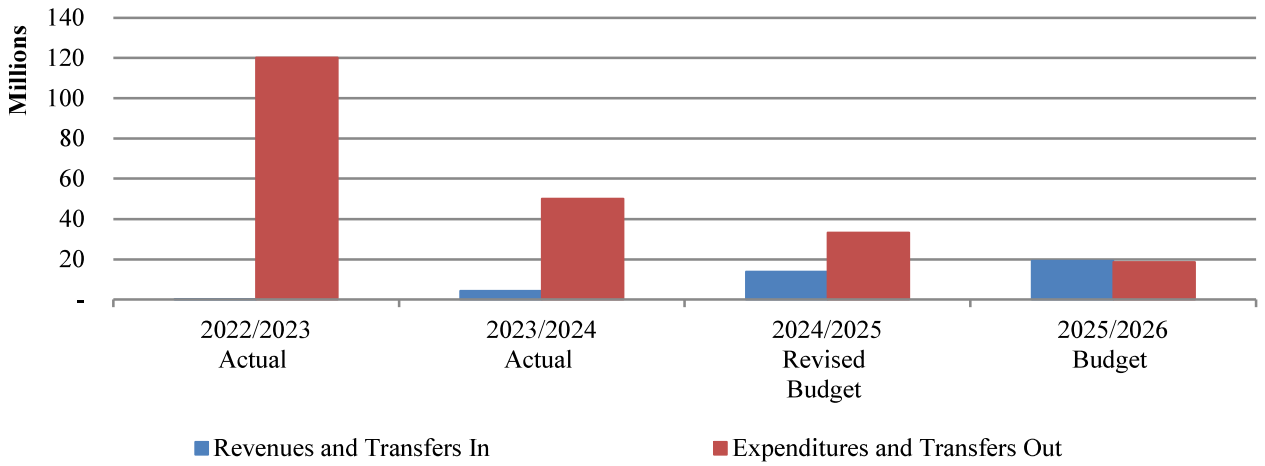
Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	5,386,402	2,929,486	30,274,184	27,414,438
Charges For Services	-	-	12,213	-
Investment Earnings	156,871	299,645	145,000	108,813
Miscellaneous	78,464	60,572	840,669	-
Special Assessments	331,276	404,291	991,873	1,500,000
Total Revenues	5,953,013	3,693,994	32,263,939	29,023,251
Expenditures				
General Government	293,881	439,919	116,884	123,846
Environment and Energy Conservation	72,810	-	-	-
Commuter and Motorist Assistance	3,084,958	2,267,501	5,434,709	4,241,674
Planning and Regional	523,700	201,466	1,450,988	1,256,304
Council of Governments	115,551	1,045,944	5,487,687	6,271,406
Transit	53,221	1,591,074	12,315,100	12,655,451
Total Expenditures	4,144,120	5,545,904	24,805,368	24,548,681
Other Financing Sources				
Transfers In	7,375	77	-	-
Transfers Out	(877,460)	(916,678)	(1,886,025)	(1,011,774)
Total Other Financing Sources	(870,085)	(916,601)	(1,886,025)	(1,011,774)
Revenues Over (Under) Expenditures	938,808	(2,768,511)	5,572,546	3,462,796



Budget Summary by Fund

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Enterprise Fund				
Revenues				
Investment Earnings	-	171,949	-	-
Express Lanes Fees And Charges	-	-	13,828,000	19,300,000
Total Revenues	-	171,949	13,828,000	19,300,000
Expenditures				
Project Delivery	-	-	-	518,803
Express Lanes Operation	5,039,710	4,891,561	17,908,765	17,902,455
Total Expenditures	5,039,710	4,891,561	17,908,765	18,421,258
Other Financing Sources				
Transfers In	85,542	4,273,497	-	-
Transfers Out	(115,232,253)	(45,371,920)	(15,354,798)	(212,224)
Total Other Financing Sources	(115,146,711)	(41,098,423)	(15,354,798)	(212,224)
Revenues Over (Under) Expenditures	(120,186,420)	(45,818,034)	(19,435,563)	666,518 *



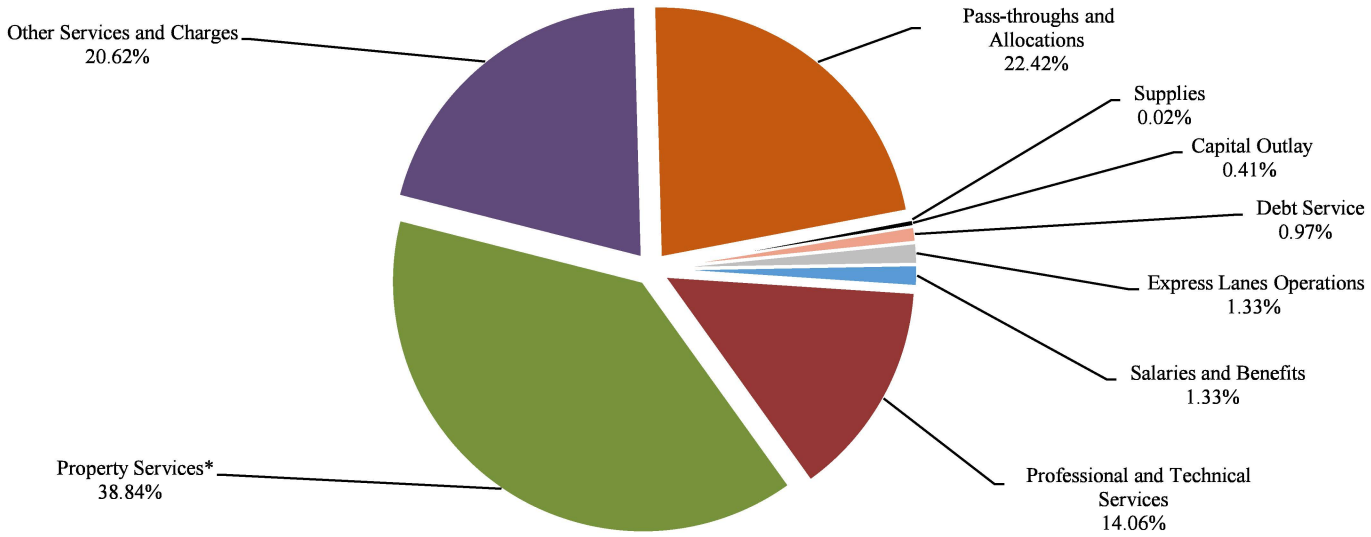
* Revenues budgeted in excess of appropriations will be used to fund reserve requirements for the Transportation Infrastructure Finance and Innovation Act loan.

Budget Summary by Major Object Expenditures

	Salaries and Benefits	Professional and Technical Services	Property Services*	Other Services and Charges	Pass-throughs and Allocations	Supplies	Capital Outlay	Debt Service	Express Lanes Operations	Total
General Government	7,361,389	3,982,869	1,274,601	1,334,710	-	142,688	1,709,332	-	-	15,805,589
Environment and Energy Conservation	39,091	135,825	-	18,380	-	525	-	-	-	193,821
Commuter and Motorist Assistance	331,934	5,126,288	800,600	407,702	-	8,450	-	-	-	6,674,974
Planning and Regional	1,323,782	11,210,226	-	515,900	-	3,400	5,000	-	-	13,058,308
Council of Governments	1,194,227	4,906,026	-	167,119	-	4,034	-	-	-	6,271,406
Transit	2,140,065	37,862,852	135,626,192	260,720,068	147,400,670	5,200	3,438,991	-	-	587,194,038
Project Delivery	2,362,713	117,269,471	360,865,016	1,560,617	-	102,000	80,000	-	-	482,239,817
Fund Administration	1,644,481	20,000	-	31,700	140,420,500	2,150	-	-	-	142,118,831
Debt Service	-	-	-	-	-	-	-	12,417,850	-	12,417,850
Express Lanes Operation	646,487	-	100,000	-	-	-	-	-	17,155,968	17,902,455
Total Expenditures	17,044,169	180,513,557	498,666,409	264,756,196	287,821,170	268,447	5,233,323	12,417,850	17,155,968	1,283,877,089

* Property Services include construction and right of way among other expenses (see ***pg 309-310*** *Object Category List for more detail*).

**Operating budget is $53,649,980.



Revenue Overview

The anticipated new revenue for Fiscal Year 2025/2026 is projected at $1,008,495,818. General Fund funding sources include Measure I Administration, Local Transportation Fund (LTF)-Administration, LTF-Planning, LTF-Rail, State of Good Repair (SGR), State Transit Assistance (STA) Fund-Rail, Rail Assets, Modeling Fees, and Amtrak. Indirect Cost Fund costs are funded by transfers from various Measure I Funds, LTF, Council of Governments (COG) Fund, Service Authority for Freeway Emergencies (SAFE) Fund, Express Lanes, and San Bernardino County Housing Trust. Also, the revenue generated from operations of the building, such as rental charges, are recorded in the General Fund.

Special Revenue Funds include Federal, Federal Transit Administration (FTA), State, Proposition 1B, LTF, STA, Senate Bill 1 (SB1), Measure I 1990-2010, Measure I 2010-2040, and Nonmajor Governmental. The majority of the revenue received is classified as special revenue.

Capital Projects Fund identified in the budget includes Local Projects and Commercial Paper Funds.

Debt Service Fund includes the 2022A and 2023A Sale Tax Revenue Bond Funds.

Enterprise Fund includes express lanes revenue, which began revenue operations in August 2024 for the I-10 Corridor Contract 1 Project.

Measure I Sales Tax

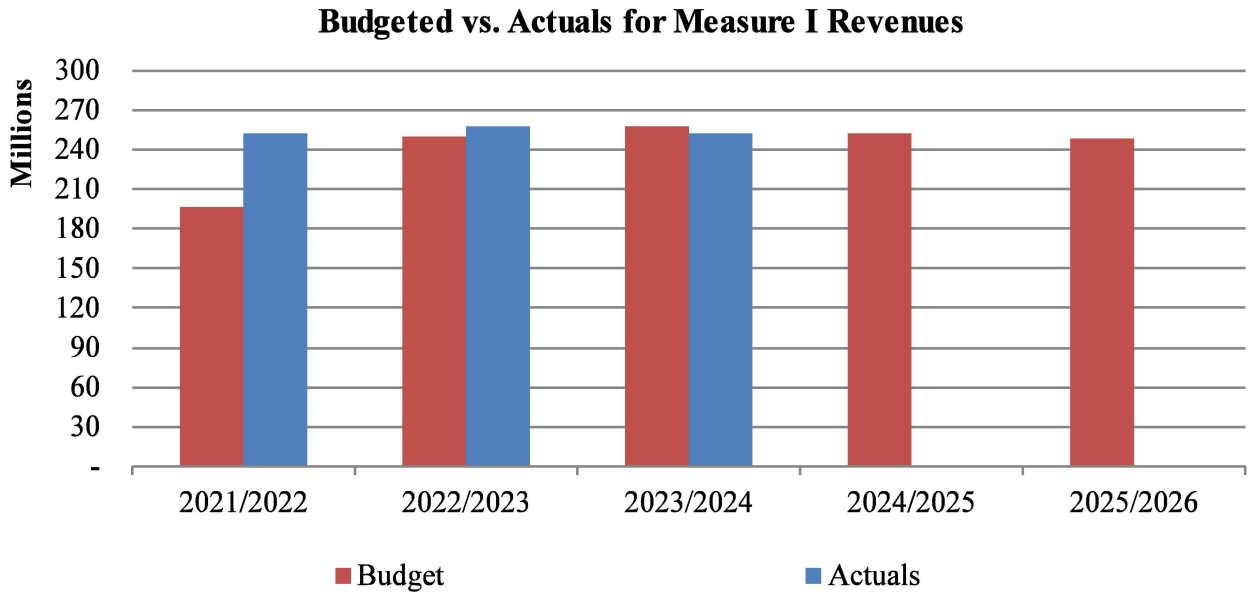
In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of 30 years. SBCTA is authorized to administer the programs as described in the Measure.

Measure I identifies six separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the sales tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as outlined in Ordinance No. 04-01.

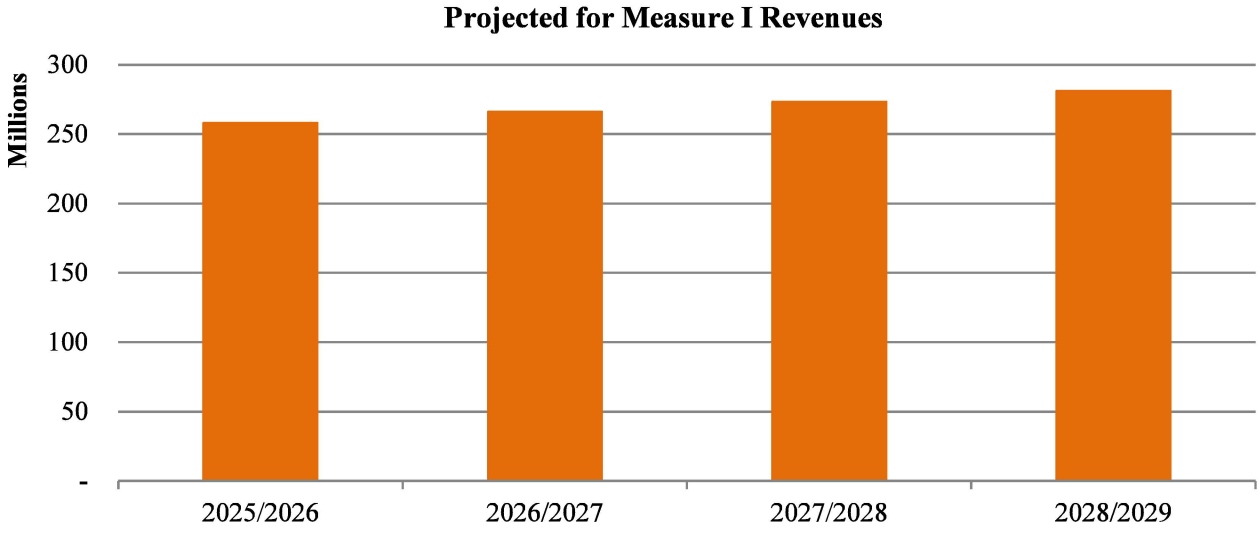
Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections for budget and strategic project planning purposes. The projections provided by the sales tax consultant includes updated estimates. SBCTA engages the services of an investment advisor, a financial advisor, and an economist. On a quarterly basis, a sales tax services consultant provides Measure I revenue projections in connection with its quarterly sales tax analysis. Annually, this consultant also provides a long range forecast. In addition, as part of the 10-Year Delivery Plan update, every two years an economist prepares a long-term economic forecast through 2040 which includes both Measure I Sales Tax and Local Transportation Sales Tax revenues. This report is a critical element to the continued assessment of short and long-term cash needs, identification of funding needs, and a basis for establishing a corrective action plan that fulfills the long-term goals and objectives set forth in the Measure I Ordinance, the Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Revenue Overview

Measure I budget and actuals for the prior five fiscal years are presented in the graph below.



Measure I projections for the next four fiscal years are presented in the graph below.



SBCTA has opted to remain conservative in the budgeting of Measure I Sales Tax Revenue. The budget for Fiscal Year 2025/2026 Measure I collections is $248.7 million, which is the projection by SBCTA's sales tax consultant. This strategy should provide a hedge against the current fluctuations in the transactions and use tax. Projects could be delayed, offsetting any projected deficits, but this is usually not in the best interest of the agency. Delays in the construction and purchase of the right-of-way can be costly. SBCTA continuously searches for additional funding sources to supplement Measure I funds. Staff has successfully reduced the overall costs of the program by monitoring the status of the projects closely. Additionally, Measure I revenue is eligible to be pledged against bond proceeds.

Measure I Pass-through revenue and expenditure budget will be adjusted based on actual sales tax revenues received to comply with Ordinance 04-01.

Additional information on fund revenues is included in the ***Revenue Detail Section on pages 89-114***.

Estimated Revenue Summary

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Taxes				
Sales Tax-MSI	257,469,981	251,805,858	251,900,000	248,670,000
Sales Tax-LTF	147,692,918	148,432,754	149,568,943	149,920,792
Total Taxes	405,162,899	400,238,612	401,468,943	398,590,792
Intergovernmental				
Active Transportation Program-Federal	-	-	200,000	205,000
Affordable Housing & Sustainable Communities Program	-	-	4,899,283	4,752,014
Barstow	839,626	1,706,595	1,139,692	5,000
Caltrans	208,845	294,833	505,044	-
Chino	3,619,629	1,682,732	222,149	222,175
Climate Adaptation Planning	-	-	500,000	700,000
Colton	62,835	80,044	1,830,627	1,932,194
Congestion Mitigation and Air Quality	4,641,671	11,190,698	21,137,264	24,742,452
Demonstration Priority Project	(401)	401	-	-
Environmental Protection Agency	-	429,147	700,000	374,133
Federal-One time awards	-	-	-	424,974
Federal Railroad Administration	-	-	5,807,433	5,810,037
Federal Transit Administration	19,011,731	28,908,943	44,789,439	39,265,295
Fontana	441,100	466,521	493,223	454,402
Freeway Service Patrol	1,536,858	34,576	3,298,208	1,689,961
Hesperia	11,257,442	-	-	-
Highland	142,672	-	281,612	140,784
Highway Bridge Program	17,230,077	34,512,406	39,403,065	13,353,104
Highway infrastructure Program	1,264,913	4,622,949	10,412,330	1,239,521
Local Bridge Seismic Retrofit Account-P1B	-	305,102	-	-
Los Angeles County Metro Transportation Authority	200,242	196,092	274,454	316,355
Low Carbon Transit Operations Program	1,300,783	(39,270)	2,015,132	2,147,555
Montclair	85,559	127,409	2,550,513	2,149,241
Omnitrans	15,951,892	3,509,887	7,477,640	2,803,365
Ontario	1,571,147	426,578	46,379	2,223
Orange County Transportation Authority	76,682	66,309	153,840	131,947
Planning, Programming and Monitoring	1,068,000	1,068,000	1,495,000	1,495,000
Project National and Regional Significance	31,642	-	600,000	623,000
Public Utilities Commission		-	-	5,000,000
Rail Station Coop	-	-	151,513	175,000
Rancho Cucamonga	37,107	43,398	200,750	25,000
Rancho Cucamonga Fire Protection District	-	8,091	-	-
Redlands	2,959,742	320,095	351,864	197,435
Regional Improvement Program	4,660,063	13,361,671	22,249,548	25,286,120
Riverside County Transportation Commission	2,681	164,246	155,964	145,771
Road Repair and Accountability-SB1	10,907,124	19,870,180	91,516,246	121,440,773
San Bernardino	612,648	1,763,373	4,724,683	4,069,582
San Bernardino County	3,393,423	7,819,067	14,920,794	9,003,250
San Bernardino County Housing Trust	-	-	3,308,054	2,244,020
San Bernardino County Public Health	12,298	103,336	101,008	25,000
Southern California Association of Governments	436,600	74,701	11,759,874	13,732,013
South Coast Air Quality Management District/Mobile Source Review	-	-	831,000	1,163,400
Southern California Regional Rail Authority	23,274	12,525	51,702	20,881
State California Department Parks & Recreation	-	-	230,000	-
State Highway Oper and Protection Program	49,919,497	23,222,304	7,166,000	6,130,948
State of Good Repair (SGR) - Pass-through	3,383,572	5,105,105	4,388,943	4,659,812
State Transit Assistance Fund	25,782,633	39,890,651	26,093,318	26,868,678
State Wildlife Conservation Board	63,452	154,298	-	-
Surface Transportation Program	12,615,920	20,207,656	57,328,163	51,282,447
Trade Corridor Improvement	2,922,737	1,694,375	12,998	-
Traffic Light Synchronization Program	-	-	1,820,043	-

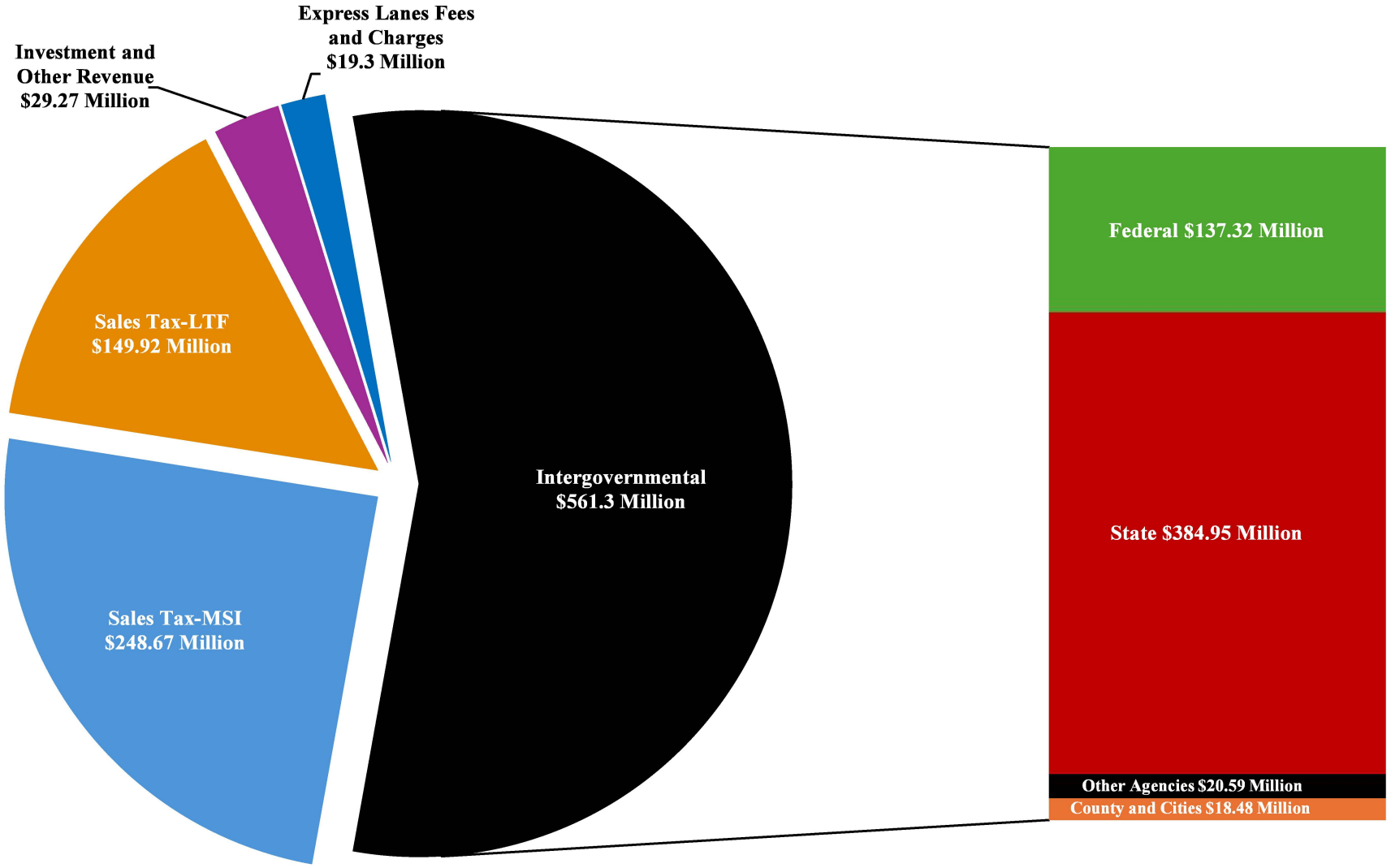
Estimated Revenue Summary

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Transit and Intercity Rail Capital Program	5,031,687	572,912	32,057,024	28,147,410
Transit and Intercity Rail Capital Program - SB125	-	-	6,674,599	142,290,780
Upland	32,704	18,927	150,503	11,000
Ventura County Transportation Commission	11,906	15,014	40,893	40,037
Vehicle Registration Fees	1,984,904	1,965,476	1,902,000	1,902,000
Western Riverside Council of Governments_Regional Energy Network	2,987	646,852	1,378,790	1,153,707
Yucca Valley	-	-	-	70,000
Zero Emission Transit Capital Program-SB125	-	-	31,444	11,273,022
Total Intergovernmental	205,339,905	226,624,206	439,830,045	561,337,818
Charges For Services				
Administration Fee	55,560	55,440	-	-
Amendment or Extension Fee	-	1,680	-	-
Appeal Fee	900	-	-	-
Application Fee	17,840	8,920	-	-
Land Sales	334,562	-	-	307,422
Modeling Fees	2,700	30,600	20,000	-
Property Rental Fees	326,666	235,356	-	-
Rail Asset General Revenue	17,050	-	-	49,578
Rental Fee - San Bernardino Metrolink EV Station	-	-	7,633	17,104
Rental Fee - Santa Fe Depot EV Station	4,479	8,048	12,590	652
Use Fee	240,946	206,482	-	-
Use Fee - Surface Uses	650	3,590	-	-
AMTRAK	12,000	12,000	12,000	24,000
Total Charges For Services	1,013,353	562,115	52,223	398,756
Special Assessments				
General Assessment Dues	331,276	404,291	991,873	1,500,000
Total Special Assessments	331,276	404,291	991,873	1,500,000
Express Lanes Fees And Charges				
I-10 Express Lanes	-	-	13,828,000	19,300,000
I-15 Express Lanes	-	-	-	-
Total Express Lanes Fees And Charges	-	-	13,828,000	19,300,000
Investment Earnings				
Investment Earnings	17,208,559	51,172,955	19,786,000	25,601,499
Total Investment Earnings	17,208,559	51,172,955	19,786,000	25,601,499
Miscellaneous				
BNSF	(100,322)	-	8,587,211	766,709
AT&T	-	24,467	-	-
Brightline West	-	-	1,807	-
Callbox Knockdown Recovery	-	546	14,676	-
Esri	-	6,943	-	-
Fees for PACE Program	78,464	60,026	825,993	-
In-Kind Revenue	830,315	-	-	-
Lease financing	268,088	74,415	-	-
Local Projects		-	-	1,000,000
Low Carbon Fuel Credit	764	812	141	244
National Comm Renaiss California		60,000	-	-
Other Miscellaneous Revenues	87	917,661	1,876,240	-
Ryder	84,148	-	-	-
Subscription financing	233,410	-	-	-
Union Pacific Railroad	71,423	94,837	206,058	-
Total Miscellaneous	1,466,376	1,239,709	11,512,126	1,766,953

Estimated Revenue Summary

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Other Financing Sources				
Transfers In	176,723,512	227,298,059	133,590,649	113,304,818
Commercial Paper (Short Term Borrowing)	-	2,500,000	20,000,000	-
Premium on Bonds Issued	-	14,393,385	-	-
Revenue Bond Proceeds	-	81,880,000	-	-
Sale of Property Proceeds	1,260,909	-	-	-
Total Other Financing Sources	177,984,422	326,071,443	153,590,649	113,304,818
Total Revenues and Other Financing Sources	808,506,790	1,006,313,332	1,041,059,859	1,121,800,636

Estimated New Revenues of $1.008 Billion
Fiscal Year 2025/2026



Sales Tax Measure I
Revenue Summary

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Measure I Administration				
Administration	2,574,700	2,518,059	2,519,000	2,486,700
Total Measure I Administration	2,574,700	2,518,059	2,519,000	2,486,700
Measure I Valley				
Freeway Projects	60,974,382	59,762,743	59,690,500	59,617,300
Freeway Interchange	23,128,214	22,668,627	22,641,200	22,613,400
Major Street	35,743,603	35,033,332	34,991,000	34,948,000
Local Street	42,051,298	41,215,685	41,165,900	41,115,600
Metrolink/Rail Service	16,820,519	16,486,274	16,466,300	16,446,100
Express Bus/Bus Rapid Trans	10,512,824	10,303,921	10,291,500	10,278,800
Senior/Disabled	16,820,519	16,486,274	16,466,300	16,446,200
Traffic Mgmt Sys	4,205,130	4,121,569	4,116,600	4,111,500
Total Measure I Valley	210,256,490	206,078,425	205,829,300	205,576,900
Measure I Victor Valley				
Major Local Hwy	6,462,602	6,175,934	6,252,700	5,700,800
Local Street	17,319,774	16,551,504	16,757,300	15,278,300
Senior/Disabled	1,551,024	1,482,224	1,500,700	1,368,200
Traffic Mgmt Sys	517,008	494,075	500,200	456,100
Total Measure I Victor Valley	25,850,408	24,703,738	25,010,900	22,803,400
Measure I North Desert				
Major Local Hwy	1,279,742	1,290,067	1,299,600	1,115,800
Local Street	3,480,899	3,508,982	3,534,900	3,035,000
Senior/Disabled	255,948	258,013	259,900	223,200
Traffic Mgmt Sys	102,379	103,205	104,000	89,300
Total Measure I North Desert	5,118,970	5,160,267	5,198,400	4,463,300
Measure I Colorado River				
Major Local Hwy	108,645	99,184	113,400	94,700
Local Street	295,514	269,779	308,300	257,700
Senior/Disabled	21,729	19,837	22,700	18,900
Traffic Mgmt Sys	8,692	7,935	9,100	7,600
Total Measure I Colorado River	434,579	396,734	453,500	378,900
Measure I Morongo Basin				
Major Local Hwy	815,126	772,878	765,600	683,700
Local Street	2,217,142	2,102,229	2,082,300	1,859,500
Senior/Disabled	163,025	154,576	153,100	136,700
Traffic Mgmt Sys	65,210	61,830	61,200	54,700
Total Measure I Morongo Basin	3,260,503	3,091,513	3,062,200	2,734,600
Measure I Mountain				
Major Local Hwy	668,014	679,882	671,800	790,700
Local Street	1,816,998	1,849,280	1,827,400	2,150,700
Senior/Disabled	133,603	135,976	134,400	158,100
Traffic Mgmt Sys	53,441	54,391	53,700	63,300
Total Measure I Mountain	2,672,056	2,719,529	2,687,300	3,162,800
Measure I Cajon Pass				
Cajon Pass	7,302,275	7,137,593	7,139,400	7,063,400
Total Measure I Cajon Pass	7,302,275	7,137,593	7,139,400	7,063,400
Total Sales Tax Measure I	257,469,981	251,805,857	251,900,000	248,670,000

Reserves
Fiscal Year 2025/2026

Measure I 2010-2040 Funds	
Valley:	**Total**
Freeway	11,923,460
Interchange	4,522,680
Major Street - Grade Separation	1,397,920
Major Street - Arterials	5,591,680
Metrolink/Rail	3,289,220
Express Bus/Bus Rapid Transit	2,055,760
Traffic Management	822,300
Total Valley	**29,603,020**
Mountain/Desert:	
Major Local Highway:	
Victor Valley	1,140,160
North Desert	223,160
Colorado River	18,940
Morongo Basin	136,740
Mountain	158,140
Total Mountain/Desert	**1,677,140**
Total Reserves for Measure I Funds	**31,280,160**

The Measure I Strategic Plan, Policy No. 40021, establishes a reserve of 20 percent for the Freeway, Freeway Interchange, Major Street, Traffic Management Systems, Metrolink/Rail, and Express Bus/BRT programs for the Valley area and Major Local Highway programs for all the Mountain/Desert areas. The reserve is adjusted annually to remain proportional to the growth in annual Measure I revenue. The reserve may be used to advance Federal or State funds that require reimbursement, manage cash flow for non pass-through programs, cover overruns or unforeseen expenses associated with projects that received allocation of Measure I funds, and to leverage Federal or State funds to which otherwise SBCTA may lose access. The reserve will be replenished upon use with sales tax revenues received in subsequent years. A reserve is established to pay off the net pension liability before the current measure ends in 2040.

Transportation Development Act (TDA) Funds	
Local Transportation Fund	14,992,079
State Transit Assistance Fund	2,217,336
Total Reserves for Transportation Development Act Funds	**17,209,415**

Policy No. 31010 delineates that a reserve be established equivalent to 10 percent of the estimated annual revenues for the apportionment in the following year for TDA funds and any additional reserves approved by Board.

Indirect Cost Fund (General Fund)	
Emergencies	500,000
Capital Projects	602,618
Total Reserve for Indirect Cost Fund	**1,102,618**

Policy No. 20600 delineates that reserves be established for emergencies (shall be at least $500,000 and shall not exceed 20 percent of indirect costs budgeted for the next fiscal year) and for capital improvements relating to the Santa Fe Depot and information technology anticipated in future years.

Total Reserves	**49,592,193**

Program Overview

The SBCTA Fiscal Year 2025/2026 budget is organized into 10 distinct program areas with budget requirements of $1,283,877,089. Within these 10 program areas, 40 specific tasks and 146 sub-tasks are budgeted.

The table below lists the programs contained in the SBCTA budget that direct the financial and human resource expenditures of the agency for the Fiscal Year 2025/2026 Budget. The Fiscal Year 2025/2026 Budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2025/2026.

Budget Summary by Program Expenditures

	2022-2023 Actuals	2023-2024 Actuals	2024-2025 Revised Budget	2025-2026 Budget	Percent Budget Change
General Government	12,290,940	25,897,066	15,622,697	15,805,589	1.17%
Environment and Energy Conservation	204,435	30,868	298,449	193,821	-35.06%
Commuter and Motorist Assistance	5,078,872	5,039,840	8,152,077	6,674,974	-18.12%
Planning and Regional	2,924,922	3,748,903	22,170,167	13,058,308	-41.10%
Council of Governments	115,551	1,045,944	5,487,687	6,271,406	14.28%
Transit	218,600,169	204,882,776	434,170,710	587,194,038	35.24%
Project Delivery	321,855,899	243,776,664	433,322,656	482,239,817	11.29%
Fund Administration	97,585,488	77,957,825	137,688,778	142,118,831	3.22%
Debt Service	13,256,163	9,895,290	12,413,850	12,417,850	0.03%
Express Lanes Operations	5,039,710	4,891,561	17,908,765	17,902,455	-0.04%
Total Expenditures	676,952,149	577,166,737	1,087,235,836	1,283,877,089	

Transit, Project Delivery, and Fund Administration Programs comprise 94.3 percent of appropriations for the next fiscal year. These three programs include the substantial investments by SBCTA in transit capital and operations, highway and freeway construction, and pass-through funds for transit and local street improvements within San Bernardino County.

Percent changes from the prior year budget are mainly attributed to the following:

- Budgeted expenditures for the General Government Program changed inconsequentially. The changes include audit costs being more than anticipated for Measure I pass-through and Transportation Development Act (TDA) compliance audits; implementation of an Enterprise Resource Planning solution; and an increase in cost for additional advocacy services, which are offset by a reduction in expenditures for capital projects at the Depot.

- Budgeted expenditures for the Environment and Energy Conservation Program decreased due to a reduction in contributions.

- Budgeted expenditures for the Commuter and Motorist Assistance Program decreased due to the decommissioning of the Call Box System and contractual changes for the Freeway Service Patrol.

- Budgeted expenditures in the Planning and Regional Program increased due to grant funding for an Evacuation Resilience Center Design study, offset by decreases for staffing costs and moving an electric vehicle charging project to the Project Delivery Program.

Program Overview

- Budgeted expenditures for the Council of Governments Program increased mainly due to increases in staffing to support SBCOG and an increase in activity on consulting support for the REAP 2.0 program and other on-call planning services.

- Budgeted expenditures for the Transit Program are similar to the prior year. Pass-throughs have increased due to higher Measure I 2010-2040, Transit Development Act, Transit and Intercity Rail Capital Program, and Zero-Emission Transit Capital Program projected disbursements. Changes in the operations and capital are related to changes to SBCTA's annual operation subsidy, and ongoing construction and right of way acquisitions for the West Valley Connector Project, the construction of the Hydrogen Fueling Infrastructure and Retrofit of Arrow Maintenance Facility for the Zero Emission Multiple Unit (ZEMU) Vehicle Project, activities for the Ontario International Airport (ONT) Connector Project, the facilitation of funding for the Brightline – High Desert Stations Project, and the initiation of the Lilac to Sycamore Double Track cooperative project agreement.

- Budgeted expenditures for the Project Delivery Program increased while several freeway, interchange, and bridge replacement projects are in design and continuing to move through construction, including but not limited to the following: Interstate 10 (I-10) Corridor Contract 2, Interstate 15 (I-15) Corridor Contract 1, US 395 Widening Phase 2, and I-10 Eastbound Truck Climbing Lane. An increase in construction capital is due to the Interstate 215 (I-215) University Parkway Interchange, I-10 Cedar Avenue Interchange, I-10 Mount Vernon Avenue Interchange, and bridge replacements, including the Mount Vernon Viaduct.

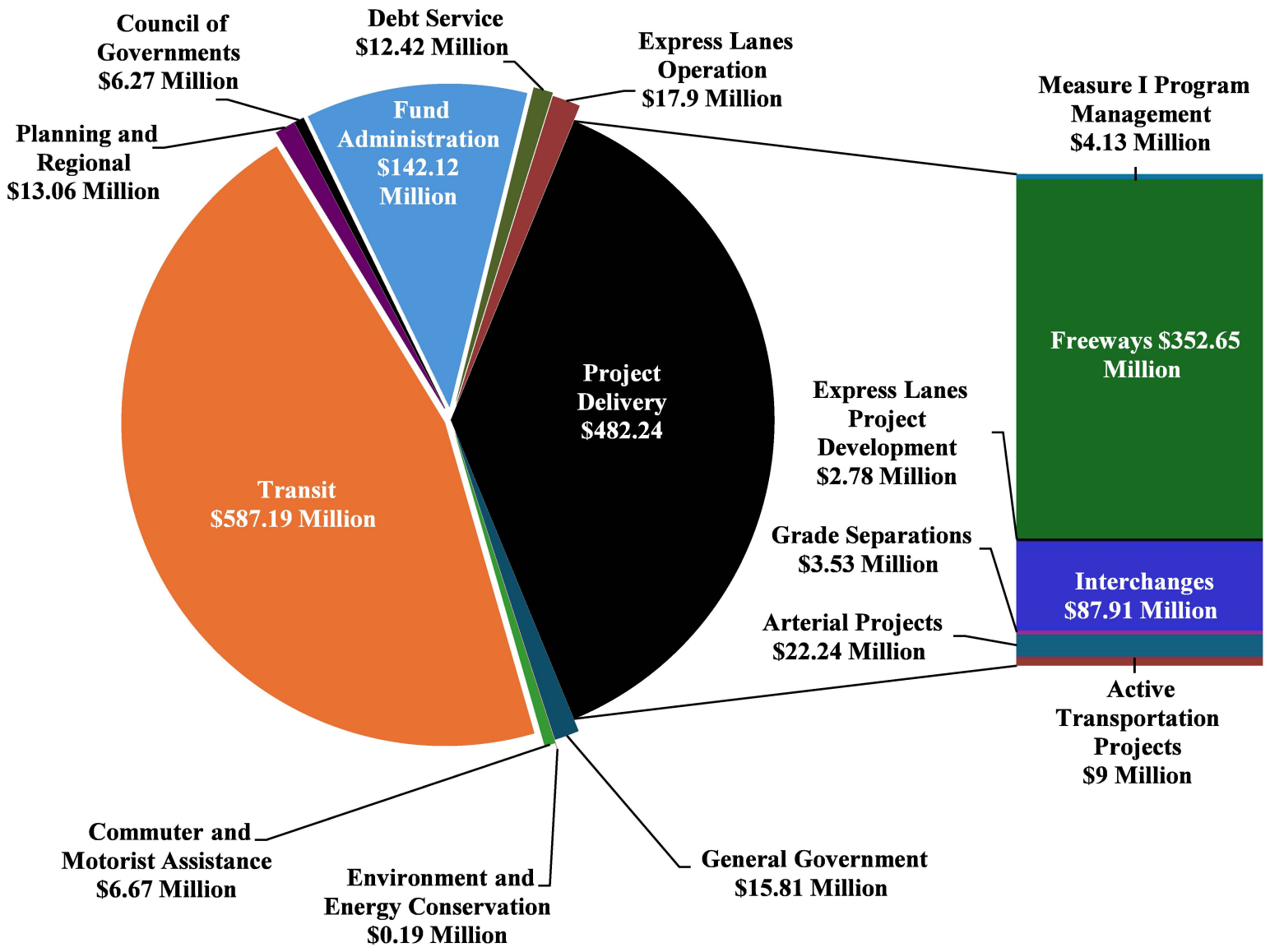
- Budgeted expenditures for the Fund Administration Program decreased due to the completion of several large projects, resulting in reduced Measure I 2010-2040 reimbursements to jurisdictions for projects that have received allocations of funds from SBCTA.

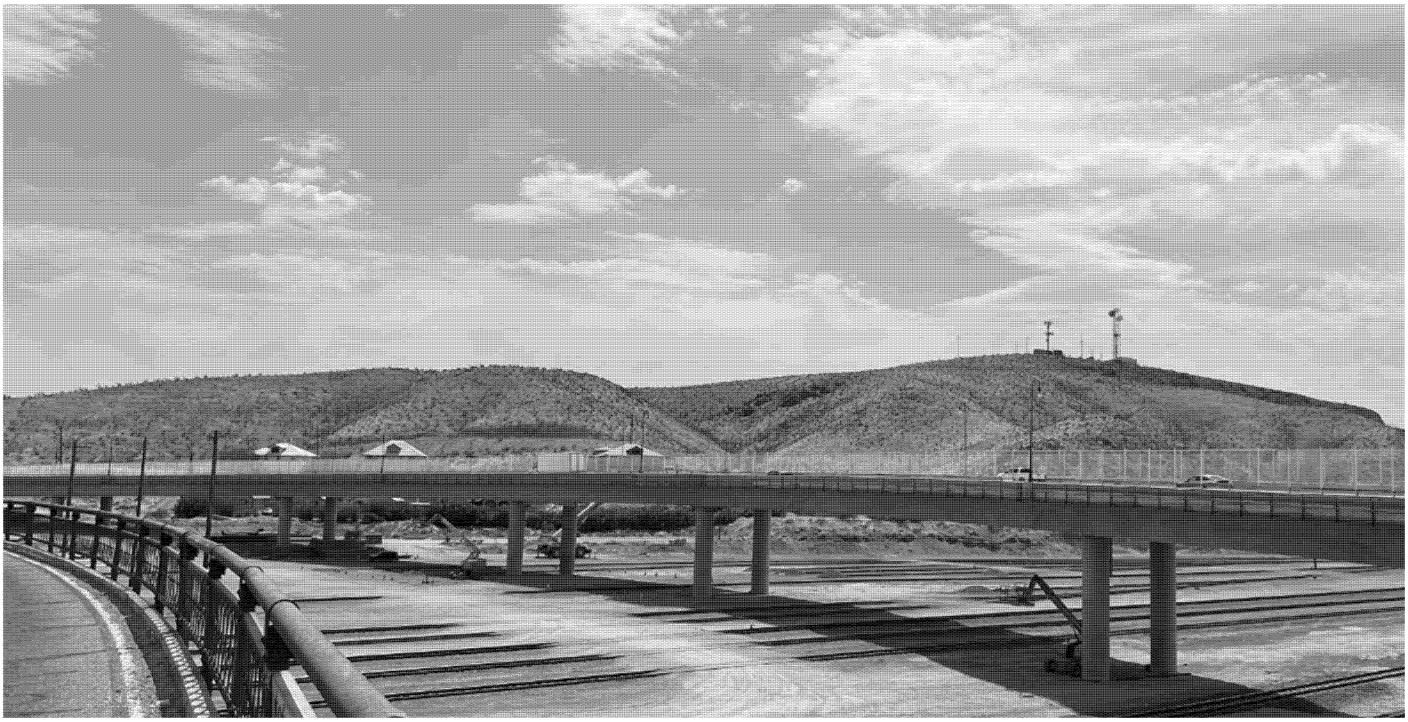
- Budgeted expenditures in the Fund Administration and Debt Service Programs changed insignificantly.

- Budgeted expenditures for the Express Lanes program vary minimally, as the budget for the prior year included costs for a full year of operations, though operations did not commence until late August 2024. The budget includes interest on a loan with the US Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA). Generally Accepted Accounting Principles require that the loan proceeds be recorded as a liability and not as loan proceeds revenue, which is required for governmental funds.

A complete listing of the tasks contained in the 10 programs is included in the Supplemental Information Section of the budget document on the table entitled ***Task Listing Fiscal Year 2025/2026 pg. 306*** and the ***Sub-Task Listing Fiscal Year 2025/2026 pg. 307.*** Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgeted Expenditures of $1.284 Billion
Fiscal Year 2025/2026



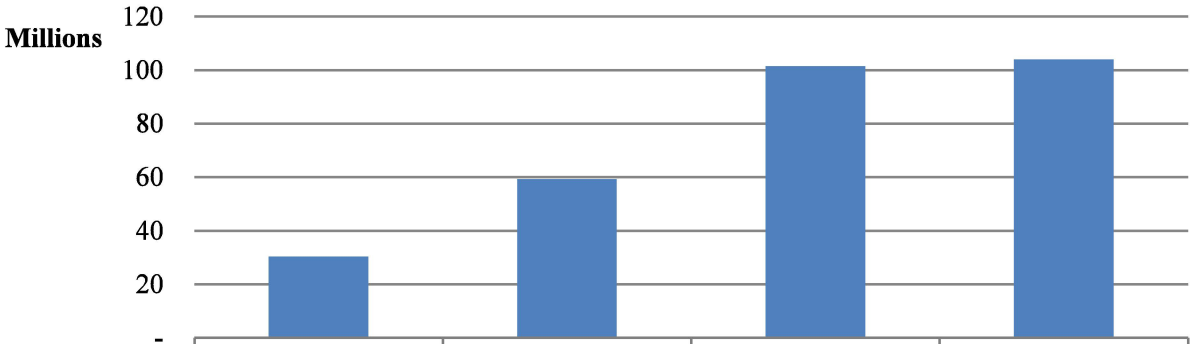


This sweeping view of the North First Avenue Bridge in Barstow illustrates the massive undertaking needed to span the BNSF tracks below. The former bridge was seriously in need of repair.

REVENUE DETAIL

General Fund
Revenue Information

General Fund revenues are used to carry out administrative, planning, fund administration, transit activities, and project delivery projects. This fund accounts for all financial transactions not required to be recorded in other funds.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$30,393,800	$59,229,111	$101,473,580	$104,028,040

General Fund revenues for Fiscal Year 2025/2026 are estimated at $104.0 million, an increase of $2.6 million from the prior year due to increasing transfers from the Local Transportation Fund, State Transit Assistance Fund, and Measure I Funds. Revenue recorded in the General Fund is mainly derived from the following sources:

Taxes

Sales Tax-Measure I of $2.49 million represents 2.39 percent of the General Fund revenue. The revenue is used to support the administration of the Measure I Sales Tax, such as SBCTA administration and financial management, general counsel, intergovernmental relations and legislation, and fund administration and programming. Other tax revenue includes: Sales Tax-Local Transportation Fund (LTF) and State Transit Assistance Fund (STA). These are processed as transfers to the General Fund and reflected in the Other Financing Sources revenue category.

Charges for Services

Charges for services include $398,786 land sales, modeling, and other rental fees. Charges for services represent 0.38 percent of the General Fund revenue.

Investment Earnings

Investment earnings of $459,032 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.44 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of $100.7 million include operating cash transfers between funds. This category represents 96.79 percent of the estimated General Fund revenue. The main sources of transfers are: LTF, STA, Measure I Sales Tax from Measure I Programs, LTF-Planning, LTF-Administration, Special Assessments from the Council of Governments (COG) Fund, State funding from the Service Authority for Freeway Emergencies (SAFE) Fund, and the Express Lanes Fund. The explanation for each operating Transfers In are listed below.

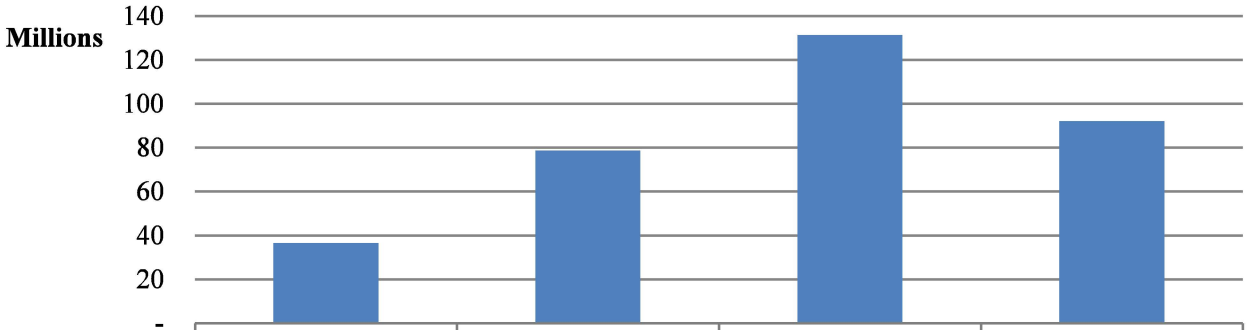
- $62.0 million is from LTF fund for administration, planning, and rail and bus projects.
- $29.5 million is from STA fund for rail and bus projects.
- $3.5 million is from Measure I Programs to fund the Indirect Cost Fund.
- $4.4 million is within the General Fund to fund the Indirect Cost Fund.
- $424,235 is from the General Assestment Dues and SAFE Funds to fund the Indirect Cost Fund.
- $587,539 is from the COG Fund to fund the Indirect Cost Fund.
- $212,224 is from the Express Lanes Fund to fund the Indirect Cost Fund.

General Fund
Revenue Information

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Taxes				
Sales Tax-MSI	2,574,700	2,518,059	2,519,000	2,486,700
Total Taxes	2,574,700	2,518,059	2,519,000	2,486,700
Charges For Services				
Administration Fee	55,560	55,440	-	-
Amendment or Extension Fee	-	1,680	-	-
Appeal Fee	900	-	-	-
Application Fee	17,840	8,920	-	-
Land Sales	334,562	-	-	307,422
Modeling Fees	2,700	30,600	20,000	-
Property Rental Fees	326,666	235,356	-	-
Rail Asset General Revenue	-	-	-	49,578
Rail Asset Revenue FTA.S5309_17-1001638	17,050	-	-	-
Rental Fee - San Bernardino Metrolink EV Station	-	-	7,633	17,104
Rental Fee - Santa Fe Depot EV Station	4,479	8,048	377	652
Use Fee	240,946	206,482	-	-
Use Fee - Surface Uses	650	3,590	-	-
AMTRAK	12,000	12,000	12,000	24,000
Total Charges For Services	1,013,353	562,115	40,010	398,756
Investment Earnings				
Investment Earnings	241,641	679,529	460,000	459,032
Total Investment Earnings	241,641	679,529	460,000	459,032
Miscellaneous				
Lease financing	268,088	74,415	-	-
Low Carbon Fuel Credit	764	812	141	244
Other Miscellaneous Revenues	87	189	-	-
Subscription financing	233,410	-	-	-
Total Miscellaneous	502,348	75,416	141	244
Other Financing Sources				
Transfers In	24,801,015	55,393,992	98,454,429	100,683,308
Sale of Property Proceeds	1,260,743	-	-	-
Total Other Financing Sources	26,061,758	55,393,992	98,454,429	100,683,308
Total Revenues and Other Financing Sources	30,393,800	59,229,111	101,473,580	104,028,040

Federal Fund
Revenue Information

Federal Fund accounts for various Federal grants and reimbursements administered by the Federal Highway Administration and other Federal departments.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$36,613,086	$78,621,287	$131,400,865	$92,044,631

Federal Fund revenues for Fiscal Year 2025/2026 are estimated at $92.0 million in comparison to $131.4 million of the previous year. The decrease of $39.4 million is due to the decrease in expected reimbursement from the Highway Bridge, Highway Infrastructure, and Surface Transportation Programs for various projects. Revenue budgeted in the Federal Fund is mainly derived from the following sources:

Intergovernmental

- Congestion Mitigation and Air Quality (CMAQ)
- Environmental Protection Agency (EPA)
- Highway Bridge Program (HBP)
- Highway Infrastructure Program (HIP)
- Project National and Regional Significance (PNRS)
- Surface Transportation Program (STP)
- Traffic Light Synchronization Program (TLSP)

Congestion Mitigation and Air Quality (CMAQ)

CMAQ revenue of $24.7 million represents 26.87 percent of the total fund revenue. This Federal revenue is used for transit operations costs of the Transit Program and freeway projects of the Project Delivery Program.

Environmental Protection Agency (EPA)

EPA revenue of $374,133 represents 0.41 percent of the total fund revenue. This Federal revenue is used for climate protection reduction grant in the Planning and Regional Program.

Highway Bridge Program (HBP)

HBP revenue of $13.4 million represents 14.51 percent of the total fund revenue. This Federal revenue is used for bridge replacement projects of the Project Delivery Program.

Highway Infrastructure Program (HIP)

HIP revenue of $1.2 million represents 1.35 percent of the total fund revenue. This Federal revenue is used for bridge replacement projects of the Project Delivery Program.

Federal Fund
Revenue Information

Project National and Regional Significance (PNRS)

PNRS revenue of $623,000 represents 0.68 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Surface Transportation Program (STP)

STP revenue of $51.3 million represents 55.71 percent of the total fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

Federal One-Time Awards

TLSP, which is a one-time Federal award, revenue of $424,974 represents 0.46 percent of the total fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

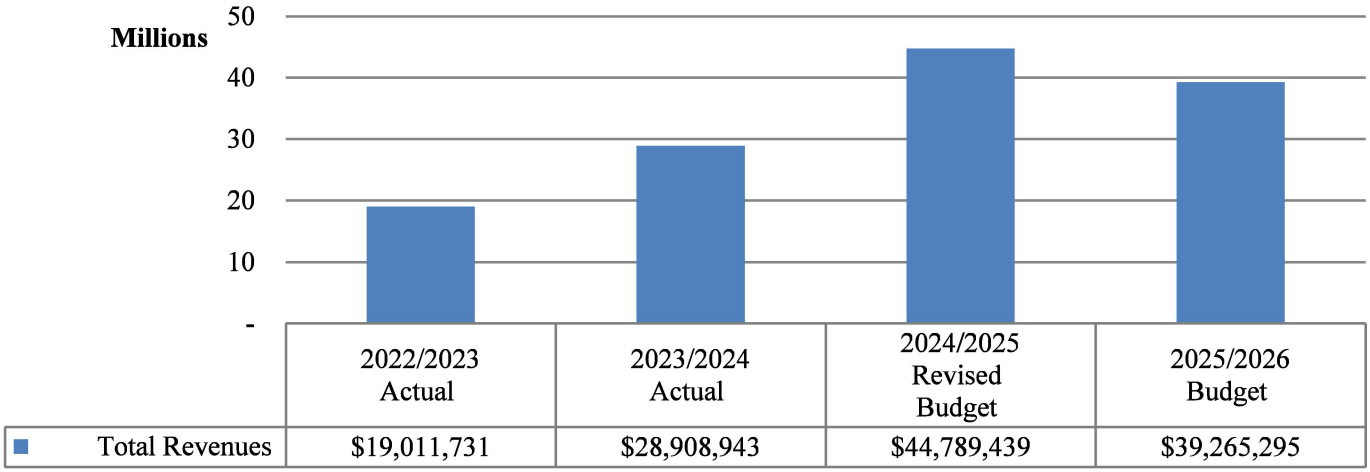
Active Transportation Program (ATP)

ATP revenue of $5,000 represents 0.01 percent of the total fund revenue. This Federal revenue is used for transit capital costs of the Transit Program.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	-	5,000
Congestion Mitigation and Air Quality	4,641,671	11,190,698	21,137,264	24,742,452
Demonstration Priority Project	(401)	401	-	-
Environmental Protection Agency	-	429,147	700,000	374,133
Highway Bridge Program	17,230,077	34,512,406	39,403,065	13,353,104
Highway Infrastructure Program	1,264,913	4,622,949	10,412,330	1,239,521
Project National and Regional Significance	31,642	-	600,000	623,000
Surface Transportation Program	12,615,920	20,207,656	57,328,163	51,282,447
Traffic Light Synchronization Program	-	-	1,820,043	-
Federal One-time Awards	-	-	-	424,974
Total Charges For Services	35,783,822	70,963,258	131,400,865	92,044,631
Investment Earnings				
Investment Earnings	94,185	144,870	-	-
Total Investment Earnings	94,185	144,870	-	-
Miscellaneous				
In-Kind Revenue	735,078	-	-	-
Total Miscellaneous	735,078	-	-	-
Other Financing Sources				
Transfers In	-	7,513,159	-	-
Total Other Financing Sources	-	7,513,159	-	-
Total Revenues and Other Financing Sources	36,613,086	78,621,287	131,400,865	92,044,631

Federal Transit Administration Fund
Revenue Information

Federal Transit Administration (FTA) Fund accounts for various Federal funds administered by the FTA.



FTA Fund revenues for Fiscal Year 2025/2026 are estimated at $39.3 million in comparison to $44.8 million of the previous year. The decrease of $5.5 million is largely within the the West Valley Connector Project as it continues through the construction phase. FTA funds under Section 5307 are for Transit Projects Program that include the West Valley Connector Project, Arrow Service, and Vanpool program.

Intergovernmental

- Federal Transit Administration (FTA)

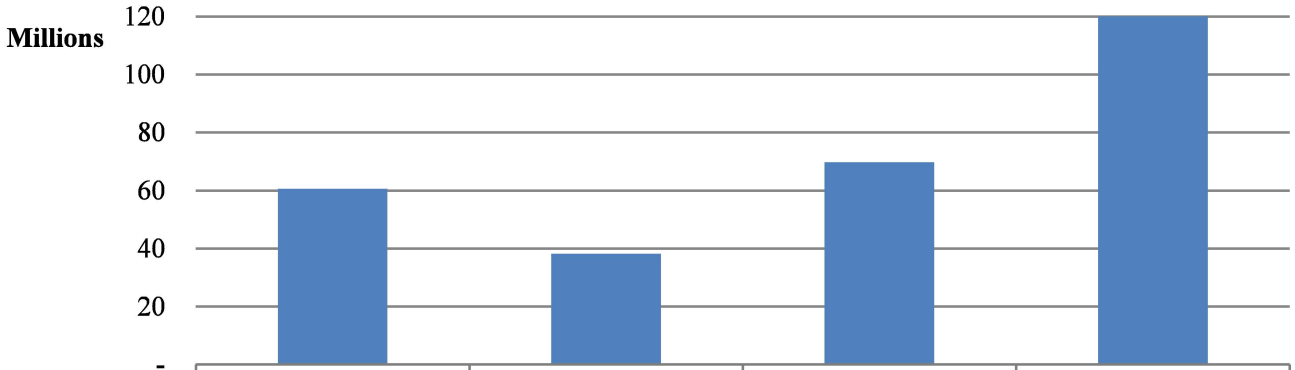
Federal Transit Administration (FTA)

FTA revenue of $39.3 million represents 100 percent of the total revenue. The FTA revenue funds the West Valley Connector Project.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Federal Transit Administration	19,011,731	28,908,943	44,789,439	39,265,295
Total Charges For Services	19,011,731	28,908,943	44,789,439	39,265,295
Total Revenues	19,011,731	28,908,943	44,789,439	39,265,295

State Fund
Revenue Information

State Fund accounts for various Federal and State grants and reimbursements administered by the State for Highway Traffic Congestion Relief; Regional Improvement; State Highway Operations and Protection; Planning, Programming, and Monitoring; and Transit and Intercity Rail Capital Programs.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues	$60,679,247	$38,224,890	$69,673,615	$215,423,010

State Fund revenues for Fiscal Year 2025/2026 are estimated to be $215.4 million in comparison to $69.7 million of the previous year. The increase of $145.7 million is largely due to the allocations of Senate Bill (SB) 125 - Transit and Intercity Rail Capital Program and Zero-Emmission Transit Capital Program funds. Revenue recorded in the State Fund is mainly derived from the following sources:

Intergovernmental

- Planning, Programming, and Monitoring (PPM)
- Regional Improvement Program (RIP)
- State Highway Operation and Protection Program (SHOPP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Transit and Intercity Rail Capital Program (TIRCP)-SB125
- Zero Emission Transit Capital Program (ZETCP)-SB125

Planning, Programming, and Monitoring (PPM)

PPM State reimbursements of $1.5 million represents 0.69 percent of the total fund revenue. This State revenue pays for administration costs for programming and planning activities.

Regional Improvement Program (RIP)

RIP revenue of $25.3 million represents 11.74 percent of the total fund revenue. This State revenue will finance freeway projects of the Project Delivery Program.

State Highway Operation and Protection Program (SHOPP)

SHOPP revenue of $6.1 million represents 2.85 percent of the total fund revenue. This State revenue is used for freeway projects of the Project Delivery Program.

State Fund
Revenue Information

Transit and Intercity Rail Capital Program (TIRCP)

TIRCP revenue of $28.1 million represents 13.07 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

Transit and Intercity Rail Capital Program (TIRCP)-SB125

TIRCP SB125 revenue of $142.3 million represents 66.05 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

Zero Emission Transit Capital Program (ZETCP)-SB125

ZETCP revenue of $11.3 million represents 5.23 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

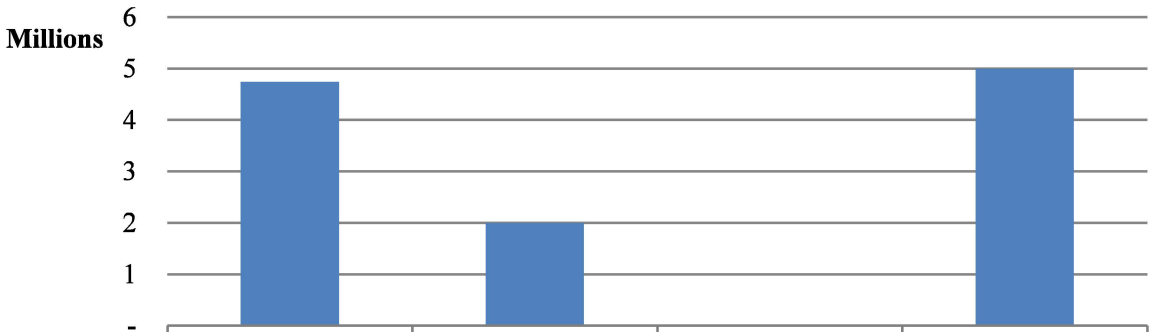
Investment Earnings

TIRCP revenue of $799,730 represents 0.37 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Planning, Programming and Monitoring	1,068,000	1,068,000	1,495,000	1,495,000
Regional Improvement Program	4,660,063	13,361,674	22,249,548	25,286,120
State Highway Oper and Protection Program	49,919,497	23,222,304	7,166,000	6,130,948
Transit and Intercity Rail Capital Program	5,031,687	572,912	32,057,024	28,147,410
Transit and Intercity Rail Capital Program - SB125	-	-	6,674,599	142,290,780
Zero Emission Transit Capital Program-SB125	-	-	31,444	11,273,022
Total Intergovernmental	60,679,247	38,224,890	69,673,615	214,623,280
Investment Earnings				
Investment Earnings	-	-	-	799,730
Total Investment Earnings	-	-	-	799,730
Total Revenues	60,679,247	38,224,890	69,673,615	215,423,010

Proposition 1B Fund
Revenue Information

Proposition 1B Fund accounts for various State grants and reimbursements administered under the Trade Corridor Improvement and Public Transportation Modernization Improvements and Services Enhancement Account Programs.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$4,743,327	$1,999,477	$12,998	$5,000,000

State fund revenues for the Fiscal Year 2025/2026 are estimated at $5 million in comparison to $12,998 of the previous year. The increase of $5.0 million is due to reimbursement of State funds for the Interstate 10 Cedar Avenue Interchange. Revenue recorded in the Proposition 1B Fund is derived from the following sources:

Intergovernmental

- Public Utilities Commission (PUC)

Public Utilities Commission (PUC)

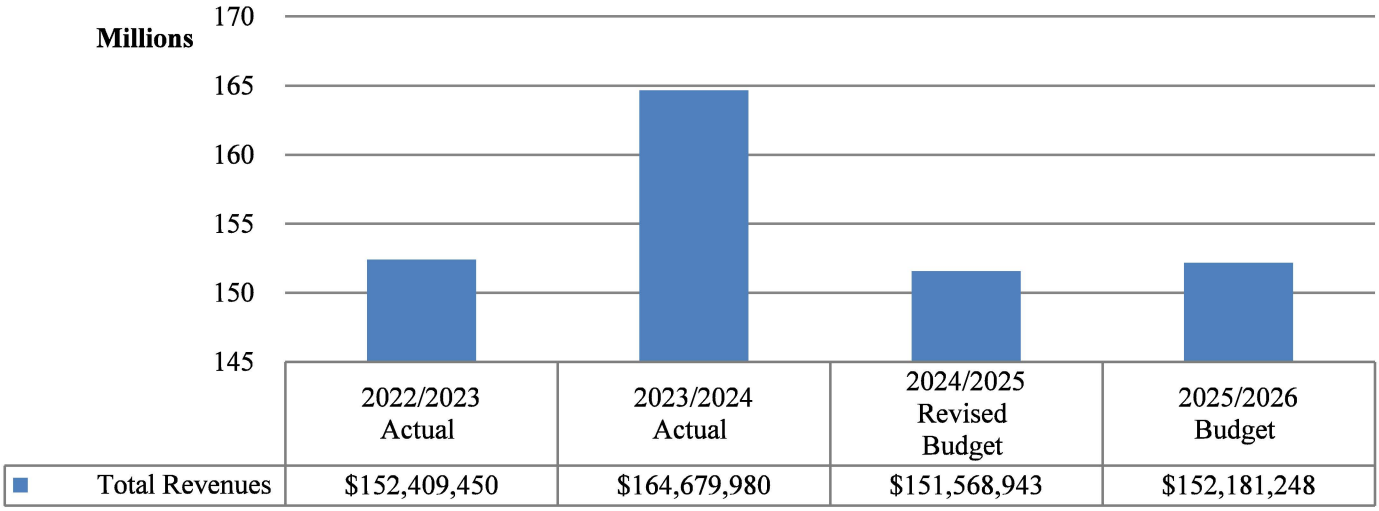
PUC revenue of $5.0 million represents 100 percent of the Proposition 1B Fund revenue. The revenue is for an interchange project of the Project Delivery Program.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Local Bridge Seismic Retrofit Account-P1B	-	305,102	-	-
Trade Corridor Improvement	2,922,737	1,694,375	12,998	-
Public Utilities Commission	-	-	-	5,000,000
Total Intergovernmental	2,922,737	1,999,477	12,998	5,000,000
Investment Earnings				
Investment Earnings	14,642	-	-	-
Total Investment Earnings	14,642	-	-	-
Other Financing Sources				
Transfers In	1,805,948	-	-	-
Total Other Financing Sources	1,805,948	-	-	-
Total Revenues and Other Financing Sources	4,743,327	1,999,477	12,998	5,000,000

Local Transportation Fund
Revenue Information

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the TDA. LTF is derived from a quarter-cent retail sales tax collected countywide. The quarter-cent is returned by the California Department of Tax and Fee Administration (CDTFA) to each county according to the amount of tax collected in that county.

SBCTA is a recipient of LTF for fund administration, planning, Article 3 bicycle and pedestrian, and rail and bus programs, which is accounted for in the General Fund. Allocation of the remaining funds is distributed to local jurisdictions and transit agencies based on annual apportionments and allocations approved by the SBCTA Board.



LTF revenues for Fiscal Year 2025/2026 are estimated at $152.2 million, which is an increase of $612,305 from the previous year.

Sales Tax-Local Transportation Fund

Sales Tax revenue of $149.9 million represents 98.51 percent of the LTF revenue. Current sales tax revenue and balance carry-over will provide $87.9 million for transit allocations and pass-throughs to local jurisdictions and transit operators and $62.0 million for SBCTA transit, planning, and administrative activities for Fiscal Year 2025/2026.

Investment Earnings

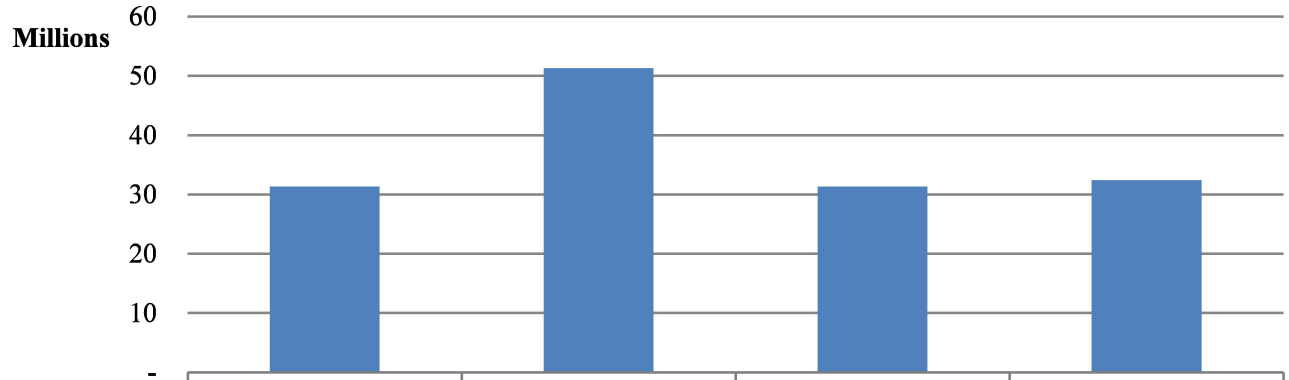
Investment earnings of $2.3 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.49 percent of the LTF revenue.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Taxes				
Sales Tax-LTF	147,692,918	148,432,754	149,568,943	149,920,792
Total Taxes	147,692,918	148,432,754	149,568,943	149,920,792
Investment Earnings				
Investment Earnings	4,716,532	16,247,226	2,000,000	2,260,456
Total Investment Earnings	4,716,532	16,247,226	2,000,000	2,260,456
Total Revenues	152,409,450	164,679,980	151,568,943	152,181,248

State Transit Assistance Fund
Revenue Information

This fund serves as the depository for the State Transit Assistance Fund (STA) of the Transportation Development Act (TDA). The revenues are derived from the portion of the sales tax applied to the purchase of diesel and are appropriated annually by the State Legislature.

SBCTA is allocated a portion of the revenue for certain transit activities and projects accounted for in the General Fund. Allocation of the remaining funds are distributed to transit agencies based on annual apportionments and SBCTA Board allocations. This includes the new revenue allocated from Senate Bill 1 (SB1) State of Good Repair (SGR) Program.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues	$31,325,807	$51,330,933	$31,322,261	$32,422,218

Fund revenues for the Fiscal Year 2025/2026 are estimated at $32.4 million in comparison to $31.3 million of the previous year. The decrease of $1.1 million is due to an anticipated increase in the State Development Act funding.

Intergovernmental

- State Transit Assistance Fund (STA)
- State of Good Repair (SGR) Pass-through

State Transit Assistance Fund (STA)

STA revenue will provide $26.9 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities. This revenue represents 82.87 percent of the STA revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue will provide $4.7 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities in the Fiscal Year 2025/2026. This revenue represents 14.37 percent of the STA revenue.

Investment Earnings

Investment earnings of $893,728 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 2.76 percent of the STA revenue.

State Transit Assistance Fund
Revenue Information

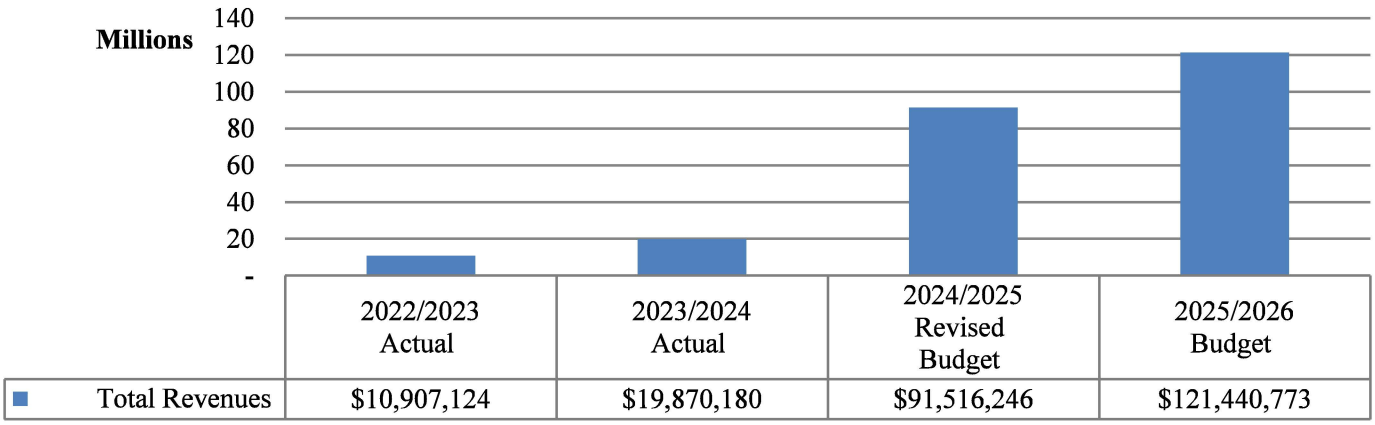
	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
State of Good Repair (SGR) - Pass-through	3,383,572	5,105,105	4,388,943	4,659,812
State Transit Assistance Fund	25,782,633	39,890,651	26,093,318	26,868,678
Total Intergovernmental	29,166,205	44,995,756	30,482,261	31,528,490
Investment Earnings				
Investment Earnings	2,159,601	6,335,177	840,000	893,728
Total Investment Earnings	2,159,601	6,335,177	840,000	893,728
Total Revenues	31,325,807	51,330,933	31,322,261	32,422,218

Senate Bill 1 Fund
Revenue Information

This fund accounts for the activities using Senate Bill 1 Program Funds (SB1) – (Road Repair & Accountability Act 2017). The SB1 revenues are derived from the portion of fuel taxes applied to the purchase of gasoline and diesel, as well as from a new transportation fee imposed under the Vehicle License Fee Law and a new vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later.

The revenue reflected in this fund excludes SB1 Funds allocated to SBCTA for certain transit activities and projects that are accounted for in the General Fund or in the State Transit Assistance Fund under the State of Good Repair Program (SGR), which includes funding to be distributed to transit agencies based on annual apportionments and SBCTA Board allocations.

The revenue in this fund is awarded to SBCTA through competitive grants or formula allocations.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues	$10,907,124	$19,870,180	$91,516,246	$121,440,773

Fund revenues for the Fiscal Year 2025/2026 are estimated at $121.4 million in comparison to $91.5 million of the previous year. The increase of $29.9 million is mainly due to the reduced reimbursement of SB1 Funds for large capital projects in the Fiscal Year 2025/2026.

Intergovernmental

- Freeway Service Patrol (FSP) – SB1
- Local Partnership Program (LPP) – Formula – SB1
- Solutions for Congested Corridors Program (SCCP) – SB1
- Trade Corridor Enhancement Program (TCEP) – SB1

Freeway Service Patrol (FSP) – SB1

FSP-SB1 revenue of $1.6 million represents 1.34 percent of the total fund revenue. The SB1 revenue will provide funding for continuation of the FSP Program of the Commuter and Motorist Assistance Program, as costs for services are increasing.

Local Partnership Program (LPP) – Formula – SB1

LPP – Formula – SB1 revenue of $5.5 million represents 4.53 percent of the total fund revenue. The SB1 revenue will provide funding for the Interstate 10 (I-10) Corridor Express Lanes Contract 1 Project of the Project Delivery Program.

Senate Bill 1 Fund
Revenue Information

Solutions for Congested Corridors Program (SCCP) – SB1

SCCP – SB1 revenue of $31.8 million represents 26.22 percent of the total fund revenue. The SB1 revenue will provide funding for the West Valley Connector Project of the Transit Program.

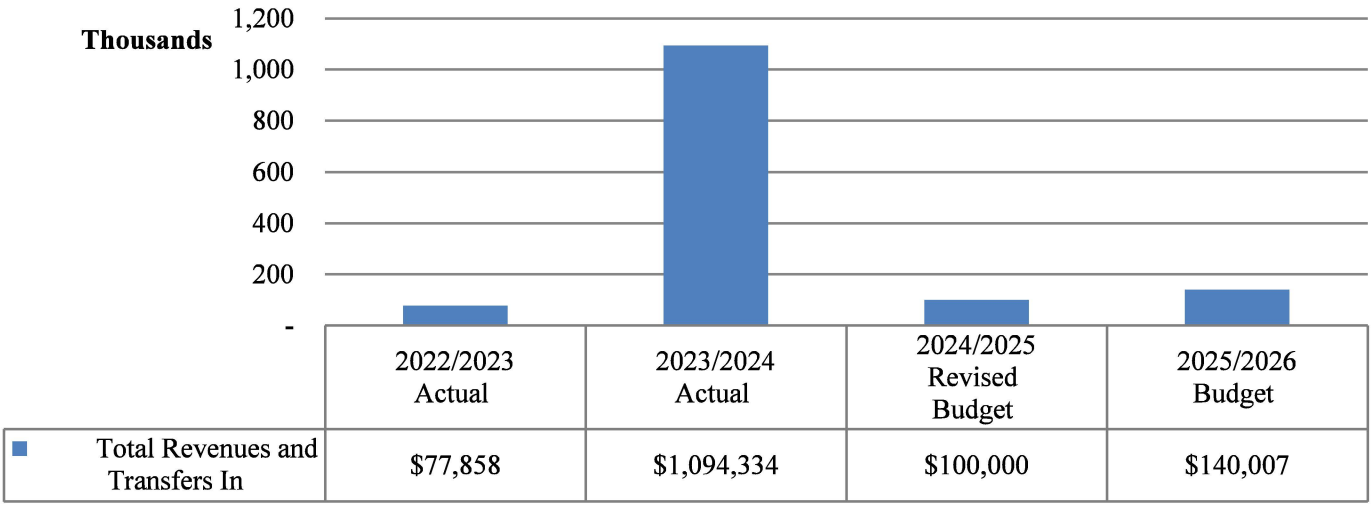
Trade Corridor Enhancement Program (TCEP) – SB1

TCEP – SB1 revenue of $82.5 million represents 67.91 percent of the total fund revenue. The SB1 revenue will provide funding for the I-10 Eastbound Truck Climb Project and the I-10 Corridor Express Lanes Contract 1 Project of the Project Delivery Program.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	1,441,908	2,464,113	1,431,379	1,624,471
Local Partnership Program-Formula-SB1	449,972	687,148	3,000,000	5,501,143
Solutions for Congested Corridors Program-SB1	-	3,302,046	37,343,567	31,847,069
Sustainable Communities Grants-SB1	405,365	487,732	400,000	-
Trade Corridor Enhancement Program	8,609,879	12,929,141	49,341,300	82,468,090
Total Intergovernmental	10,907,124	19,870,180	91,516,246	121,440,773
Total Revenues	10,907,124	19,870,180	91,516,246	121,440,773

Measure I 1990-2010 Fund
Revenue Information

The Measure I 1990-2010 Fund accounts for the one-half cent Measure I Sales Tax approved by the voters of San Bernardino County in November 1989. Ordinance 89-1 established the expenditure plan for the distribution of tax revenues. The sales tax expired in 2010, and the remaining fund balance will be used for eligible activities and projects.



Fund revenues for Fiscal Year 2025/2026 are estimated to be $140,007, derived from investment earnings.

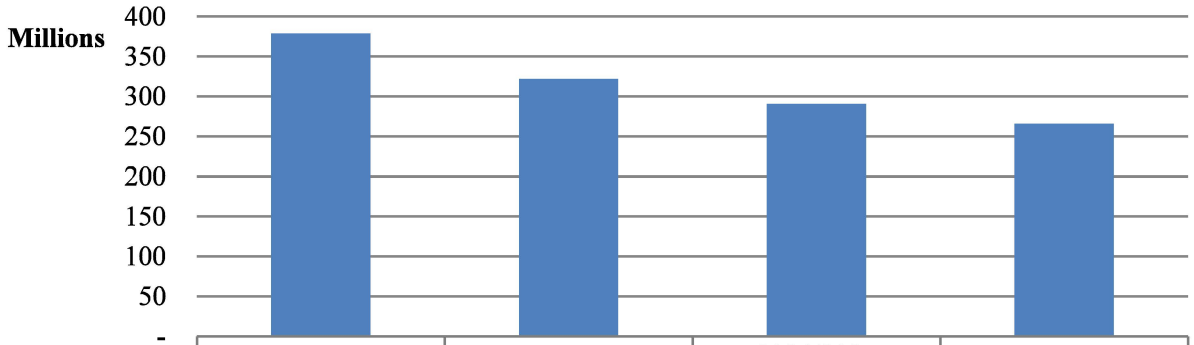
Investment Earnings

Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities for projects authorized by Ordinance 89-1 and the expenditure plan.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Investment Earnings				
Investment Earnings	77,824	176,861	100,000	140,007
Miscellaneous	-	917,473	-	-
Total Investment Earnings	77,824	1,094,334	100,000	140,007
Other Financing Sources				
Transfers In	-	-	-	-
Sale of Property Proceeds	35	-	-	-
Total Other Financing Sources	35	-	-	-
Total Revenues and Other Financing Sources	77,858	1,094,334	100,000	140,007

Measure I 2010-2040 Fund
Revenue Information

Measure I 2010-2040 Fund accounts for the extension of the one-half cent Measure I Sales Tax approved by the voters of San Bernardino County in November 2004. Ordinance 04-01 established the expenditure plan for the distribution of tax revenues to the subareas of the county.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$379,089,367	$321,937,612	$290,754,482	$266,059,276

Fund revenues for Fiscal Year 2025/2026 are estimated at $266.1 million in comparison to $290.8 million of the previous year due to anticipated decrease in sales tax and transfer in from loan proceeds with the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

Measure I Sales Tax

Measure I 2010-2040 Sales Tax revenue of $246.2 million represents 92.53 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of $19.7 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 7.39 percent of the Measure I 2010-2040 Fund revenues.

Other Financing Sources

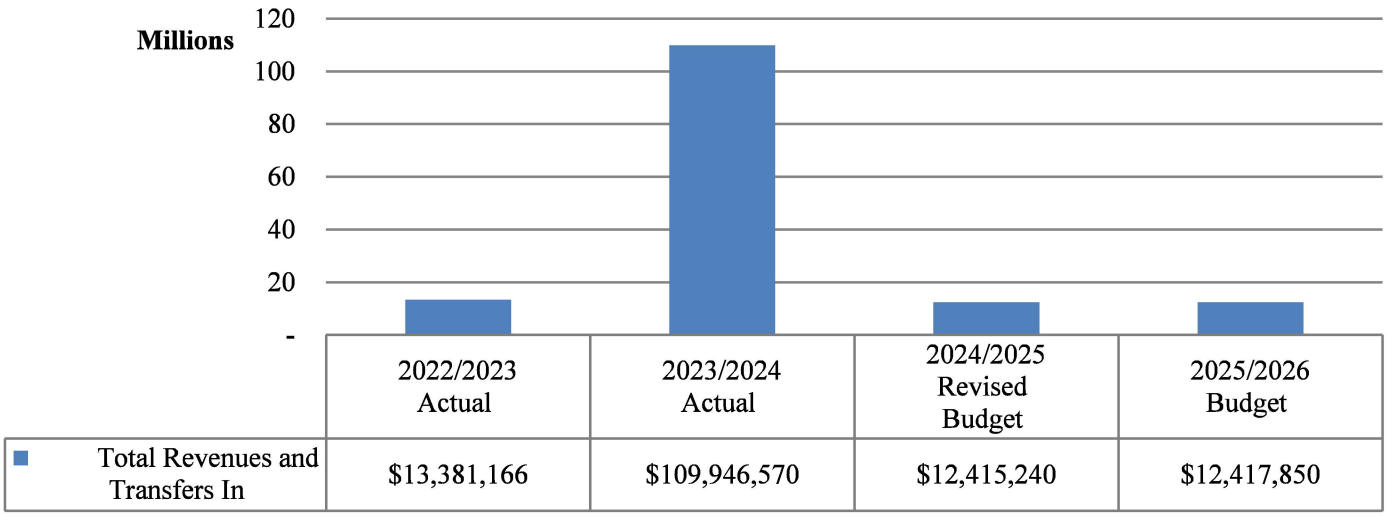
Transfers from the General Fund for reimbursement from the Indirect Fund for prior year allocations for $203,660, which represents 0.8 percent of Measure I 2010-2040 Fund revenue.

Measure I 2010-2040 Fund
Revenue Information

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Taxes				
Sales Tax-MSI	254,895,282	249,287,798	249,381,000	246,183,300
Total Taxes	254,895,282	249,287,798	249,381,000	246,183,300
Investment Earnings				
Investment Earnings	8,961,763	24,838,884	15,176,000	19,672,316
Total Investment Earnings	8,961,763	24,838,884	15,176,000	19,672,316
Other Financing Sources				
Transfers In	115,232,322	47,810,930	26,197,482	203,660
Total Other Financing Sources	115,232,322	47,810,930	26,197,482	203,660
Total Revenues and Other Financing Sources	379,089,367	321,937,612	290,754,482	266,059,276

Debt Service Fund
Revenue Information

Debt Service Fund accounts for payments of principal and interest on debt. Bond proceeds have been used to accelerate projects for Transit and Project Delivery Programs.



Revenues for payments of debt service are processed as transfers from various Measure I Programs. These programs allocated bond proceeds to fund projects.

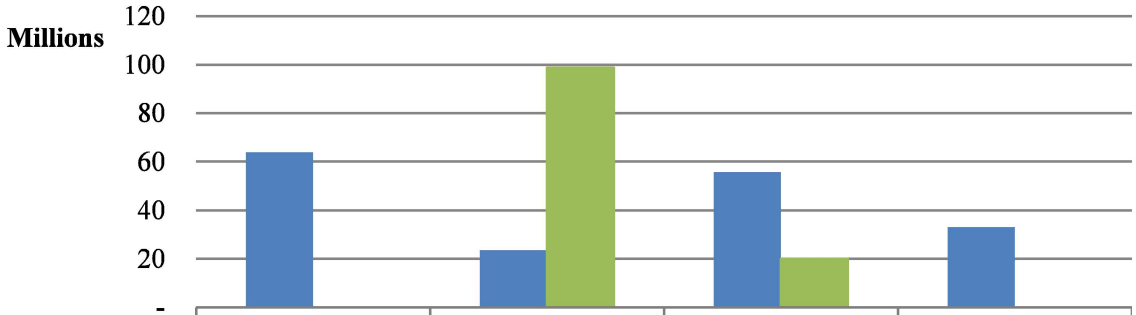
Other Financing Sources

Cash is transferred from various Measure I Programs that received funds from bond proceeds to complete various projects. The debt service payments and trustee fees are budgeted in this fund. Transfers from Measure I program represents 100 percent of the Debt Service revenue.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Investment Earnings				
Investment Earnings	125,004	1,507,075	-	-
Total Investment Earnings	125,004	1,507,075	-	-
Other Financing Sources				
Transfers In	13,256,163	108,439,495	12,415,240	12,417,850
Total Other Financing Sources	13,256,163	108,439,495	12,415,240	12,417,850
Total Revenues and Other Financing Sources	13,381,166	109,946,570	12,415,240	12,417,850

Capital Projects Fund
Revenue Information

Capital Projects Fund accounts for local agency reimbursements and contributions, sales tax revenue bond proceeds for transportation, and transit improvement projects for the advancement of transportation improvement projects. The revenue is recorded in the Environment and Energy Conservation, Commuter and Motorist Assistance, Planning and Regional, Transit, Projects Delivery Programs, and Fund Administration.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$63,828,897	$23,557,111	$55,875,601	$33,055,037
Bonds and Commercial Paper (Short Term Borrowing)	-	98,773,384	20,000,000	-

Capital Projects Fund revenues for the Fiscal Year 2025/2026 are estimated at $33.1 million in comparison to $55.9 million of the previous year. The decrease of $42.8 million is mainly due to lower transfers related to commercial repayment, lower reimbursements from Burlington Northern Santa Fe Railroad (BNSF), and other agencies for various capital projects in the Fiscal Year 2024/2025.

Intergovernmental

Intergovernmental revenues of $30.0 million include the County of San Bernardino, cities within the county, and other governmental agencies and represent 90.83 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of $1.3 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 3.83 percent of the Capital Projects Fund revenue.

Miscellaneous

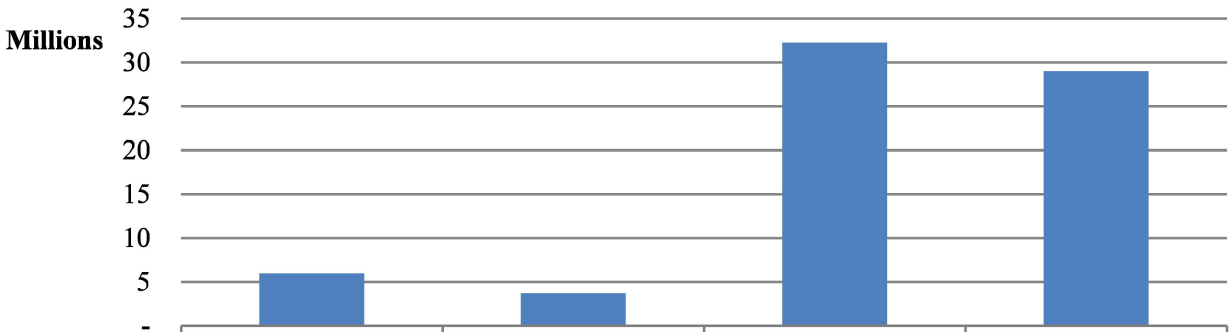
Miscellaneous revenue of $1.8 million accounts for reimbursement agreements with other governmental agencies to fund a portion of Capital Projects, which represents 5.34 percent of the Capital Projects Fund revenue.

Capital Projects Fund
Revenue Information

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Barstow	839,626	1,706,595	1,139,692	5,000
Caltrans	208,845	294,833	505,044	-
Chino	3,619,629	1,682,732	222,149	222,175
Colton	62,835	80,044	1,830,627	1,932,194
Fontana	441,100	466,521	493,223	454,402
Hesperia	11,257,442	-	-	-
Highland	142,672	-	281,612	140,784
Los Angeles County Metro Transportation Authority	200,242	196,092	274,454	316,355
Montclair	85,559	127,409	2,550,513	2,149,241
Omnitrans	15,951,892	3,509,887	7,477,640	2,803,365
Ontario	1,571,147	426,578	46,379	2,223
Orange County Transportation Authority	49,063	42,829	135,250	131,947
Rail Station Coop	-	-	151,513	175,000
Rancho Cucamonga	37,107	43,398	200,750	25,000
Redlands	2,959,742	320,095	351,864	197,435
Riverside County Transportation Commission	(3,040)	161,142	147,485	145,771
San Bernardino	612,648	1,763,373	4,724,683	4,069,582
San Bernardino County	3,365,944	7,760,889	14,710,522	8,907,900
San Bernardino County Public Health	12,298	103,336	101,008	25,000
Southern California Association of Governments	-	-	6,092,931	8,175,619
Southern California Regional Rail Authority	23,274	12,525	51,702	20,881
Upland	32,704	18,927	150,503	11,000
Ventura County Transportation Commission	11,906	15,014	40,893	40,037
Yucca Valley	-	-	-	70,000
Total Intergovernmental	41,482,637	18,732,216	41,680,437	30,020,911
Investment Earnings				
Investment Earnings	660,497	771,738	1,065,000	1,267,417
Total Investment Earnings	660,497	771,738	1,065,000	1,267,417
Miscellaneous				
AT&T	-	24,467	-	-
Burlington Northern Santa Fe Railroad (BNSF)	(100,322)	-	8,587,211	766,709
Brightline West	-	-	1,807	-
Esri	-	6,943	-	-
In-Kind Revenue	95,237	-	-	-
Local Projects	-	-	-	1,000,000
National Comm Renaiss California	-	60,000	-	-
Other Miscellaneous Revenues	-	-	1,876,240	-
Ryder	84,148	-	-	-
Union Pacific Railroad (UPRR)	71,423	94,837	206,058	-
Total Miscellaneous	150,486	186,248	10,671,316	1,766,709
Other Financing Sources				
Transfers In	21,535,146	3,866,909	2,458,848	-
Commercial Paper (Short Term Borrowing)	-	2,500,000	20,000,000	-
Premium on Bonds Issued	-	14,393,385	-	-
Revenue Bond Proceeds	-	81,880,000	-	-
Sale of Property Proceeds	132	-	-	-
Total Other Financing Sources	21,535,278	102,640,294	22,458,848	-
Total Revenues and Other Financing Sources	63,828,897	122,330,495	75,875,601	33,055,037

Nonmajor Governmental Fund
Revenue Information

Nonmajor Governmental funds include Service Authority for Freeway Emergencies, Freeway Service Patrol, Mobile Source Air Pollution Reduction Review Committee, Council of Governments, and the Federal American Recovery and Reinvestment Act. The revenue is recorded in the following programs: General Government, Environment and Energy Conservation, Commuter and Motorist Assistance, Regional and Subregional Planning, Transit, and Project Delivery.



	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Total Revenues and Transfers In	$5,960,388	$3,694,071	$32,263,939	$29,023,251

Nonmajor Governmental Fund revenues for Fiscal Year 2025/2026 are estimated to be $29.0 million in comparison to $32.3 million from the previous year, a decrease of $3.2 million mainly due to lower grant allocations. Revenue budgeted is from the following sources:

Intergovernmental

- Active Transportation Program-Federal (ATP) - Federal
- Affordable Housing & Sustainable Communities Program (AHSCP)
- Climate Adaptation Planning (CAP)
- Federal Railway Administration (FRA)
- Freeway Service Patrol Program (FSP)
- Low Carbon Transit Operations Program (LCTOP)
- San Bernardino County
- San Bernardino County Housing Trust
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee (MSRC)
- Service Authority for Freeway Emergencies (SAFE)
- Western Riverside Council of Governments (WRCOG)

Active Transportation Program-Federal (ATP) - Federal

ATP- Federal revenue of $200,000 represents 0.69 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Affordable Housing & Sustainable Communities Program (AHSCP)

AHSCP- Federal revenue of $4.8 million represents 16.37 percent of Nonmajor Governmental Fund revenue is for the Transit Program.

Nonmajor Governmental Fund
Revenue Information

Climate Adaptation Planning (CAP)

CAP - Federal revenue of $700,000 represents 2.41 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Federal Railway Administration (FRA)

FRA - Federal revenue of $5.8 million represents 20.03 percent of Nonmajor Governmental Fund revenue is for the Transit Program related to the Brightline-High Desert Stations Project.

Freeway Service Patrol (FSP)

FSP Program revenue of $1.7 million represents 5.82 percent of Nonmajor Governmental Fund revenue. The FSP Program revenue covers eight beats operating along 98.86 centerline miles of highway in the valley area and portions of the Cajon Pass. The funds are used for technical communications, California Highway Patrol (CHP), and various tow agreements.

Low Carbon Transit Operations Program (LCTOP)

LCTOP revenue of $2.1 million represents 7.40 percent of Nonmajor Governmental Fund revenue is for Arrow Service for the Transit Program.

San Bernardino County

San Bernardino County revenue of $95,350 is a reimbursement from the county for managing a call box in their jurisdiction and represents 0.33 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Housing Trust Joint Powers Authority (JPA)

San Bernardino County Housing Trust JPA revenue of $2.2 million is a reimbursement for staffing resources and represents 7.73 percent of Nonmajor Governmental Fund revenue.

Southern California Association of Governments (SCAG)

SCAG revenue of $5.6 million represents 19.14 percent of Nonmajor Governmental Fund revenue for Regional Early Action Planning grant to assist jurisdictions to complete housing program.

South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee (MSRC)

SCAQMD/MSRC revenue of $1.2 million represents 4.01 percent of Nonmajor Governmental Fund revenue. The SCAQMD/MSRC revenue accounts for State funding for projects that demonstrate improvement in air quality.

Service Authority for Freeway Emergencies (SAFE)

SAFE revenue of $1.9 million represents 6.55 percent of Nonmajor Governmental Fund revenue. The revenues are derived from vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Nonmajor Governmental Fund
Revenue Information

Western Riverside Council of Governments (WRCOG)

WRCOG revenue of $1.2 million is a reimbursement from WRCOG for the regional energy network program and represents 3.98 percent of Nonmajor Governmental Fund revenue.

Special Assessments

General Assessment Dues of $1.5 million represent 5.17 percent of the Nonmajor Governmental Fund revenue. SBCOG annually collects dues from its member jurisdictions, as authorized in the joint powers agreement, that are intended to fund SBCOG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population, and the other one-half is based on the assessed valuation of each member jurisdiction.

Investment Earnings

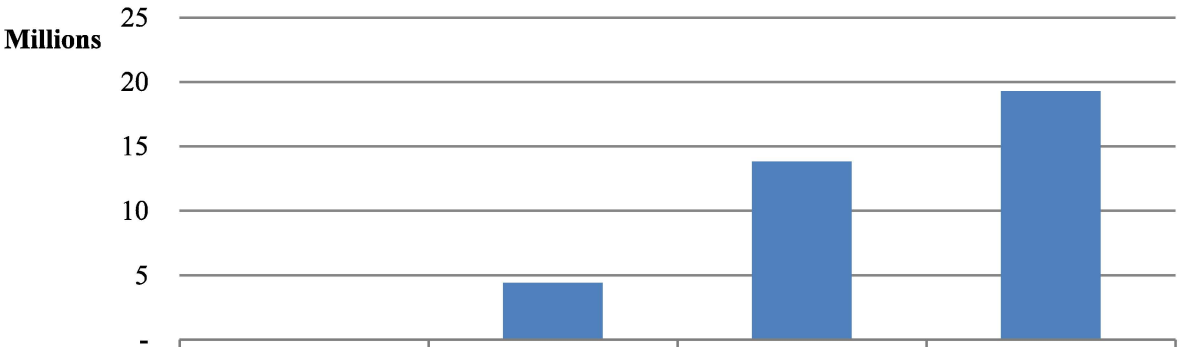
Investment earnings of $108,813 are generated from investing idle cash. Investment earnings represent 0.37 percent of Nonmajor Governmental Fund revenue.

Nonmajor Governmental Fund
Revenue Information

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	200,000	200,000
Affordable Housing & Sustainable Communities Program	-	-	4,899,283	4,752,014
Climate Adaptation Planning	-	-	500,000	700,000
Federal Railroad Administration	-	-	5,807,433	5,810,037
Freeway Service Patrol	1,536,858	34,575	3,298,208	1,689,961
Low Carbon Transit Operations Program	1,300,783	(39,270)	2,015,132	2,147,555
Orange County Transportation Authority	27,620	23,480	18,590	-
Rancho Cucamonga Fire Protection District	-	8,091	-	-
Riverside County Transportation Commission	5,720	3,104	8,479	-
San Bernardino County	27,479	58,178	210,272	95,350
San Bernardino County Housing Trust	-	-	3,308,054	2,244,020
Southern California Association of Governments	436,600	74,701	5,666,943	5,556,394
South Coast Air Quality Management District/Mobile Source Review Committee	-	-	831,000	1,163,400
State California Department Parks & Recreation	-	-	230,000	-
State Wildlife Conservation Board	63,452	154,298	-	-
Vehicle Registration Fees	1,984,904	1,965,476	1,902,000	1,902,000
Western Riverside Council of Governments\Regional Energy Network	2,987	646,852	1,378,790	1,153,707
Total Intergovernmental	5,386,402	2,929,486	30,274,184	27,414,438
Charges For Services				
Rental Fee - Santa Fe Depot EV Station	-	-	12,213	-
Total Charges For Services	-	-	12,213	-
Special Assessments				
General Assessment Dues	331,276	404,291	991,873	1,500,000
Total Special Assessments	331,276	404,291	991,873	1,500,000
Investment Earnings				
Investment Earnings	156,871	299,645	145,000	108,813
Total Investment Earnings	156,871	299,645	145,000	108,813
Miscellaneous				
Callbox Knockdown Recovery	-	546	14,676	-
Fees for PACE Program	78,464	60,026	825,993	-
Total Miscellaneous	78,464	60,572	840,669	-
Other Financing Sources				
Transfers In	7,375	77	-	-
Total Other Financing Sources	7,375	77	-	-
Total Revenues and Other Financing Sources	5,960,388	3,694,071	32,263,939	29,023,251

Enterprise Fund
Revenue Information

Enterprise Fund accounts for operating activities relating to the Interstate 10 (I-10) Express Lanes.



Express Lanes operations on the I-10 Express Lanes began in August 2024. SBCTA has fully drawn down on the loan from the United States Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program for $25 million. The loan payable to the TIFIA program is be recorded as a liability on the balance sheet of the Enterprise Fund to be repaid from toll revenues.

Express Lanes Fees and Charges

Express Lanes Fees and Charges for services are estimated at $19.3 million. These charges represent 100 percent of the Express Lanes Fund revenue.

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Express Lanes Fees And Charges				
I-10 Express Lanes	-	-	13,828,000	19,300,000
I-15 Express Lanes	-	4,273,497	-	-
Total Express Lanes Fees And Charges	-	-	13,828,000	19,300,000
Investment Earnings				
Investment Earnings	-	171,949	-	-
Total Investment Earnings	-	171,949	-	-
Other Financing Sources				
Transfers In	85,542	4,273,497	-	-
Total Other Financing Sources	85,542	4,273,497	-	-
Total Revenues and Other Financing Sources	85,542	4,445,446	13,828,000	19,300,000

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

General Government Program Budget

Description

The General Government Program provides general services and support to all programs at SBCTA. The Program includes the following activities:

Board of Directors

The policy-making body of SBCTA and SBCOG includes elected representatives of all of San Bernardino County cities and the Board of Supervisors.

Executive Administration and Support

This task provides administration and support services to the Board, management staff, and records management.

General Counsel

The General Counsel is the legal representative and advisor of SBCTA and SBCOG and reports directly to the Board.

Financial Management

Financial Management provides strong fiscal stewardship and leadership necessary in administering the funds entrusted to SBCTA and SBCOG to carry out its various functions, including procurement, and employee payroll and benefits administration.

Risk Management

Risk Management provides comprehensive enterprise risk management and safety functions, including risk transfer and insurance coverage procurement for all organizational activities.

Management Services

Management Services provides for the SBCTA and SBCOG information technology (IT), data management, telecommunications systems, vehicle maintenance, and compliance coordination with civil rights statutes.

Human Resources

Human Resources is responsible for the overall personnel function of SBCTA. It includes recruitment, employee development, and special studies.

Intergovernmental

This task represents the internal and member agency activities that include SBCOG and SBCTA, as well as regional collaboration with agencies through the County and surrounding areas.

Legislation

Legislation advocates for policies, funding, legislation and regulatory actions to advance the transportation and council of governments priorities of the Board.

Public Affairs

Public Affairs maintains a comprehensive public communications program to engage member agencies, private partners, and the community on SBCTA and SBCOG programs and projects.

Building Operation

Building Operation manages and maintains the operation of the Santa Fe Depot.

General Government Program Budget

Goals and Objectives

Board of Directors

1. Maintain project delivery focus.
2. Foster and strengthen relationships with Federal and State partners.
3. Direct policy to enhance mobility through connectivity and improving air quality while maintaining economic development.

Executive Administration and Support

1. Nurture relationships with peer agencies, partners in the private sector, and at state and federal agencies.
2. Continue implementation efforts related to records retention/destruction in accordance with policy.

General Counsel

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Agreement.
3. Provide legal support for initiation of Zero Emission Multiple Unit (ZEMU) Vehicle operations.
4. Review and update procurement templates.
5. Provide legal support for placing a measure on the ballot to extend Transaction and Use Tax.

Financial Management

1. Update long-term debt and investment policies.
2. Oversee compliance of the financing plan for Interstate 10 (I-10) Express Lanes Contract 1 Project including Transportation Infrastructure Finance and Innovation Act (TIFIA) funding.
3. Record operations and activity for I-10 Express Lanes Contract 1 and I-15 Express Lanes Contract 1.
4. Manage the Commercial Paper Program to help advance capital projects while minimizing interest costs.
5. Update internal control assessment to ensure proper financial controls are implemented.
6. Apply to Government Finance Officers Association for annual budget and financial audit awards.
7. Manage and complete annual financial, Measure I and Transportation Development Act audits.
8. Conduct biennial audit on expenditures of MSI programs administered by SBCTA.

Risk Management

1. Ensure continued compliance with SB 553 Workplace Violence Prevention Program requirements.
2. Finalize Security Sensitive Information procedure updates.
3. Continue to work with project delivery staff and contractors to reduce third-party claims.
4. Conduct annual safety audits of all SBCTA physical property locations.
5. Plan and facilitate annual insurance underwriter forums to increase carriers' knowledge and comfort with SBCTA as an insurance risk.

Management Services

1. Provide computer software training to employees.
2. Implement Office 365 and G5 licensing.
3. Continue evaluation of systems and networks for security.

Human Resources

1. Conduct recruitment to keep SBCTA fully staffed.
2. Evaluate benefits for potential cost saving opportunities.

Intergovernmental

1. Address agency and regional issues identified in the SBCTA/SBCOG Engagement Framework.
2. Implement the SBCOG 5 Year Work Plan.

General Government Program Budget

Goals and Objectives

Legislation

1. Advocate increasing historic funding levels provided by Federal and State sources, as well as represent SBCTA's interests as new funding sources and methodologies are considered in a special session/budget funding package or as funds are further distributed through Cap-and-Trade programs.
2. Advocate to maintain and increase formula funding sources that are reliable and add more predictability to project development.
3. Build upon SBCTA's relationships with local, regional, Federal and State policymakers and stakeholders, business and community leaders, the media, and the public.
4. Advocate to advance the Federal and State legislative priorities of the Board including, but not limited to: promoting the inclusion of regional corridors in goods movement policies and plans at the Federal and State level; supporting funding for freight priorities; working with statewide and regional partners on streamlining initiatives and expanded/extended authorities for alternative project delivery methods; and securing approval for SBCTA's sponsor legislation at the State level.
5. Continue Measure I renewal preparations (ad hoc committee work, expenditure plan development, public education and engagement).
6. Support implementation of Federal funding programs that advance project streamlining initiatives and enhanced project delivery authority, prioritize SBCTA projects and programs in funding decisions, and protects SBCTA's traditional funding and project selection roles and responsibilities.
7. Support the expansion of environmental exemptions for zero emission infrastructure (i.e. commuter rail and micro-transit).

Public Affairs

1. Continue to grow SBCTA's and SBCOG's online and traditional media presence, and evaluate new tools that would further facilitate the understanding of and engagement in projects, programs, and services.
2. Build upon existing outreach and communication programs where possible, including enhancing graphic design services to develop a more comprehensive, uniform look for SBCTA and SBCOG materials.
3. Seek opportunities to partner with other agencies to build awareness of SBCTA projects, programs, and services.
4. Enhance education on Measure I and its successes in San Bernardino County.
5. Partner with internal and external stakeholders to implement the agency-wide marketing and communications strategy, which serves as a toolbox and guidebook to promote effective communications policies within and outside the organization.
6. Seek opportunities to participate in community events, as appropriate, throughout the county to promote SBCTA and SBCOG programs and services and further engage with the public.

Building Operation

1. Develop and maintain a long-term capital improvement plan and budget for SBCTA-owned facilities.
2. Evaluate the Santa Fe Depot building for possible energy efficiency improvements.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Realized yield on operating investments	0.72%	2.4%	3.0%	3.0%
Sales Tax revenue note/bond rating (S&P/Fitch)	AAA/AAA	AAA/AAA	AAA/AAA	AAA/AAA
Measure I Sales Tax revenue forecast	YES	YES	YES	YES
Capital budget cash flow bond needs analysis	N/A	YES	YES	YES
Long-term/Short-term financing	YES	YES	YES	YES
Manage the agency procurement processes efficiently and effectively	YES	YES	YES	YES
Manage the agency insurance program	YES	YES	YES	YES
Manage claims effectively and efficiently	YES	YES	YES	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	YES
City/County Conference	YES	YES	YES	YES
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Programs and projects are able to proceed without major delays due to Federal and State actions	YES	YES	YES	YES
Build awareness of SBCTA programs and services, Measure I, and transit opportunities	YES	YES	YES	YES
Develop and implement an agency-wide engagement framework	N/A	N/A	YES	YES

Task 0100 Board of Directors

Purpose

The Board membership is comprised of the Mayor or a Council Member from each of the 22 cities and two towns within San Bernardino County and the five members of the County Board of Supervisors. The Board serves as the governing body of the County Transportation Authority and Council of Governments. The Board membership of the County Transportation Authority includes an ex-officio member appointed by the Governor of California. The Board is responsible for setting policies to enhance the quality of life of residents within the county, promoting cooperative regional planning, strengthening economic development efforts, exerting leadership in creative problem solving, and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

Construction of the Interstate 10 (I-10) Express Lanes reached a significant milestone with revenue service commencement in August 2024. The replacement of the North First Avenue Bridge in Barstow was completed and opened to the traveling public. Substantial progress was made on the Mount Vernon Avenue Viaduct with the substructure being completed and bridge deck work underway. Construction began on the Interstate 215 (I-215) University Parkway Interchange and the State Route (SR) 210 Waterman Avenue Interchange Phased Improvements. Construction of the I-10 Truck Climbing Lane was substantially completed, and right-of-way acquisition certification for the US-395 Phase 2 Freight Mobility and Safety Project is expected in May 2025. Construction of the West Valley Connector continued. The Zero Emission Multiple Unit (ZEMU) vehicle was delivered to San Bernardino and infrastructure testing was completed. Environmental approval of the Ontario International Airport (ONT) Connector is anticipated in spring 2025. Finally, Brightline West executed the $3 billion federal grant agreement and will break ground on the high-speed rail connection between Las Vegas and Rancho Cucamonga in 2025.

Of significant note, the Board, and all the member agencies of the SBCOG, voted to increase the SBCOG budget, allowing for additional staff and a more robust work plan. The SBCOG Five-Year Work Plan was updated, and work has commenced on the prioritized work elements such as the Housing Trust and Homelessness Strategic Plan.

The leadership and advocacy of the Board on behalf of the residents of San Bernardino County are key to SBCTA's and SBCOG's success. SBCTA is working on the second decade of a 30-year sales tax measure and continues delivering critical programs and projects, with strong stewardship of tax dollars remaining a priority guiding principle; ***Promises Made, Promises Kept***.

Work Elements

1. Establish policy guidelines to advance key initiatives, programs, and projects across the county.
2. Participate in SBCTA and SBCOG Policy Committees, Ad Hoc Committees, and Study Sessions.
3. Participate on regional boards as these are critical to ensure SBCTA's and SBCOG's concerns are understood regionally.
4. Engage in legislative advocacy in Sacramento and Washington, D.C.

Product

Policy direction and goal setting for the agency.

Contract Information

a. Existing Contract
   i. 24-1003122, Agenda Management Software, Amount Budgeted $14,428.17.

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

Task 0100 Board of Directors

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Professional Services	6,785	6,493	20,000	15,000
Attendance Fees	85,400	53,600	113,000	113,000
Security	5,555	5,997	23,260	23,260
Rentals-Office Equipment	-	6,635	10,000	5,000
Training/Registration	31	2,579	6,000	6,000
Travel Expense - Non-Employee	4,350	7,139	9,500	9,500
Travel Expense-Mileage-Non-Employee	16,512	15,442	19,000	21,000
Meeting Expense	4,854	5,897	14,000	14,000
Office Equip/Software-Inventorial	7,495	7,957	33,500	32,000
Total Expenditures	130,981	111,740	248,260	238,760
Funding Sources				
MSI Admin				171,500
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				36,260
SAFE-Vehicle Registration Fees				18,000
MSI Valley Fund-Freeway Projects				3,000
Total Funding Sources				238,760

Task 0200 Executive Administration and Support

Purpose

Provide appropriate leadership and direction to implement Board policies and priorities. The Executive Administration and Support task accommodates the overall administration of the agency and support services to the Board, management staff, and internal/external customers. This includes preparation of agendas and minutes for the Board, Policy Committee, and Technical Advisory Committee meetings.

Accomplishments

1. Continually reviewing internal policies and procedures to ensure compliance with Federal and State requirements and consistent application internally. This remains an ongoing but important effort to ensure the organization is functioning as the Board intended.
2. Worked closely with stakeholders and key leadership in the State to ensure previously committed State funds were not diverted from highway capacity projects. This effort was vastly intensified upon the heels of the California Transportation Commission (CTC) failing to allocate $202 million in construction funds to the Interstate 15 (I-15) Express Lanes Contract 1 project in December 2023 and will remain an important part of our advocacy for years to come.
3. Advocated in Sacramento to protect Senate Bill 1 grant funding from the potential negative impacts of proposed changes to the Climate Action Plan for Transportation Infrastructure (CAPTI) and to require a cost analysis of requiring projects to have Vehicle Miles Traveled (VMT) neutrality.
4. Advocated in Sacramento to preserve the Regional Early Action Plan (REAP) funding that is critical to the advancement of key SBCOG work plan elements.
5. Worked with the Federal Transit Administration (FTA) to advance the National Environment Policy Act (NEPA) approval of the Ontario International Airport (ONT) Connector, the proposed autonomous tunnel connection to Ontario International Airport.
6. Completed the boardroom technology modifications including replacing the microphones, audio system and the addition of monitors to ensure presentations can be seen by in-person Board members. Microphones were also added to the closed-session conference room.

Work Elements

This task provides for the following:

1. Executive Director oversight and management to implement Board priorities and support for the executive staff.
2. Executive Director participation on conference panels as necessary to maintain agency presence and participation in issues of regional significance.
3. Executive Director advocacy in Sacramento and Washington, D.C.
4. Preparation of agendas and minutes.
5. Maintenance of all official records and documents.
6. Monitoring Political Reform Act and Conflict of Interest Code filings.
7. Certify documents pertaining to SBCTA and SBCOG affairs.
8. Administrative support for agency-wide functions within the agency.

Product

Executive leadership and oversight to ensure that Board priorities are accomplished. Administrative support included in this task is critical for overall agency functions, posting of agendas, and preparation of minutes to document agency actions. Supports compliance with applicable laws and State requirements.

Task 0200 Executive Administration and Support

Contract Information

a. Existing Contracts
   i. 22-1002672, Office Supplies County Participation Agreement, Amount Budgeted $10,000.
   ii. 22-1002683, Offsite Record Storage, Amount Budgeted $23,000.
   iii. 24-1003122, Agenda Management Software, Amount Budgeted $14,428.17.

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	1,008,855	1,122,772	1,171,113	1,133,878
Regular Part-Time Employees	2,618	11,331	-	-
Overtime	788	1,057	14,850	14,850
Fringe Allocation-General	988,155	999,592	876,423	721,285
Professional Services	28	-	30,000	30,000
Consulting Services	-	-	20,000	20,000
Maintenance-Office Equipment	320	320	1,000	1,000
Rentals-Office Equipment	8,231	-	5,000	5,000
Dues/Memberships	26,078	29,315	40,000	40,000
Training/Registration	5,851	5,760	15,000	15,000
Postage	23	-	1,250	1,250
Travel Expense - Employee	8,524	21,927	15,000	15,000
Travel Expense-Mileage-Employee	354	511	2,100	2,100
Travel Expense-Other-Metrolink Tickets	66	282	300	300
Advertising	-	1,217	1,000	1,000
Printing - External	978	980	5,000	5,000
Printing - Internal	69	-	5,000	5,000
Record/Equipment Storage	4,126	6,396	23,000	22,000
Office Expense	4,934	5,775	15,000	15,000
Meeting Expense	714	556	3,600	3,600
Office Equip/Software-Inventorial	-	-	15,000	15,000
Total Expenditures	2,060,711	2,207,790	2,259,636	2,066,263

Funding Sources	
MSI Admin	652,782
Local Transportation Fund - Planning	222,111
Planning, Programming and Monitoring	4,610
SAFE-Vehicle Registration Fees	1,016
MSI Valley Fund-Freeway Projects	126,351
MSI Valley Fund-Fwy Interchange	35,029
MSI Valley Fund-Traffic Mgmt Sys	24,780
MSI Victor Valley Fund-Traffic Mgmt Sys	5,763
Indirect Cost Fund	993,821
Total Funding Sources	2,066,263

Task 0350 General Counsel

Purpose

General Counsel is the chief legal advisor for SBCTA and SBCOG. General Counsel, under the authority of the Board, renders legal advice and provides legal representation for SBCTA and SBCOG regarding matters relating to or arising from projects, programs and policies.

Accomplishments

1. Assisted with revision and consolidation of several policies related to the Board of Directors and Policy Committees.
2. Negotiated and finalized Stadler maintenance agreement and related assignment and assumption agreement with Southern California Regional Rail Authority (Metrolink).
3. Assisted Management Services to successfully conclude negotiations with Amtrak for Santa Fe Depot license agreement.
4. Finalized negotiations for local rail service with Brightline.
5. Assisted with the drafting and adoption of the Fourth Amendment to the SBCOG Joint Powers Agreement.
6. Provided comprehensive quarterly litigation and claims updates for the Board.

Work Elements

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Authority.
3. Provide legal support for initiation of Zero Emission Multiple Unit (ZEMU) Vehicle operations.
4. Review and update procurement templates.
5. Provide legal support for placement of a measure on the ballot to extend Transaction and Use Tax.

Product

1. Provide legal advice to staff and the Board.
2. Oversee outside counsel representing SBCTA and SBCOG in litigation and right of way matters.
3. Review, draft and provide advice regarding hundreds of contracts and related agenda items annually.
4. Update and advise the Board regarding major legal issues and litigation matters.
5. Provide risk mitigation legal strategies and advice.
6. Aid SBCTA and SBCOG in attaining legal compliance in all activities.

Contract Information

New Contracts

i. RFP, Legal Research Database, Amount Budgeted $9,500, Total Estimated Contract Amount $30,000.
ii. RFQ, Legal Services, Outside Counsel for various specialty legal services on an as-needed basis. Amount Budgeted $90,000, Total Estimated Contract Amounts will vary based on services provided.

Manager
Julianna Tillquist, General Counsel

Task 0350 General Counsel

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	439,272	477,624	553,857	535,400
Fringe Allocation-General	429,923	424,824	409,299	336,180
Professional Services	6,965	7,205	7,470	10,470
Legal Fees	4,397	-	85,000	90,000
Dues/Memberships	2,025	2,045	2,090	2,090
Training/Registration	1,632	1,428	5,400	6,200
Postage	-	-	100	100
Travel Expense - Employee	1,954	1,593	5,500	6,000
Travel Expense-Mileage-Employee	48	326	200	500
Meeting Expense	30	-	500	500
Office Equip/Software-Inventorial	-	-	10,000	-
Total Expenditures	886,245	915,045	1,079,416	987,440
Funding Sources				
MSI Admin				40,787
Local Transportation Fund - Planning				5,110
Local Transportation Fund - Rail				194,085
MSI Valley Fund-Freeway Projects				152,774
MSI Valley Fund-Fwy Interchange				33,813
MSI Valley Fund-Grade Separations				6,056
Indirect Cost Fund				554,815
Total Funding Sources				987,440

Task 0400 Financial Management

Purpose

Provide for SBCTA's and SBCOG's finance and accounting, revenue claiming, cash/investment management, and monitor debt issuance and payments.

Accomplishments

1. Received 12th consecutive Government Finance Officers Association (GFOA) award for the Annual Comprehensive Financial Report (ACFR) and award for the Annual Budget.
2. Monitored short-term financing programs including notes, commercial paper, and other options.
3. Managed the commercial paper program totaling $25 million used to inject cash flow to the North First Avenue Bridge Project and Interchange Program for the Interstate 10 (I-10) Mount Vernon Avenue Interchange and I-10 Cedar Avenue Interchange Projects.
4. Completed the draws on the United States Department of Transportation (USDOT) loan, under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, for the I-10 Corridor Contract 1 Project.
5. Complied with monthly and annual reporting requirements per loan agreement for the I-10 Corridor Contract 1 Project with TIFIA, including annual rating agency monitoring.
6. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
7. Performed an annual update of the Investment Policy No. 20100.
8. Monitored and completed various Measure I Local Pass-through and Transportation Development Act fund audits for the Fiscal Year 2023/2024.
9. Established a reconciliation process for the Express Lanes operations to ensure proper recording of transactions and revenues.

Work Elements

Finance and Accounting

This activity provides financial administration, general accounting, grant and project accounting, budgeting, payroll, accounts payable, independent audit, revenue forecasting, revenue claiming, and cash and debt management. The activity entails the following consulting contracts:

1. Auditing and accounting services:
   i. Independent financial audit and single compliance audit.
   ii. Financial, Measure I local street and senior and disabled pass-through, and Transportation Development Act compliance audits of transit operators, cities, towns, and the County.
2. Financial advisory services will include a continuing review of the strategic plan and cash flows:
   i. The short and long-term needs of SBCTA and SBCOG.
   ii. Financing options and alternative debt structures.
   iii. Financing timetables.
   iv. Revenue forecasts.
3. Investment advisory services will include the following:
   i. Advice on portfolio performance, current investment strategies, cash management, and cash flow projections.
   ii. Monthly and quarterly preparation of investment reports.
   iii. Review investment policies, practices, procedures, and portfolio status.
   iv. Observations and recommendations regarding the adequacy of investment controls.
4. Review financing timetables and structure new debt issues, as necessary, including rating agency presentations and official statements.

Task 0400 Financial Management

Procurement and contract administration

This activity provides centralized purchasing and contract administration for SBCTA and SBCOG. It includes Federal, State, and local agreements and contracts. Staff work with departments initiating Requests for Proposals (RFP) and Invitation for Bids (IFB), evaluating proposals, negotiating, and contract awards. This ensures proper documentation and procedures are adhered to according to various Federal and State regulations. Hosts Business to Business (B2B) event to foster relationships between sub consultants and prime consultants.

Budgetary changes are mainly due to higher costs than anticipated for compliance audits of transit operators, cities, towns, and the County, along with the expense of implementing a new Enterprise Resource Planning system.

Product

The majority of the costs attributed to financial management are accounted for in the Indirect Cost Fund and charged to various tasks. Provide financial management support for all activities in the organization. Annually complete the ACFR and budget and submit them to GFOA for award consideration.

Contract Information

a. Existing Contracts
   i. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted $0.*
   ii. 20-1002281, 20-1002295, 21-1002607, 22-1002704, 24-1003074, and 24-1003075 Rating Services, Amount Budgeted $0.*
   iii. 20-1002379, Special Tax Consultant, Amount Budgeted $0.*
   iv. 20-1002380 and 20-1002322, Financial Advisory Services, Amount Budgeted $20,000.
   v. 20-1002438 and 21-1002474, On-call Temporary Employment Services, Amount Budgeted $45,000.
   vi. 21-1002544, Sales Tax Consulting Services, Amount Budgeted $10,000.
   vii. 21-1002552, Data Processing and Aerial Photographs, Amount Budgeted $24,000.
   viii. 21-1002558, Custodial Banking Services, Amount Budgeted $500.
   ix. 21-1002624, Bond Counsel, Amount Budgeted $0.*
   x. 21-1002625, Disclosure Counsel, Amount Budgeted $0.*
   xi. 22-1002721, I-15 Cooperative agreement, Amount Budgeted $0.*
   xii. 22-1002768, 22-1002769 and 23-1002832, On-Call Labor Compliance Services, Amount Budgeted $10,000.*
   xiii. 22-1002779, Printing and mail courier services, Amount Budgeted $0.*
   xiv. 23-1002833, Financial Model for Express Lanes Operations, Amount Budgeted $0.*
   xv. 23-1002932, Banking and Credit Card Services, Amount Budgeted $500.
   xvi. 23-1002933, Economist Services, Amount Budgeted $30,000.
   xvii. 24-1003085, Auditing Services for Financial Statements, Amount Budgeted $175,000
   xviii. 24-1003086, Auditing Services for Measure I Local Pass-through and Parking Fees, Amount Budgeted $870,000
   xix. 24-1003173, Auditing Services for Transit Operators, Amount Budgeted $200,000.
   xx. 25-1003184, Investment Advisory Services, Amount Budgeted $135,000.
   xxi. 25-1003210 and 20-1002378, On-Call Audit Services, Amount Budgeted $65,000.

b. New Contracts
   i. RFP, Disadvantaged Business Enterprise Services, Amount Budgeted $10,000, Total Estimated Contract Amount $100,000*
   ii. RFP, Custodial Banking Services, Amount Budgeted $500, Total Estimated Contract Amount $50,000.

Task 0400 Financial Management

c. Software License Agreements and Software Subscriptions*
   i. Financial management software, Amount Budgeted $58,160.
   ii. Online Solicitation system, Amount Budgeted $9,500.
   iii. Lease and subscription-based information technology arrangements management software, Amount Budgeted $8,000.

*These contracts are managed for performance by Finance and budgeted by other programs within the agency. The amount budgeted is reflected within each of those respective programs.

Manager

Lisa Lazzar, Chief Financial Officer

Task 0400 Financial Management

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	903,559	1,263,890	1,227,737	1,389,751
Overtime	7,853	10,384	14,850	14,850
Retirement Contribution-Employer	-	12,373,692	-	-
Fringe Allocation-General	892,015	1,133,405	872,291	881,948
Professional Services	15,433	99,876	405,903	224,260
Consulting Services	-	64,203	200,000	140,000
County Fees	68,303	85,388	100,000	100,000
Auditing and Accounting	719,859	1,018,669	1,315,000	1,454,000
Investment Management Fees	75,345	148,498	125,000	147,000
Legal Fees	19,203	9,503	-	50,000
Dues/Memberships	2,596	3,854	13,000	13,000
Training/Registration	3,623	5,396	20,000	20,000
Postage	1,967	2,594	2,100	2,100
Travel Expense - Employee	7,648	11,111	16,000	16,000
Travel Expense-Mileage-Employee	161	578	4,100	4,100
Advertising	400	425	2,800	2,800
Printing - External	960	809	5,000	2,000
Bank Charges	369	443	1,000	1,000
Other Service Charges	-	143,712	-	-
Office Expense	254	679	-	500
Meeting Expense	1,180	493	2,000	500
Computer Hardware and Software	-	-	-	300,000
Total Expenditures	2,720,727	16,377,600	4,326,781	4,763,809

Funding Sources	
MSI Admin	1,514,129
Local Transportation Fund - Admin	513,864
Local Transportation Fund - Planning	183,111
Local Transportation Fund - Rail	5,554
Transit and Intercity Rail Capital Program-SB125	3,622
Zero Emission Transit Capital Program-SB125	3,622
SAFE-Vehicle Registration Fees	99,458
MSI Valley Fund-Freeway Projects	203,977
MSI Valley Fund-Fwy Interchange	72,111
MSI Valley Fund-Grade Separations	42,084
MSI Valley Fund-Metrolink/Rail Service	54,632
MSI Victor Valley Fund-Major Local Hwy	19,499
Indirect Cost Fund	2,048,146
Total Funding Sources	4,763,809

Task 0430 Risk Management

Purpose

Facilitate and oversee risk-handling activities that may be planned or invoked as needed across all agency activities to mitigate adverse impacts; this includes management of SBCTA's comprehensive insurance and enterprise risk management program, identification of insurance requirements for contracts, management of the continuity of operations plan, and leading the safety committee.

Accomplishments

Risk Management, in an effort to continue the safety initiatives, has continued to promote staff awareness, training in all areas of safety, and security-sensitive information protocols. Risk Management continues to promote initiatives that help mitigate third-party and workplace injuries.

Work Elements

This activity evaluates and procures via a contracted insurance broker, all appropriate forms of insurance coverage and insurance limits of liability including 1) workers' compensation, 2) commercial property, 3) general and excess liability (including public officials' errors and omissions, staff licensed engineers' professional liability and employment practices coverages), 4) crime and excess crime, 5) automobile, and 6) cyber liability (including data breach) insurance coverages. It also includes responsibility for: security-sensitive information (SSI), personal identifiable information (PII) and continuity of business operations planning (COOP), environmental health and safety, fire, life, and safety, and the review of all contracts for proper vendor insurance coverage and certificate of insurance, as well as managing a third party administrator responsible for handling claims. The activity includes the following professional contracts:

1. Insurance and Risk Management consultant:
   i. Marketing SBCTA to the insurance market and seeking proposals from various carriers for SBCTA and SBCOG insurance policies.
   ii. Providing consultative resources to assist with the review of SBCTA and SBCOG contracts for proper insurance coverage and resolving questions about certificates of insurance.
2. Third Party Administrator:
   i. Managing and adjusting third party claims for damages against SBCTA.
   ii. Tendering third party claims to the responsible party, including other public agencies or contractors, as well as negotiating possible outcomes before processing claims with the appropriate insurance carrier.
   iii. Negotiating third party claim settlement agreements.

Product

1. Evaluate risk and secure annual insurance policies.
2. Review and assess SSI and ensure it is handled appropriately.
3. Develop formal procedures to outline how to identify, store, handle, and disseminate SSI.
4. Perform annual updates to the Continuity of Operations Plan and continue managing the Continuity of Operations training, testing, and exercising program.
5. Perform monthly safety inspections and annual full functional exercise and fire drill.

Contract Information

a. Existing Contracts

   i. 23-1002957, Broker Service, Amount Budgeted $35,000.
   ii. 21-1002472, Liability Claims Third Party Administrator, Amount Budgeted $15,000.

Task 0430 Risk Management

Local Funding Source Detail

i. Fontana - $3,500.
ii. Montclair - $12,500.
iii. Ontario - $4,500.
iv. Rancho Cucamonga - $15,000.
v. Redlands - $6,500.
vi. Rialto - $5,000.
vii. San Bernardino - $25,000.
viii. Upland - $3,000.

Manager

Steven Keller, Enterprise Risk Manager

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	-	112,638	130,840	141,904
Fringe Allocation-General	-	100,186	96,690	89,101
Professional Services	-	2,465	50,000	60,000
Legal Fees	-	5,262	15,000	25,000
Claims	-	927	50,000	85,000
General Liability Insurance	-	216,261	250,000	275,000
Umbrella Liability Insurance	-	68,098	120,000	135,000
Property Insurance	-	175,200	214,209	255,000
Crime Insurance	-	9,448	12,000	16,500
Automotive Insurance	-	1,098	1,500	2,000
Cyber Liability Insurance	-	15,430	26,400	50,000
Dues/Memberships	-	600	400	400
Training/Registration	-	-	3,000	3,750
Postage	-	28	100	100
Travel Expense - Employee	-	-	3,000	3,000
Travel Expense-Mileage-Employee	-	-	500	500
Advertising	-	221	-	750
Meeting Expense	-	-	-	125
Total Expenditures	-	707,863	973,639	1,143,130
Funding Sources				
MSI Admin				3,896
Local Transportation Fund - Planning				49,289
SAFE-Vehicle Registration Fees				5,372
MSI Valley Fund-Freeway Projects				77,225
MSI Victor Valley Fund-Major Local Hwy				269
Local Projects Fund				175,000
Indirect Cost Fund				832,079
Total Funding Sources				1,143,130

Task 0450 Management Services

Purpose

Provide for the SBCTA and SBCOG information technology (IT), data management, telecommunications systems, and vehicle maintenance.

Accomplishments

1. Implemented email cybersecurity training and testing program.
2. Identified and implemented key improvements to login areas, ensuring accurate determination of the user's physical location at the time of login and monitoring for anomalies.
3. Implemented additional appropriate LaserFiche workflows to enable proper records retention for State of California Transportation Development Act (TDA) Article 3 and Closed Claims Processes.
4. Executed procurement solicitations for Office 365 G5 Foundation Implementation.
5. Upgraded Microsoft Office 365 licensing to G5 to enable records retention and improved cybersecurity posture.
6. Implemented a new backup and disaster recovery solution to improve reliability and usability in the event of a disaster, realizing an approximate 10 percent annual cost reduction for backups combined with increased performance and reliability.
7. Executed Workstation Replacement plan replacing each user's computer equipment with newer models.
8. Designed replacement telephony solution to leverage existing spend on Microsoft Teams and eliminate maintenance on telephone equipment.
9. Analyzed usage for Network Technology Consultant, reduced usage from five days a week to four based on workload.
10. Executed procurement solicitation process for Network Technology Consultant.
11. Enhanced Cybersecurity Awareness through a system that delivers targeted simulated attacks based on criteria like job function, current events, or season. Users who fail the tests are automatically assigned relevant training, while general training is provided to all users to strengthen overall security awareness.

Work Elements

Conduct administrative functions necessary to maintain the operation of the information technology system, records management, telecommunications system, and vehicle maintenance.

Information Technology

This activity provides for the performance of computer hardware and software, computer networks, internet, Wi-Fi, software licenses and assurances, data network infrastructure, cybersecurity, and disaster recovery. This task provides for seven contracts related to computer network administration. In addition, the budgeted amount includes the continuation of Microsoft Office 365's G5 level, enabling records retention for all items in the Office 365 environment.

Data Management

This activity provides for the management and upkeep of the agency Intranet sites where agency-related policies, procedures, forms, and related information are maintained.

Telecommunications

This activity provides for the use and maintenance of electronic devices and digital telephone systems.

Vehicle Maintenance

This activity provides for the use and maintenance of the single agency Sports Utility Vehicle (SUV).

Task 0450 Management Services

Product

1. Continue to improve administrative efficiency through automation of records processing using Laserfiche, SharePoint, and other enterprise systems.
2. Continue to examine SharePoint, EDEN, Laserfiche, and OneMeeting, the agency's new agenda management platform, software programs for increased efficiencies, and opportunities for integration with each other or other systems.
3. Assist with the Enterprise Resource Planning (ERP) Selection Committee to assist with the replacement of the EDEN system.
4. Implement retention policies on the existing SharePoint site to ensure compliance with Document Retention regulations.
5. Drive improvement in business processes by leveraging the full suite of Office 365 Products.
6. Plan and direct the organization's strategy to drive on-premise hardware and services to the cloud.

Contract Information

a. Existing Contracts
   i. 17-1001628, Technology Network Consultant, Amount Budgeted $225,000.
   ii. 24-1003072, Phone and Internet Communication, Amount Budgeted $12,900.
   iii. 22-1002805, Printer Leases, Amount Budgeted $30,000.
   iv. 23-1002842, Postage Machine Lease, Amount Budgeted $11,000.
   v. 23-1002828, SharePoint Administrator Professional Services, Amount Budgeted $14,000.
   vi. 22-1002779, MOU with County for Mail and Printing Services, Amount Budgeted $0.*
   vii. 24-1003122, Granicus MinuteTraq/OneMeeting, Amount Budgeted $32,000*.
   viii. 25-1003289, Implementation of Office 365 Foundation, Amount Budgeted $150,000.

b. New Contracts
   i. RFP, Backup internet connection cabling and installation, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
   ii. RFP, Deployment of Microsoft Teams as a Phone System, and completion of Office365 G5 Implementation, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
   iii. RFP, Installation of building paging system, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
   iv. Backup Satellite Internet Connection, Amount Budgeted $20,000, Total Estimated Contract Amount $20,000.

c. Software License Agreements and Software Subscriptions
   i. 21-1002570, Document Management Software, Maintenance and Hardware, Amount Budgeted $50,000.
   ii. 21-1002653, Project Delivery Software, Amount Budgeted $3,450.
   iii. 22-1002703, Financial Management Software System, Amount Budgeted $53,250.
   iv. Adobe Cloud Software - Adobe Sign, Adobe Creative Cloud, Adobe Acrobat Subscription, Amount Budgeted $18,900.
   v. Hosted O365 Email and Microsoft Office Applications, Amount Budgeted $70,000.
   vi. Email Spam Filtering and Encryption, Amount Budgeted $6,250.
   vii. Zoom Software, $1,000.

* This contract is managed for performance by Management Services but budgeted by other programs within the agency. The amount of budget is reflected within each of those respective programs. The amount shown represents the budget for this task.

Manager

Colleen Franco, Director of Management Services

Task 0450 Management Services

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	147,570	165,103	177,641	177,495
Fringe Allocation-General	144,429	146,851	131,276	111,449
Professional Services	331,852	302,983	431,650	320,400
Legal Fees	-	-	-	25,000
Maintenance-Motor Vehicles	2,315	806	2,500	2,500
Rentals-Office Equipment	15,786	-	-	-
Training/Registration	-	1,760	10,000	8,000
Postage	2,516	2,166	3,500	3,500
Travel Expense - Employee	254	20	1,000	1,000
Travel Expense-Mileage-Employee	-	-	200	200
Advertising	209	-	-	-
Communications	10,588	6,614	41,400	57,660
Office Expense	1,139	-	1,500	1,500
Meeting Expense	-	-	200	200
Office Equip/Software-Inventorial	678,807	250,439	398,686	448,832
Computer Hardware and Software	4,043	243,125	225,000	300,000
Total Expenditures	1,339,507	1,119,868	1,424,553	1,457,736

Funding Sources	
MSI Admin	4,708
Indirect Cost Fund	1,453,028
Total Funding Sources	1,457,736

Task 0470 Human Resources

Purpose

Human Resources responsibilities include the recruitment, selection, and appraisal process; training and development; classification and compensation studies; benefits administration; employee relations; and recommending, implementing, and maintaining personnel policies, procedures, and practices in accordance with Federal, State, and local guidelines.

Accomplishments

1. Recruited and filled thirteen positions at the time of budget preparation with the expectation of an additional eight recruitments.
2. Screened over 1024 employment applications.
3. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
4. Conducted agency-wide fire and earthquake drills.
5. Administered a Mentorship program to provide employees with the opportunity to receive guidance from a mentor, engage with fellow SBCTA employees, and open new channels for networking and mutual learning.
6. Implemented new training tools and platforms to enhance employee growth and skill development beyond the basic job training.

Work Elements

1. Provide information to enhance the employee's knowledge of current personnel policies and procedures in various forms including electronic access, training, and printed information.
2. Ensure that employee personnel records are documented and updated timely for various personnel actions.
3. Provide tools to supervisors so they can complete annual employee evaluations.
4. Employ and recruit a dynamic and talented workforce.
5. Maintain a compensation program that ensures internal equity and external competitiveness.
6. Provide appropriate and timely training to meet the demands of the organization and the professional growth and development of all staff members.
7. Provide a safe working environment with the maintenance of an injury and illness prevention program.
8. Assist employees in utilizing employer-paid benefits to enhance their health, wellness, and quality of life.
9. Maintain a proactive employee relations process by facilitating a collaborative, professional working environment with all staff members.
10. Maintain an employee recognition program that rewards employees for outstanding service delivery and longevity.
11. Promote a healthy work-life balance.

Product

1. Develop leadership competency across the agency through training and development initiatives, to ensure leaders have both the skills and the tools necessary to effectively and fairly manage staff.
2. Research, develop, and deliver ways to automate human resources processes to improve efficiency and reduce costs.
3. Promote health and wellness campaign program initiatives.
4. Legal review of personnel policies and procedures to maintain accordance with Federal, State, and local guidelines.

Task 0470 Human Resources

Contract Information

a. Existing Contracts
   i. 21-1002467, On-Call Employment Law Advisement Services, Amount Budgeted $25,000.
   ii. 23-1002959, On-Call Legal Services, Amount Budgeted $5,000.
   iii. 25-1003226, Disability Compliance Management, Amount Budgeted $20,000.
   iv. 25-1003192, Employee Background Screening Services, Amount Budgeted $1,750.

b. New Contracts
   i. RFQ, Employment Prescreening Services, Amount Budgeted $3,105, Total Estimated Contract Amount $20,000.
   ii. RFQ, Various Employee Service Award Services and Products, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.

c. Software License Agreements and Software Subscriptions
   i. Third Party Whistleblower Services, Amount Budgeted $2,000.
   ii. Mentorship Software, Amount Budgeted $3,000.
   iv. Human Resources Information System (HRIS) for recruitment, performance management, and training. Amount Budgeted $25,000.

Manager

Colleen Franco, Director of Management Services

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	124,052	157,256	130,569	134,713
Fringe Allocation-General	121,411	139,872	96,491	84,586
Professional Services	56,444	29,243	29,980	29,855
Legal Fees	21,079	8,007	25,000	25,000
Maintenance-Motor Vehicles	198	343	-	-
Dues/Memberships	1,819	2,076	2,180	2,680
Training/Registration	524	3,185	33,250	65,030
Postage	-	-	200	200
Travel Expense - Employee	-	980	7,000	7,500
Travel Expense-Mileage-Employee	-	7	500	500
Advertising	11,641	3,425	15,800	21,100
Office Expense	1,167	331	1,000	1,000
Meeting Expense	8,138	13,579	20,000	25,000
Total Expenditures	346,472	358,301	361,970	397,164

Funding Sources	
MSI Admin	3,412
Indirect Cost Fund	393,752
Total Funding Sources	397,164

Task 0501 Intergovernmental

Purpose

Establish and implement intergovernmental initiatives, such as small business opportunities and regional strategic initiatives such as identifying collaborative solutions for addressing homelessness. Intergovernmental activities complement Council of Government projects specifically focused on local government services and quality of life that are of benefit to the member agencies.

Accomplishments

With authorization from the SBCTA/SBCOG Board in 2022, staff moved forward and completed a regional study as the starting point for determining communities within jurisdictions that are historically underserved. The study drilled down to the community level and identified historically underserved communities demographically, geospatially, and by varying types of investments, providing important data to better understand the challenges faced by specific underserved communities across the region. This information has helped SBCTA/SBCOG and its policymakers to have a clearer understanding of existing conditions and to prepare a data matrix to assist in making informed recommendations and options to address various challenges as staff, through the Board of Directors, finalizes the SBCTA/SBCOG Engagement Framework. Significant progress was made toward this end; through meetings with the SBCOG Ad Hoc Committee, Staff Working Group, and Community Working Group, work on this framework is approximately 80% complete.

1. Entered into a vendor contract to complete the SBCTA/SBCOG Engagement Framework
2. Implemented a Small Business component to the annual Business-to-Business event, hosting one Small Business Vendor Fair.

Work Elements

1. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement the SBCTA/SBCOG Engagement Framework.
2. Coordination and implementation with cities, the county, non-profits, and stakeholders for implementation of the Small Business Component of the Business-to-Business event, rebranded in the COG Work Plan (Task 2910) as Small Business Vendor Fairs.
3. Coordination with the City/County Manager's Technical Advisory Committee (CCMTAC) to receive direction on regional small business initiatives, the San Bernardino Regional Housing Trust, and the Homelessness Strategic Plan.
4. Updates to the General Policy Committee and Board and receipt of direction as needed on the SBCTA/SBCOG Engagement Framework, regional small business initiatives, and the Homelessness Strategic Plan.
5. Planning and coordination with member agencies and stakeholders for the Homelessness Strategic Plan.
6. Planning and coordination with local agencies, small businesses, and local chambers to create a vision and scope for a Regional Small Business Certification program.

Budgetary changes are mainly due to an increase in the SBCOG Workplan implementation.

Product

1. SBCTA/SBCOG Engagement Framework.
2. Homelessness Strategic Plan White Paper and Scope of Work.
3. Development of a Scope of Work for a Regional Small Business Certification.
4. Host two (2) Small Business Vendor Fairs.
5. Implementation of Smart County Early Action Plan components, in collaboration with local jurisdictions and pending funding availability.

Task 0501 Intergovernmental

Contract Information

a. Existing Contracts
   i. 24-1003033, SBCTA/SBCOG Policy Framework, Amount Budgeted $50,000.

b. New Contracts
   i. RFP for Homeless Strategic Plan, Amount Budgeted $242,500
   ii. RFP for SBCOG Bench Consultants, Amount Budgeted, $260,000.

Manager

Steven Smith, Director of Planning and Regional Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	126,074	82,631	65,931	57,464
Fringe Allocation-General	123,391	73,497	48,723	36,082
Professional Services	138,714	-	50,000	502,500
Consulting Services	115,227	10,171	250,000	50,000
Grant Writing	-	27,192	52,500	-
Dues/Memberships	-	-	500	-
Training/Registration	15,000	7,500	30,000	-
Postage	-	-	100	-
Travel Expense - Employee	408	-	-	-
Travel Expense-Mileage-Employee	200	-	1,200	-
Travel Expense-Mileage-Non-Employee	-	-	200	-
Travel Expense-Other-Metrolink Tickets	-	-	100	-
Contributions/Subsidies	-	-	5,000	-
Office Expense	-	-	100	-
Meeting Expense	12,800	-	-	-
Total Expenditures	531,815	200,991	504,354	646,046
Funding Sources				
Indirect Cost Fund				646,046
Total Funding Sources				646,046

Task 0503 Legislation

Purpose

Advocate for policies, funding, legislation, and regulatory actions that advance the transportation and council of government priorities as established by the Board to enable efficient delivery of projects and programs.

Accomplishments

SBCTA continued to work with its member jurisdictions, Federal and State advocates, regional and statewide agencies, and key stakeholders to advance transportation policies beneficial to SBCTA, protect critical funding sources, and ensure that SBCTA's priority projects were able to move forward.

This task supports work including but is not limited to, legislative outreach, policy research, bill analysis, drafting support/advocacy materials, coordinating regional responses to various proposals, building coalitions, briefing elected officials and their staff on critical issues, and organizing advocacy trips to advance agency priorities.

At the Federal level, SBCTA Board Members' and staff advocacy efforts in Washington, D.C., resulted in the following:

1. Enhanced awareness of and support for major SBCTA Projects and Programs through a series of meetings with Congressional members, staff, and Federal agencies.
2. Advocating for support of major transit projects such as SBCTA's pursuit of emerging technology; examples include a transit tunnel connection between Cucamonga Station and Ontario International Airport (ONT) and the piloting of the first self-contained zero-emission commuter rail vehicle in the nation.
3. Advocating for support of SBCTA Federal grant requests.

In Sacramento, SBCTA Board Members' and staff advocacy efforts included:

1. Advocating to protect Senate Bill 1 (SB1) investments in transportation.
2. Advocating to protect existing transit investments.
3. Advocating for the reexamination of Senate Bill 743 (SB743) and the Vehicle Miles Traveled (VMT) metric.
4. Advocating to maintain and increase Federal and State formula funding sources.
5. Advocating for Cap-and-Trade Program allocations for transportation projects and working with statewide partners to promote maximum flexibility in program guidelines.
6. Representing SBCTA's interests as new funding proposals are considered to address the State's ongoing deferred maintenance and overall infrastructure funding shortfalls, including ensuring that a proper balance in State and local project delivery responsibilities is promoted as process reforms are considered as part of a final package.
7. Educating on the significance of the role the San Bernardino County highways play in goods movement.
8. Advocating for support of major transit projects, such as SBCTA's piloting of the first self-contained zero-emission commuter rail vehicle in the nation, as well as a transit tunnel connection to ONT using zero-emission vehicles.
9. Advocating to protect SBCTA's local control over regional transportation projects.
10. Continuing to build and improve relationships with Federal and State transportation agencies.

Locally, SBCTA staff will:

1. Work with the Board (and any future Ad Hoc Committee) on the development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.
2. Educate the public on the benefits of Measure I and Measure I projects.

Task 0503 Legislation

Work Elements

This Program has four components:

1. Represent SBCTA's positions on Federal and State legislative, funding, and regulatory actions as directed by the Board.
2. Collaborate with both public and private sector, Federal, State, and regional level stakeholders to advance the agency's legislative priorities.
3. Where appropriate, sponsor legislative proposals and coordinate legislative strategies to address agency needs.
4. Support SBCOG's role as the Council of Governments (COG) through outreach and advocacy efforts at the Federal, State, and regional levels.

Budgetary changes are mainly due to an increase in cost for additional advocacy services.

Product

Products of this work element include the retention and/or expansion of funding for SBCTA's and SBCOG's projects and programs; a more efficient project delivery system; the inclusion of SBCTA's and SBCOG's positions and priorities in major legislative initiatives; and enhanced knowledge of Federal and State transportation and SBCOG issues amongst Board Members and staff.

In Fiscal Year 2025/2026, SBCTA will continue to actively advocate for transportation funding (including more formula funding sources) at the Federal and State levels, promote approvals and environmental exemptions for zero-emission infrastructure, promote the inclusion of SBCTA corridors into Federal goods movement policies and funding plans, promote expanded alternative project delivery mechanisms and additional environmental process streamlining, as well as to advance SBCTA's and SBCOG's adopted legislative platform through the legislative process.

Contract Information

a. Existing Contracts
   i. 20-1002385, Federal Advocacy Services, Amount Budgeted $164,000.
   ii. 20-1002384, State Advocacy Services, Amount Budgeted $120,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

Task 0503 Legislation

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	253,256	286,051	293,374	326,818
Fringe Allocation-General	247,867	254,429	216,805	205,210
Professional Services	214,913	202,898	284,328	406,496
Dues/Memberships	18,381	5,320	24,504	2,000
Training/Registration	1,100	3,442	10,000	4,000
Postage	41	-	-	-
Travel Expense - Employee	7,525	12,809	25,261	6,500
Travel Expense-Mileage-Employee	114	31	4,000	2,000
Travel Expense-Other-Metrolink Tickets	25	-	200	-
Office Expense	-	-	500	-
Meeting Expense	465	1,046	16,000	31,000
Total Expenditures	743,687	766,027	874,972	984,024

Funding Sources	
MSI Admin	67,119
Local Transportation Fund - Planning	57,003
Local Transportation Fund - Rail	149,765
MSI Valley Fund-Freeway Projects	13,709
Indirect Cost Fund	696,428
Total Funding Sources	984,024

Task 0605 Public Affairs

Purpose

Maintain a comprehensive public communications program to engage member agencies, private partners, and the community on the broad range of SBCTA and SBCOG programs and projects, as well as opportunities to plan and provide input on future projects and needs.

Accomplishments

Through this task, SBCTA has established a cooperative working relationship with community and business stakeholders, the public, and the media that engages the public in the development and implementation of SBCTA programs and projects.

1. Continued to provide outreach, communications, and education programs to support highway, streets, roads, and transit/rail projects to mitigate impacts to commuters and local communities.
2. Supported grant pursuit efforts through the development of grant-specific fact sheets and branding of the submittal for aesthetic enhancement and agency consistency.
3. Expanded outreach opportunities by bringing forward new tools, including providing virtual meeting platforms and enhancing our social media and online presence through growth in Twitter, Facebook, and Instagram, as well as continuing a news blog - @goSBCTA.
4. Extended reach of a YouTube series called SBCTA TODAY to help the public appreciate the work being done on their behalf.
5. Maintained the MEASURE IMPACT blog series to show the nexus between Measure I and a better San Bernardino County.
6. Maintain the web interface for goSBCTA.com to make the user experience efficient and uniform to the agency brand.
7. Worked with the media to ensure accurate, consistent, and timely messages about SBCTA programs and projects were communicated and promoted through newspaper, radio, and television opportunities.
8. Continued the execution of three contracts for public outreach, media relations, and on-call graphic design services.
9. Further improved communications surrounding the SBCOG function, including the continuation of the Council of Governments (COG) Communicator, released and published quarterly, and the maintenance of a dedicated SBCOG website; provided communications for the various programs within the COG function; development of a COG marketing plan; and supported the planning and execution of the annual City/County Conference.
10. Hosted web content for a monthly rideshare publication and online content for the Freeway Service Patrol (FSP) Program.
11. Continued online streaming tools to enhance public engagement.

Work Elements

This task provides SBCTA's outreach to a wide array of external customers interested in SBCTA's projects, programs, and services. Communicating the vision of the Board, mitigating project impacts, developing content for a variety of digital engagement opportunities, creating initial marketing for future services on roadway and transit, and showcasing SBCOG and transportation successes through media and supplemental marketing are among the many activities managed by this office.

Product

Products of this work element include the development of advocacy materials, hosted venue for strategic partners, media advisories, virtual platforms for public engagement, digital engagement materials like COG Communicator, Executive Director Updates, social media engagement, and YouTube project updates. These complement the ongoing efforts in graphic design, photography, speech writing, presentation development, project fact sheets, marketing plans, and a variety of agency-specific brochures. Web management and maintenance is a critical component of the task. The task also participates in the planning and delivery of the annual City/County Conference, the annual Business to Business Expo (B2B), and multiple public events commemorating the start and/or finish of major capital improvement projects.

Task 0605 Public Affairs

In Fiscal Year 2025/2026, communications opportunities will grow to add marketing for public services and will include the further development of traditional and online media presence. SBCTA will continue to evaluate the tools to engage the public and provide information on SBCTA's programs and services, partner with private sector transportation developers, and seek to build awareness of SBCTA, SBCOG, Measure I, and transportation opportunities in the region. A public engagement paradigm shift to more online streaming services will warrant research into the effect on the reach and sustainability of agency messages.

Contract Information

a. Existing Contracts
   i. 23-1002995, 4-year (+1) On-call Public Outreach, Amount Budgeted $75,000.*
   ii. 23-1002966, Website Maintenance and Content Posting, Amount Budgeted $25,000.

* These contracts are managed for performance by Public Affairs but also budgeted by other programs within the agency. The budget is reflected within each of those respective programs. The amount shown represents the budget for this task.

Manager

Otis Greer, Director of Legislative and Public Affairs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	175,010	154,296	192,670	191,883
Fringe Allocation-General	171,285	137,239	142,383	120,484
Professional Services	67,946	55,383	150,000	150,000
Dues/Memberships	3,645	6,010	11,600	11,500
Training/Registration	925	799	14,000	14,000
Travel Expense - Employee	2,082	3,556	10,000	10,000
Travel Expense-Mileage-Employee	530	189	3,500	3,500
Public Information Activities	20,402	172,065	119,142	144,000
Meeting Expense	54,439	191,144	35,000	35,000
Total Expenditures	496,265	720,682	678,295	680,367
Funding Sources				
MSI Admin				108,676
Local Transportation Fund - Planning				23,281
Local Transportation Fund - Rail				75,000
MSI Valley Fund-Freeway Projects				41,542
MSI Valley Fund-Fwy Interchange				41,077
MSI Valley Fund-Grade Separations				3,570
MSI Valley Fund-Metrolink/Rail Service				7,313
MSI Valley Fund-Express Bus/Rapid Trans				19,499
Indirect Cost Fund				360,409
Total Funding Sources				680,367

Task 0805 Building Operation

Purpose

Manage the operations, maintenance, and improvement of the historic Santa Fe Depot.

Accomplishments

SBCTA oversees the day-to-day operations of the Santa Fe Depot (Depot) facility, which is co-owned by SBCTA and the City of San Bernardino. SBCTA retains the services of a property manager to assist with managing and marketing the facility. In addition to SBCTA's tenancy, there are currently three tenants leasing space at the Santa Fe Depot, which include the San Bernardino Historical and Pioneer Society, Southern California Association of Governments (SCAG) local office and teleconferencing location, and Greyhound Lines, Inc. There is also a license agreement with National Railroad Passenger Corporation (Amtrak) for specific use by Amtrak passengers. The revenue from these leases and license agreement is used to offset the operations and maintenance costs of the Santa Fe Depot along with the cost sharing arrangement between SBCTA and the City of San Bernardino. In Fiscal Year 2024/2025, SBCTA completed Phase 2 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades by replacing outdated compressors and drain pans for optimal energy utilization and efficiency. SBCTA also has several capital improvement projects in progress including the elevator modernization, slurry seal/stenciling of front and east parking lots, soundproofing a conference room with acoustic wall panels, and re-staining of interior and exterior benches which some are historic to the Depot.

Work Elements

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.
2. Coordinate all facility maintenance activities between SBCTA and the property manager.
3. Coordinate all furniture procurements and repairs for SBCTA.
4. Review building operating budgets quarterly and adjust as necessary.
5. Ongoing oversight of the property management account.
6. Continued oversight over added security measures.
7. Coordinate all building construction and repair activities between SBCTA and the property manager.

The budgetary decrease is due to the completion of several capital improvement projects in Fiscal Year 2024/2025.

Product

1. Active management of the facility.
2. Phase 3 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades.
3. Retrofit light-emitting diode (LED) east parking lot lights and depot interior lights for utility cost and energy savings.
4. Upgrade closed circuit television system (CCTV) cameras and server.
5. Depot interior paint.
6. Procure materials necessary for items identified in Americans with Disabilities Act Transition Plan under development.

Contract Information

a. Existing Contracts
   i. 20-1002397, Property and Facility Management Services, Amount Budgeted $15,300.
   ii. 21-1002626, Confidential Paper Recycling Services, Amount Budgeted $1,625.
   iii. 22-1002732, Auction Services, Amount Budgeted $0.
   iv. 24-1003072, Telephone and Internet Service, Amount Budgeted $8,600.
   v. 23-1003013 Furniture and Furniture Services, Amount Budgeted $55,000.
   vi. 20-1002397 Elevator Modernization, Amount Budgeted $50,000.

Task 0805 Building Operation

b. New Contracts
   i. RFP, Retrofit (LED) East Lot Parking Lot Lights and SBCTA Interior Lights, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.
   ii. RFP, Interior painting of the Depot, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.
   iii. RFP, Upgrade existing CCTV cameras, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
   iv. RFP, Property and Facility Management Services, Amount Budgeted $16,830, Total Estimated Contract Amount $265,584.
   v. RFP, Auction Services, Amount Budgeted $0.*
   vi. RFP, HVAC Upgrade Phase 3, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.

c. Software License Agreements and Software Subscriptions
   i. Envoy Visitor Software, Amount Budgeted $8,500.

*Contract has no out-of-pocket expense for SBCTA, contract for auction service to dispose of SBCTA property.

Manager

Colleen Franco, Director of Management Services

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	63,966	115,772	142,647	151,898
Fringe Allocation-General	62,604	102,974	105,416	95,377
Professional Services	4,877	6,235	11,500	11,625
Legal Fees	-	7,800	10,000	10,000
Security	197,152	192,249	266,510	273,786
Utilities	162,154	170,893	185,000	190,550
Maintenance-Buildings	882,586	1,546,533	1,293,191	1,070,551
Postage	-	-	200	200
Communications	18,127	20,290	8,600	8,600
Office Expense	4,964	4,122	14,639	14,763
Improvements OTBS	17,230	230,483	769,618	550,000
Office Furniture and Equipment	19,199	-	65,000	40,000
Office Equip/Software-Inventorial	73,451	13,810	18,500	23,500
Computer Hardware and Software	7,198	-	-	-
Total Expenditures	1,513,509	2,411,161	2,890,821	2,440,850

Funding Sources	
MSI Admin	3,412
Amtrak	24,000
Indirect Cost Fund	2,413,438
Total Funding Sources	2,440,850

ENVIRONMENT AND ENERGY CONSERVATION

Environment and Energy Conservation Program Budget

Description

The Environment and Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, reduce energy costs, and encourage energy conservation. In addition, it includes continuing efforts related to a grant project involving the United States Department of Energy (DOE). The Inland Regional Energy Network (I-REN) has been moved to Task 0511 under the Council of Governments. Coordination also occurs on the funding programs of the South Coast Air Quality Management District's (SCAQMD) Mobile Source Air Pollution Reduction Review Committee (MSRC).

Accomplishments

1. Participated in the review of White Papers that were used by SCAQMD to implement clean air programs targeting the logistics industry.
2. Continued to work with the DOE on the asset management and disposition procedures of the combined 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) Truck Project. The staff has managed the disposition of all remaining project trucks in Fiscal Year 2023/2024 and forwarded the appropriate share of the disposition funds to the DOE. The staff has also worked with project partner, Ryder Systems, Inc. (Ryder), regarding asset management and has confirmed with Ryder that all CNG/LNG project-related equipment involving DOE funds have depreciation to a value of $0. Staff to re-review DOE requirements regarding closing out of the project once again to confirm if the contract can be officially closed.
3. Staff continues to represent SBCTA on the MSRC Technical Advisory Committee (TAC).

Goals and Objectives

1. Continue to work with local agencies and address questions in relation to the San Bernardino Countywide Zero Emission Vehicle (ZEV) Readiness and Implementation Plan and assist in identifying various grant opportunities for ZEV charging infrastructure.
2. Re-review the DOE agreement and determine, since all trucks have been dispositioned and all project-related equipment has a depreciation value of $0, if the DOE contract can be closed or if there are any other grant-related obligations that may need to be addressed.

Performance/Workload Indicators

	2022/20223 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
MSRC Meetings*	10	10	11	10
Identification of ZEV grant opportunities	5	5	5	5

* MSRC TAC is dark in July with other cancellations.

Environment and Energy Conservation

Task 0101 Environment

Purpose

Improve air and general environmental quality of San Bernardino County through a variety of programs that reduce vehicle emissions, encourage alternative fuels, and reduce greenhouse gas emissions.

Accomplishments

1. Participated in the Air Quality Management Plan (AQMP) Advisory Group, which provides input to the next update of the AQMP.
2. Continued to participate on the Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC), as well as participate in MSRC TAC Work Program subcommittees, which strive to develop and implement emission reducing opportunities.
3. Coordinated with the Mojave Desert Air Quality Management District (MDAQMD) on issues of relevance, including the concern over the imposition of highway sanctions for High-Desert projects by the Federal Highway Administration.

Work Elements

1. Represent SBCTA through participation in technical committees of the South Coast Air Quality Management District (SCAQMD), MDAQMD, and other groups for implementation of attainment strategies.
2. Continue to participate in the MSRC TAC.
3. Continue to participate in MSRC TAC Work Program subcommittees striving to reduce emissions and improve air quality in the region.
4. Provide information and analysis to the SBCTA Board regarding SCAQMD, MDAQMD, California Air Resources Board (CARB), and Environmental Protection Agency (EPA) programs that may impact SBCTA's transportation programs, local governments, and the private sector.
5. Assist San Bernardino County fleet/site owners/goods movement industry in securing funding sources from the MSRC and other Federal and/or State sources for clean or alternative vehicle implementation.
6. Participate with public and private sectors to study air quality issues important to the Inland Empire and to formulate and advocate positions that will benefit the county.
7. Continue to collaborate with local agencies to identify possible funding opportunities to address Electric Vehicle (EV) charging locations and EV infrastructure needs throughout the county.
8. Work to achieve Senate Bill (SB) 375 targets for greenhouse gases as part of the Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
9. Continue to explore EV technologies such as solar-powered systems.

Product

1. Continue to collaborate with local agencies regarding Zero-Emission Vehicle (ZEV) charging and infrastructure opportunities.
2. Continue to collaborate with developers and local agencies regarding various medium and heavy-duty EV and hydrogen charging stations and infrastructure opportunities.
3. Identify electric, hydrogen, and other alternative fuel funding opportunities to assist San Bernardino County agencies and travelers in improving air quality and working toward greenhouse gas reduction goals. The SCAG Zero Emission Truck Infrastructure (ZETI) study is a major focal point in organizing the region for this initiative and will be used as a framework for Zero-Emission Vehicle (ZEV) charging/fueling initiatives.
4. Participate via the MSRC with various work program committees to further assist with emissions reductions in the Inland Empire.

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0101 Environment

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	17,059	15,862	20,030	21,937
Regular Part-Time Employees	13,666	352	740	740
Fringe Allocation-General	16,696	14,109	15,349	14,239
Professional Services	78,184	-	39,500	39,000
Consulting Services	-	-	99,000	99,000
Maintenance-Motor Vehicles	-	-	450	-
Training/Registration	-	-	6,875	6,000
Postage	-	-	300	300
Travel Expense - Employee	-	20	9,300	6,500
Travel Expense-Mileage-Employee	58	525	3,380	2,580
Travel Expense-Other-Metrolink Tickets	-	-	1,400	1,400
Printing - External	-	-	1,200	1,200
Printing - Internal	-	-	400	400
Contributions/Subsidies	-	-	100,000	-
Office Expense	-	-	325	325
Meeting Expense	-	-	200	200
Total Expenditures	125,662	30,868	298,449	193,821
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				193,821
Total Funding Sources				193,821

The SBCTA Outreach team jumped at the opportunity to support one of our transportation partners. The Ontario International Airport hosts an annual 5K event attracting many San Bernardino County residents.

COMMUTER AND MOTORIST ASSISTANCE

Commuter and Motorist Assistance Program Budget

Description

The Commuter and Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through the Freeway Service Patrol (FSP) Program, and operation of the Southern California 511 (SoCal 511) traveler information phone service and GO511.com traveler information website. Details of accomplishments are spelled out in individual tasks, but highlights are provided below.

1. Continued to work with the regional SoCal 511 partners, which include the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC) with the goal that all five agencies provide seamless regional traveler information for commuters throughout the region.
2. Projection of future costs and revenue for the FSP, and revenue and development of a strategy to consolidate routes and cut costs consistent with revenue projections.
3. Continued to review and make changes to the FSP Request for Proposal (RFP) documents and contracts in an effort to attract more qualified tow companies to submit a proposal and participate in the FSP Program.
4. Continued to monitor and assess the operations of the FSP Program so that it runs as efficiently and cost-effectively as possible.
5. Removal of call boxes countywide, per Board of Directors, and termination of Contract No. 23-1003017 with Knightscope.

Goals and Objectives

1. Complete the decommissioning and removal of all call boxes on highways within San Bernardino County and determine whether the placement of alternate technology in strategic locations is appropriate.
2. Increase mobility on area freeways by removing disabled vehicles and other impediments during peak commute hours in a safe and efficient manner through the FSP Program.
3. Procure and award FSP contracts as they expire and according to the five-year cost management strategy.
4. Continue to review and evaluate FSP technology and operations for the purpose of making the program as cost-effective and efficient as possible.
5. Reduce traffic congestion and contribute to the improvement of air quality in the region by providing and promoting timely accident and congestion travel services information through the regional SoCal 511 system.
6. Continue to explore possible partnerships with congestion management applications for further efficiency of the Commuter and Motorist Assistance Program.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Motorists assisted by Freeway Service Patrol	86,178	75,688	75,000	70,000
Calls to SoCal 511	385,472	312,756	316,968	313,000
Visits to IE511.org/SoCal 511	618,413*	304,356	332,145	350,000

*Fiscal Year 2022/2023 increased due to several weather/storm events, as well as a transit strike in the Orange County region during 2023.

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Purpose

Reducing emissions and improving air quality in San Bernardino County by providing comprehensive traveler information in an efficient and customer-friendly manner as well as by participating on various regional committees and work programs with a focus on emission reductions in the region.

Accomplishments

Ongoing program management of the Southern California 511 (SoCal 511) program with Riverside County Transportation Commission (RCTC), Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). This program provides comprehensive traveler information, including real-time traffic, through the SoCal 511 system.

Travelers can access the SoCal 511 system in a variety of ways, including by telephone (dialing 511 or 1-877-MYIE511) and through the web (www.Go511.com). The SoCal 511 system smartphone application (Go511 app) launched in January 2024. In Fiscal Year 2023/2024, the SoCal 511 system received more than 329,000 calls and the SoCal 511 website had in excess of 1.2 million web page views.

Work Elements

1. Attend and participate in the regional SoCal 511 coordination meetings.
2. Continue to stay updated and educated about new and upcoming Intelligent Transportation Systems (ITS) and traveler solutions to better serve the motoring public.

Product

1. Updating and installing new SoCal 511 signage in the Inland Empire to assist in promoting and advertising SoCal 511 related services, phone number, website and application.
2. Continue to work with SoCal 511 partners to help promote and possibly advertise/market the SoCal 511 system.

Contract Information

a. Existing Contracts
   i. 20-1002311, LA SAFE Annual Agreement for SoCal 511, Amount Budgeted $176,550.

b. New Contracts
   i. New RFP for SoCal 511 Signage, Amount Budgeted $176,550.

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0406 Traveler Services & Intelligent Transportation Systems

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	1,687	2,569	20,789	22,160
Regular Part-Time Employees	-	-	740	740
Fringe Allocation-General	1,651	2,285	15,910	14,379
Professional Services	132,769	142,055	227,000	238,550
Consulting Services	-	-	20,000	20,000
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	-	-	2,000	2,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	4,000	5,000
Travel Expense-Mileage-Employee	-	-	2,000	2,000
Travel Expense-Mileage-Non-Employee	-	-	100	100
Travel Expense-Other-Metrolink Tickets	-	-	500	500
Printing - External	-	-	147,000	152,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	136,107	146,910	442,689	460,079

Funding Sources	
SAFE-Vehicle Registration Fees	188,550
MSI Valley Fund-Traffic Mgmt Sys	216,879
MSI Victor Valley Fund-Traffic Mgmt Sys	54,650
Total Funding Sources	460,079

Task 0702 Call Box System

Purpose

Maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County. The current system consists of approximately 776 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year, after a careful evaluation of Knightscope's (our call box maintenance company) capabilities and resources, it was determined that SBCTA's program objectives do not align with Knightscope's business capabilities and can no longer be supported as envisioned originally. In addition, because of the relatively good cell coverage on major rural highways, the lower call volume on other highways, and the fact that Knightscope was not fulfilling its obligations under its contract with SBCTA, staff recommended, and the Board approved the termination of the Knightscope contract and decommissioning and removal of all call boxes. The Project Delivery Department is managing the call box removal contracts, but the budget is retained under the Planning and Regional Programs Department. SBCTA intends to finish this project before the end of June 2025, but some budget has been retained under this task for Fiscal Year 2025/2026 in case the call box removal project is delayed.

Work Elements

i. 24-1003131 Contract Task Order 2, On Call Planning Services (Project Control Services), Amount Budgeted $20,000, Total Estimated Contract Amount under Planning. (Note: Contract is under the Planning Department and is noted in their budget).

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0702 Call Box System

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	26,457	58,598	42,233	38,634
Regular Part-Time Employees	88	408	555	555
Fringe Allocation-General	25,894	52,120	31,620	24,606
Professional Services	145,943	67,663	275,400	56,500
Consulting Services	5,242	1,812	40,000	50,000
Project Controls (Planning-COG)	-	77,914	120,000	-
Maintenance-Motor Vehicles	-	-	120	-
Maintenance-Call Boxes	256,758	436,921	800,000	800,000
Training/Registration	-	-	150	-
Postage	-	-	100	-
Travel Expense - Employee	60	1,009	4,000	4,000
Travel Expense-Mileage-Employee	263	23	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	-	250	-
Printing - External	-	-	6,000	-
Printing - Internal	-	-	150	-
Communications	8,319	13,195	47,000	25,000
Record/Equipment Storage	5,040	5,640	9,500	-
Office Expense	-	136	1,500	-
Meeting Expense	-	-	500	-
Office Equip/Software-Inventorial	-	-	20,000	-
Total Expenditures	474,065	715,440	1,401,078	1,001,295
Funding Sources				
SAFE-Vehicle Registration Fees				501,295
MSI Valley Fund-Traffic Mgmt Sys				500,000
Total Funding Sources				1,001,295

Task 0704 Freeway Service Patrol/State

Purpose

To fund, implement, and maintain a Freeway Service Patrol (FSP) Program, which is responsive to the needs of stranded motorists traveling on designated highways of San Bernardino County.

The Freeway Service Patrol (FSP) Program is a partnership between the San Bernardino County Transportation Authority (SBCTA), California Highway Patrol (CHP), and California Department of Transportation (Caltrans). The goal of this partnership and the FSP Program is to keep the freeways moving and reduce the chance of secondary incidents. San Bernardino County FSP began full-time operations in January 2006.

FSP is a roving team of tow trucks that travel on select San Bernardino County freeways, during peak commute hours, to assist motorists with car trouble. From changing flat tires to providing minor mechanical assistance, FSP drivers provide a variety of services at no cost to the motorist. If FSP cannot get the motorist's car going within a short period, it will offer towing at no charge to a location designated by CHP.

Accomplishments

SBCTA, in partnership with CHP and Caltrans, operates an FSP Program on a total of eight Beats along 98.38 centerline miles of highway in the Valley and portions of the Cajon Pass area that assisted more than 75,000 motorists last fiscal year.

SBCTA started providing FSP tow support services along the Interstate 10 (I-10) Express Lanes Corridor in the spring/summer of 2024. The funding for the Express Lanes FSP tow services is provided through the Express Lanes Department within SBCTA.

As technology changes, our SBCTA Freeway Service Patrol (FSP) Program is changing on an annual basis to support commuters on our system. In FY 2024/2025, staff studied eliminating weekend hours and merging beats 11 and 29. A five-year plan of cost containment was prepared in light of escalated costs and a flat allocation of funding.

Work Elements

1. Explore new FSP radio technologies to enhance program efficiency and services.
2. Review quarterly reports and invoices in conjunction with SBCTA's Finance Department to the State for funding reimbursement.
3. Continue to coordinate the program with the RCTC, local, and State CHP offices, Caltrans District 8, and Caltrans Headquarters.
4. Attend Inland Empire FSP Technical Advisory Committee (TAC) meetings, statewide FSP meetings, and other meetings as needed throughout the year.
5. Administer quarterly driver meetings hosted at SBCTA's offices to review and provide ongoing updates, educational information, and instruction regarding driver service procedures, safety issues, and customer service awareness.
6. Continue to evaluate the current eight Beat areas of the State-funded FSP Program and seek ways to improve service and manage costs.
7. Continue to evaluate the performance and efficiency of the I-10 Express Lanes FSP services.
8. Continue to explore ways in which the State-funded FSP Program may better serve the public while maximizing resources.
9. Continue to work toward public outreach and awareness of the program, including reaching out to the California Tow Truck Association (CTTA).
10. Continue to expand the SBCTA FSP Marketing Plan, which is aimed at bringing awareness to the program, its requirements, and upcoming opportunities to tow companies in the area.

Task 0704 Freeway Service Patrol/State

11. Continue to seek various opportunities and partnerships to provide ongoing public awareness of the FSP Program.
12. Continue to provide Construction FSP support services for SBCTA Express Lanes projects.

The budgetary decrease is occurring mainly due to the removal of CHP supervisory overtime and several changes to the FSP Beat contract estimations.

Product

Ongoing daily oversight of the FSP Program and the review and analysis of various program reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Continue to explore other possible funding sources for program continuation and expansion. Staff continues to address daily operational issues and concerns.

1. Maintain close relationships with the tow industry for the marketing and awareness of the program. This includes providing possible presentations at the CTTA and continuing to reach out to tow operators throughout the region.
2. Conduct quarterly driver meetings to reinforce safety, customer service, and FSP policies.
3. Continuously monitor and update FSP driver tablet software to provide more efficient user ability and better assist data information for the Program.

Contract Information

a. Existing Contracts
   - i. 23-1002945, FSP Tow Services Along Beat 5, Amount Budgeted $519,094.
   - ii. 22-1002736, FSP Tow Services Along Beat 9, Amount Budgeted $392,513.
   - iii. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted $437,911.
   - iv. 22-1002738, FSP Tow Services Along Beat 14, Amount Budgeted $471,017.
   - v. 23-1002947, FSP Tow Services Along Beat 23, Amount Budgeted $$593,843.
   - vi. 23-1002946, FSP Tow Services Along Beat 27, Amount Budgeted, $301,075.
   - vii. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted $435,993.
   - viii. 22-1002737, FSP Tow Services Along Beat 31, Amount Budgeted $392,513.
   - ix. 22-1002818, FSP Technical Consultant, Amount Budgeted $45,000.
   - x. 22-1002819, FSP Tow Services, I-10 Express Lanes, Amount Budgeted $0, this item is budgeted under Express Lane Operations. *
   - xi. 23-1002872, FSP Radio Services, Amount Budgeted $50,000.

b. New Contracts
   - i. 24-1003125, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted $750,000, Total Estimated Contract Amount $3,063,952.**
   - ii. 24-1003131 CTO 2, On Call Planning Services (Project Control Services), Amount Budgeted $100,000, Total Estimated Contract Amount under Planning. (Note: Contract is under the Planning Department and is noted in their budget).
   - iii. 25-1003218 for FSP Services on Beat 11/29. Amount Budgeted $199,851, Total Estimated Contract Amount $4,303,820.

* Contract will be managed for performance by the Planning and Regional Programs Department Air Quality and Mobility Program (AQMP) and budgeted by the Express Lanes Department within the agency. The amount budgeted is reflected in the Express Lanes Department.

** Contract will be managed for performance by the Planning and Regional Programs Department AQMP and budgeted by both the Planning and Regional Programs Department, AQMP and Express Lanes Department within the agency.

Task 0704 Freeway Service Patrol/State

c. Software License Agreements and Software Subscriptions
   i. FSP Server Subscription Software, Amount Budgeted $1,800.

Manager

Steven Smith, Director of Planning and Regional Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	90,353	136,988	132,936	117,776
Regular Part-Time Employees	21,176	5,264	12,691	12,691
Fringe Allocation-General	88,430	121,845	107,619	81,921
Professional Services	4,211,311	3,857,251	5,767,064	4,695,809
Consulting Services	-	-	80,500	83,901
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	65	-	300	300
Postage	-	-	1,000	1,000
Travel Expense - Employee	654	1,096	7,000	7,000
Travel Expense-Mileage-Employee	562	304	4,000	4,000
Printing - External	31,365	35,865	108,500	113,501
Printing - Internal	-	-	1,000	1,000
Communications	22,518	15,963	79,100	88,101
Office Expense	302	429	1,200	1,200
Meeting Expense	1,964	2,485	5,000	5,000
Total Expenditures	4,468,701	4,177,490	6,308,310	5,213,600
Funding Sources				
Freeway Service Patrol (SAFE)-SB1				1,624,471
SAFE-Vehicle Registration Fees				1,862,465
Freeway Service Patrol				1,689,364
MSI Valley Fund-Traffic Mgmt Sys				37,300
Total Funding Sources				5,213,600

PLANNING AND REGIONAL

Planning and Regional Program Budget

Description

The Planning and Regional Programs Budget represents the continuing responsibilities of the SBCTA and SBCOG to comprehensively plan at the regional and County levels; compile and maintain planning and monitoring data in support of planning efforts; support ongoing congestion management; perform travel demand modeling, and growth analysis; and focused transportation study efforts; and prepare grant applications. A major accomplishment in Fiscal Year 2024/2025 was the completion of the SBCTA Long Range Multimodal Transportation Plan (LRMTP), with significantly increased emphasis on transit, transportation demand management, active transportation, and goods movement. A California Department of Transportation (Caltrans) Project Study Report/Project Development Support (PSR/PDS) document was completed for the State Route (SR) 18 Safety and Operations Project. Initiatives were also begun on the development of a Vehicle Miles Traveled (VMT) Mitigation Bank and assistance for local jurisdictions on complete street projects using funding from the state's Regional Early Action Plan (REAP) 2.0 funding. Grant applications were also submitted for multiple state planning grants and a Senate Bill (SB) 1, Trade Corridor Enhancement Program (TCEP) grant, and comments were provided on state policy documents such as the Climate Action Plan for Transportation Infrastructure (CAPTI).

Goals and Objectives

1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to develop and implement the current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), with emphasis on Measure I projects, active transportation projects, and freight initiatives.
2. Maintain tools, including travel demand modeling and Geographic Information System (GIS) capabilities to support planning and project delivery activities.
3. Provide updates on countywide plans, such as the LRMTP, Measure I Strategic Plan, and Greenhouse Gas (GHG) Reduction Plan, as well as Active Transportation Plans at the countywide and subarea levels.
4. Continue planning and implementation of sustainability initiatives.
5. Continue support for SBCTA/SBCOG technical committees.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
RTP/SCS Growth forecasts and project submittals. Coordinate Reviews for SBCTA Projects and 25 Juris.	YES	YES	YES	YES
Transportation Modeling, Applied to Countywide Transportation Plan (CTP), Express Lanes Studies, and SB743	YES	YES	YES	YES
Support SBCTA and Jurisdiction analysis of projects.	YES	YES	YES	YES
Data Management Maintain data sets. Existing Land Use; General Plan L.U. Proj. Mgmt. Growth Forecast Model Answer calls/emails from 25 jurisdictions	YES	YES	YES	YES
Mapping/Data Products 20+ Monthly	YES	YES	YES	YES
Updates to countywide plans, such as the LRMTP, Measure I Strategic Plan, and Active Transportation Plans	YES	YES	YES	YES

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet Federal and State requirements. Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the regional growth forecast used as the basis for Federal and State mandated regional plans, including regional transportation, freight, air quality, and housing plans, the Senate Bill (SB) 375 Sustainable Communities Strategy, SB 743 Vehicle Miles Travelled (VMT) Reduction Strategies, Greenhouse Gas (GHG) Reduction Strategies, Climate Adaptation and Resiliency Strategies, and preparation of subregional and corridor travel demand forecasts. In addition, SBCTA reviews and provides comments on State-level plans and programs, such as: the California Transportation Plan 2050, Inter-regional Transportation Strategic Plan, California Freight Mobility Plan, Sustainable Freight Action Plan, Office of Planning and Research (OPR) General Plan Guidelines, guidelines for State Cap-and-Trade programs, SB 1 Road Repair and Accountability Act of 2017 programs, California Air Resources Board (CARB) Scoping Plan, and other statewide policy documents such as California Environmental Quality Act (CEQA) guidelines.

Accomplishments

SBCTA coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. In Fiscal Year 2023/2024, SBCTA reviewed and provided comments on the draft of 2024 RTP/SCS. SBCTA and San Bernardino Council of Governments (SBCOG) assisted local jurisdictions with the implementation of the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA) through updates of their General Plan Housing Elements using state housing planning grant funds. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plan (AQMP). SBCTA has participated in the preparation of all South Coast AQMPs since 1994. At the State level, SBCTA provided input to multiple processes and documents, such as SB 671 clean truck corridors, and guidelines for the Cycle 4 SB 1 grant applications from the California Transportation Commission (CTC). Subsequently, SBCTA submitted a number of grant applications, including applications for the US Department of Transportation (USDOT) Nationally Significant Multimodal Freight and Highway Projects program, National Infrastructure Project Assistance (MEGA) program, Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG), and Regional Early Action Plan (REAP). This task also includes technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation. SBCTA also collaborated with the Riverside County Transportation Commission (RCTC) and California Department of Transportation (Caltrans) to update the Inland Empire Comprehensive Multimodal Corridor Plan, required as part of SB 1 to support the SB 1 Solutions for Congested Corridors Program (SCCP). As part of the State Active Transportation Program (ATP) Cycle 7, SBCTA assisted local jurisdictions with application submittal and project outreach for the proposed bicycle, pedestrian, and Safe Routes to Schools (SRTS) projects.

Work Elements

1. Track implementation of the 2024 RTP/SCS and provide technical input into the development of the 2028 RTP/SCS when necessary.
2. Continue to improve on implementation of active transportation projects and programs.
3. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SBCTA GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; additional Specific Plan land use mapping; control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas. SBCTA has started the work of comprehensively updating the San Bernardino County Transportation Analysis Model (SBTAM).

Task 0110 Regional Planning

4. Implement SRTS plans and programs around San Bernardino County public schools.
5. Continue to participate in the SCAG Working Groups on modeling, freight, aviation, active transportation, and environmental/sustainability issues.
6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality, GHG reduction, VMT reduction, climate adaptation, habitat preservation, and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies.
7. Coordinate with other subregions, SCAG, and Federal and State agencies in addressing regional goods movement issues through the California Freight Advisory Committee (CFAC), the California Freight Mobility Plan, and the Southern California Freight Consensus Group.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Provide technical assistance and input to guidelines for Federal, State, and regional grant applications.
10. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, sustainability, or land use planning.
11. Coordinate with the Western Riverside Council of Governments (WRCOG) on implementing bi-county joint climate adaptation and resiliency initiatives and other bi-county efforts, as appropriate.
12. Coordinate with Caltrans and local jurisdictions to extend and/or develop new regional Class I active transportation networks such as the San Sevaine, Santa Ana River, and Pacific Electric Trails.
13. Coordinate with SCAG and local jurisdictions to implement SB 743 requirements on VMT reduction, and develop programs to implement regional mitigation/crediting measures where feasible.
14. Coordinate with SCAG on “big data” issues and opportunities.

The budgetary increase is due to additional grant funding received through Caltrans to implement the Evacuation Resilience Center Design (ERCD) study.

Product

Updated SBTAM at the transportation analysis zone level with the new local input data and coordination with SCAG and local jurisdictions on the regional modeling efforts; written materials addressing countywide project lists and other products and recommendations for incorporation into regional transportation plans and programs; informal and formal comments and recommendations related to each cycle of the RTP/SCS, AQMP, and subarea, corridor, or modal studies prepared by SCAG or statewide agencies.

Contract Information

a. Existing Contracts
   i. 25-1003186 – SBCTA ERCD, Amount Budgeted $300,000. Total Estimated Contract Amount $826,250.

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0110 Regional Planning

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	169,971	194,094	215,272	222,808
Fringe Allocation-General	166,354	172,637	159,086	139,901
Professional Services	(369)	-	30,000	330,000
Travel Expense-Mileage-Employee	880	252	500	1,000
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Office Expense	-	-	500	1,000
Meeting Expense	1,914	1,844	1,000	2,000
Total Expenditures	338,751	368,828	406,558	696,909
Funding Sources				
Local Transportation Fund - Planning				94,764
Planning, Programming and Monitoring				302,145
Climate Adaptation Planning				300,000
Total Funding Sources				696,909

Task 0203 Congestion Management

Purpose

Meet Federal and State Congestion Management requirements. Monitor performance levels on the regionally significant transportation system and gauge consistency with air quality attainment strategies within the county portions of the South Coast and the Mojave Desert Air Basins. Maintain the Congestion Management Program (CMP) documentation, including the Development Mitigation Nexus Study, which provides the nexus between land use decisions and the ability of the transportation system to support the uses.

Accomplishments

The countywide CMP was adopted in November 1992. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law and, along with the California Department of Transportation (Caltrans), are continuing to monitor their Development Impact Fee (DIF) programs in the CMP by preparing Nexus Study Updates and Development Mitigation Annual Reports (DMAR) as a condition of compliance. Tables and graphics on historical congestion levels are available through the SBCTA ClearGuide. Ongoing updates and improvements to the San Bernardino County Transportation Analysis Model (SBTAM) (under the Subregional Planning, Task 0404) were undertaken as part of congestion management responsibilities. Historical DMAR submittals have been updated recently, and some of the deficiencies on reporting have been corrected and additional corrections are in progress.

Work Elements

1. In the upcoming year, planning staff will focus on assisting the Data Management Office staff with the full implementation of a Comprehensive Project Hub (CPH). One component of the CPH will be an online application that streamlines DMAR and Nexus Study submittals and includes an escalation tool, DIF development tool, tutorials, and interactive features that allow users to query projects by program, status, and location.
2. The Development Mitigation Nexus Study will be updated based on local input and the Caltrans Construction Cost Index, with the opportunity to add new local arterial projects to the list. SBCTA will work with the jurisdictions in the Valley and Victor Valley to maintain their DIF programs consistent with the Nexus Study update.
3. SBCTA will work with Valley and Victor Valley jurisdictions to collect data for their DMARs, presented annually to the Board showing the current state of development and fee collection.
4. Trends in traffic growth will be tracked through congestion monitoring using the SBCTA ClearGuide based on vehicle probe data for freeways and arterials. SBCTA hosts this data on an external website that will be accessible to local jurisdictions and provide analysis capabilities and data extraction for the monitored sections of the CMP network. These data sources will be available to be used as a basis for traffic studies for roadway and land development projects, for prioritization of transportation projects by SBCTA for discretionary funding, and for grant application exhibits.
5. Represent the Congestion Management Agency in discussions with other counties and regional, Federal, and State agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
6. Provide travel demand forecasting support to local jurisdictions preparing Traffic Impact Analysis (TIA), local traffic studies, and Environmental Impact Reports.
7. Develop an online CMP information and data entry tool.

Product

Updated and continued implementation of the CMP for San Bernardino County. Updated travel demand model SBTAM, processes, and data for monitoring system performance.

Task 0203 Congestion Management

Contract Information

a. Existing Contract
   i. 22-1002774, CMP Monitoring Tool Maintenance, Amount Budgeted $41,535.

Manager

Steven Smith, Director of Planning and Regional Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	19,339	13,052	31,217	34,561
Fringe Allocation-General	18,927	11,609	23,069	21,701
Consulting Services	67,000	70,300	60,000	41,535
Total Expenditures	105,266	94,961	114,286	97,797
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				77,246
MSI Victor Valley Fund-Traffic Mgmt Sys				20,551
Total Funding Sources				97,797

Task 0206 Data Program Management

Purpose

The Data Management Office (DMO) provides services to all SBCTA and SBCOG departments. The purpose of Task 0206 is to support all departments by conducting geographic information system (GIS), data management, and analysis tasks on a regular and per-request basis. The DMO provides services to member agencies and their consultants through maintenance of and access to the San Bernardino County Transportation Analysis Model (SBTAM) and big-data platforms such as ClearGuide.

Accomplishments

The DMO continues its data maintenance reforms geared towards improving access to existing resources for internal staff, member jurisdictions, regional agencies, and the public at large. This will be accomplished through several ongoing efforts including; 1) the update and promotion of online "hubs" for each department where GIS information relevant to each department's interests can be readily accessed on a dashboard, 2) active participation in state and regional data standardization efforts, and 3) the publication of additional user-friendly online map applications.

The DMO is committed to making data available to member jurisdictions and the public by implementing and maintaining applications such as the "Active San Bernardino" website. This site allows users to review active transportation facilities and other demographic data used in prioritizing multimodal transportation projects and programs through interactive maps, dashboards, and other reports. The application also allows users to create their own map exhibits, pulling data from SBCTA/SBCOG, Federal, State, regional, and other local sources. Additionally, the DMO published a SBTAM website that streamlines model requests and provides access to updated vehicle miles traveled (VMT) Screening Tool and dynamic traffic volume map application upon request. These publicly accessible tools allow consultants to determine if a land use project they are studying will reduce or increase total VMT. An increase in VMT lets the developer know that additional VMT-specific traffic impact analysis will be required by Senate Bill (SB) 743.

In Fiscal Year 2024/2025, SBCTA spent a great deal of effort helping to complete the comprehensive Long Range Multimodal Plan Existing Conditions Story Map and ePlan. This plan relied heavily on the DMO's assistance for collision analysis, community outreach, active transportation project prioritization, and identification of priority transit corridors. The DMO also developed a Comprehensive Project Hub (CPH) Proof of Concept aimed at consolidating all projects and programs overseen by SBCTA into a single database with workflow documentation including a web application that demonstrated to the public how much of an impact Measure I has had on infrastructure improvements in their communities.

In the upcoming year, the DMO aims to implement the full CPH. The CPH will include several modules including a Congestion Management Program feature that streamlines Development Mitigation Annual Report (DMAR) and Nexus Study submittals, with an escalation tool, Development Impact Fee (DIF) development tool, tutorials and a Capital Project Needs Analysis (CPNA) feature. Support for previously created applications, such as the Contract Analytics Dashboard, which provides project cost estimates and schedules via an easy-to-explore dashboard, will be folded into the CPH. This feature provides an at-a-glance dashboard with in-depth project link options. The multi-module CPH hub will include tools that allow users from all backgrounds to query projects by program, status, and location. Additional DMO efforts will include updating the General Plan and Existing Land Use layers in preparation for the 2028 Regional Transportation Plan/Sustainable Communities Strategy and gathering data collected by other departments, such as Express Lanes Operations and SBCOG, and consolidating them under the existing SBCTA GIS portfolio.

GIS provides support on a request basis to all the other departments of SBCTA and SBCOG, consistent with the list of activities included under Work Elements. The DMO seeks to find additional opportunities to leverage our current GIS and analytics platforms in innovative ways to assist the departments with their needs.

Task 0206 Data Program Management

Work Elements

It is not always possible to predict specific work elements that will need to be accomplished for other departments. However, general levels of support are based on discussions with the staff of each department as part of the budgeting process, and examples of the work elements are provided below.

1. Planning Department:
    i. Development of a Comprehensive Project Hub.
    ii. Active Transportation Project Prioritization.
    iii. Measure I Project web map.
    iv. Congestion Management Program Information and Submittal site.
    v. Update of Countywide General Plan and Existing Land Use layers in preparation for the Growth Forecasting Model update needed for the 2028 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
    vi. Grant application exhibits.

2. Project Delivery Department:
    i. Freeway project support, including right-of-way mapping.
    ii. Maps for quarterly reports.
    iii. Modeling/analysis support.
    iv. Interchange analysis.
    v. Contract status dashboard.

3. Transit Department:
    i. Maintenance of rail right-of-way field application.
    ii. Small operator data analysis assistance.
    iii. Miscellaneous mapping.
    iv. Vanpool Program support.
    v. Provide data needed for SB 125 Capital Project reporting.

4. Air Quality and Mobility Department:
    i. Freeway Service Patrol (FSP) mapping.
    ii. Electric Vehicle (EV) readiness support.

5. Fund Administration Department:
    i. Mapping and support for the Federal Transportation Improvement Program (FTIP) and project tracking.
    ii. Measure I funding distribution maps.
    iii. Measure I 10-Year Delivery Plan maps.
    iv. Measure I Strategic Plan maps.

6. SBTAM:
    i. Update SBTAM to be fully consistent with the 2024 RTP/SCS.
    ii. Consultant support for running SBTAM.
    iii. Maintenance of the SBTAM access website and online applications.

7. SBCOG:
    i. Mapping for special COG projects (e.g. Smart County Master Plan, Disadvantaged Communities Analysis, jurisdiction specific factsheets).
    ii. COG Membership mapping support.
    iii. Maintain SB 1000 Environmental Justice Toolkit.
    iv. Community Identities Dashboard.

Task 0206 Data Program Management

8. Special mapping and analysis requests not identified during budget planning.

The budgetary decrease is due to the reduction of one full-time GIS personnel and the hiring of an outside consultant to perform the duties.

Product

Products will include static and online maps, analysis, and data provided for other SBCTA and SBCOG departments, regional partners, and the public supporting the work elements listed.

Manager

Steven Smith, Director of Planning and Regional Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	92,670	94,517	196,240	102,495
Regular Part-Time Employees	992	11,904	16,465	-
Fringe Allocation-General	90,698	84,068	157,190	64,356
Information Technology Services	27,600	42,251	35,000	35,000
Training/Registration	-	1,500	2,000	3,000
Travel Expense - Employee	3,935	3,210	5,000	5,000
Travel Expense-Mileage-Employee	413	422	500	500
Travel Expense-Other-Metrolink Tickets	-	-	100	100
Printing - External	-	-	300	300
Total Expenditures	216,308	237,872	412,795	210,751
Funding Sources				
MSI Admin				602
Local Transportation Fund - Planning				172,929
Planning, Programming and Monitoring				903
MSI Valley Fund-Traffic Mgmt Sys				35,301
Indirect Cost Fund				1,016
Total Funding Sources				210,751

Task 0404 Subregional Planning

Purpose

Optimize SBCTA investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SBCTA will maintain a long-range Countywide Transportation Plan (CTP) for input into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), developed in conjunction with the Southern California Association of Governments (SCAG) through Regional Planning Task 0110. Task 0404 includes conducting transportation and land use studies on individual corridors or for subareas of the county. It includes the update and maintenance of the Measure I 2010-2040 Strategic Plan, the Active Transportation Plan, Long Range Multimodal Transportation Plan (LRMTP), preparation of grant applications for SBCTA projects, interchange phasing analysis, management of the San Bernardino Transportation Analysis Model Plus (SBTAM+), Safe Routes to School (SRTS) projects, Complete Streets Implementation projects, and work on a wide range of sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders. A key focus of the Planning Department has evolved to provide assistance, both internally and externally, by positioning projects in a manner that improves competitiveness in grant funding cycles and preparing the associated funding applications.

Accomplishments

Subregional planning is an ongoing process that has provided a basis for SBCTA input to the SCAG Regional Transportation Plans, including preparation of the 2024 RTP/SCS. The Planning Department continued to support other departments and jurisdictions with transportation analysis, modeling, and policy analysis. This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

The Planning Department was also the lead on multiple grant applications for infrastructure and planning, both as the grantor and as the applicant. As a grantor, SBCTA allocated $7.2 million of Transportation Development Act (TDA) Article 3 funds to transit operators and member jurisdictions for Transit Access Improvement and Bicycle and Pedestrian Projects. As an applicant, the Planning Department worked to position projects for the next cycle of Senate Bill (SB) 1 competitive programs, Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program, Local Partnership Program, California State Active Transportation Program (ATP), and the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program. The Comprehensive Multimodal Corridor Plan (CMCP) being updated with Riverside County Transportation Commission (RCTC) and Caltrans, in support of SBCTA's SCCP applications was updated in Fiscal Year 2024/2025. As a subsequent long-range planning effort, SBCTA staff completed the Long Range Multimodal Transportation Plan (LRMTP) with the inclusion of Priority Transit Corridors. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2024/2025. SBCTA led the effort in implementing the Environmental Protection Agency (EPA) Climate Pollution Reduction Planning Grant (CPRG) program for both San Bernardino and Riverside Counties. Although unsuccessful, staff led the efforts to submit a $200 million energy infrastructure grant application on behalf of the region to the EPA. However, a partnership grant application from the South Coast Air Quality Management District (SCAQMD) was awarded $500 million to support heavy-duty electric vehicle charging facilities in the Inland Empire region, including facilities in San Bernardino County.

SBCTA has continued to update and enhance the San Bernardino County Transportation Analysis Model (SBTAM) including additional model updates to improve transit forecasts. A major update of the SBTAM was completed using a grant received from Caltrans' Sustainable Transportation Planning Grant Program. The SRTS Phase IV project also got underway through a grant received from the state's ATP. In recent fiscal years, the State and the Region put a great deal of emphasis on developing plans to increase housing stock in the region. One of these efforts was to support comprehensive updates of each jurisdiction's Housing Element in their General Plans.

SBCTA/SBCOG, through the Regional Early Action Planning (REAP) 1.0 funding, provided direct technical assistance to the member jurisdictions by allowing jurisdictions to have access to the on-call planning consultants hired by SBCTA/SBCOG. Assistance was provided in the areas of Accessory Dwelling Unit (ADU) Capacity Analysis, Affirmatively Furthering Fair Housing (AFFH) Analysis, Site Selection Assistance, Mapping and Data Analysis, and staffing augmentation. This effort to assist member jurisdictions with housing element implementation continued into Fiscal

Task 0404 Subregional Planning

Year 2024/2025. SBCTA was able to secure over $19 million in various REAP 2.0 grant funds from SCAG to provide housing policy implementation along with infrastructure seed funding.

Work Elements

1. Collaborate with transit agencies, local jurisdictions, and other stakeholders in the implementation of the LRMTP.
2. Work with SCAG and local jurisdictions to maintain and apply the SBTAM. SBTAM is the forecasting tool used to support traffic and environmental studies for all of SBCTA's primary transportation projects.
3. Update and enhance SBTAM as needed.
4. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
5. Provide guidance and technical support for local jurisdictions in the mitigation of Vehicle Miles Travelled (VMT) impacts for various transportation and development projects. Develop and implement a VMT Mitigation Bank, subject to Board approval.
6. Prepare applications for Federal and State infrastructure and planning grants, including Federal discretionary grants, SB 1, and Transit and Intercity Rail Capital Program (TIRCP), to secure funding for major transportation projects, supporting partnerships with Caltrans, SCAG, and other regional agencies. Actively pursue grant applications across multiple sectors, including planning, freight, transit, and active transportation.
7. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
8. Manage multiple SCAG and Caltrans grant-funded and other-funded projects, including submitting additional grants for projects of regional benefit. The budget includes $300,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and $50,000 in contributions/subsidies for the Mountain/Desert Region.
9. Support SBCTA project development efforts with traffic analyses and impact assessments.
10. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary.
11. Prepare a 10-Year Delivery Plan for Active Transportation, to assist in positioning San Bernardino County jurisdictions for competitive grant applications. A digital version of the Countywide Active Transportation Plan is hosted on the SBCTA website and mapping application.
12. Manage the TDA Article 3 Bicycle and Pedestrian Improvements program, with a new call-for-projects expected in Fiscal Year 2025/2026.
13. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies, or other agencies.
14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
15. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
16. Administer the REAP grant program to augment resources available to SBCOG member jurisdictions in implementing the goals of the SCAG RTP/SCS related to housing, sustainability, and reduction of VMT and Greenhouse Gas (GHGs).
17. Oversee the SRTS Phase IV project.

The budgetary decrease is due to transferring an electric vehicle charging project to the Project Delivery Program which is partially offset by an increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The REAP 2.0 program will provide a total of $9,564,868 as part of the County Transportation Commission Partnership. The budget reflects the full award amount. The budgeted revenue and expense will be subject to reduction, depending on the final numbers from the State budget.

Products

Products include: updates of SBTAM and completion of the LRMTP; development of a VMT Mitigation Bank; analysis support for the Measure I Strategic Plan and project development activities; grant applications for SB 1 and other Federal and State grant programs; updates to the Data and Analytics Office (DAO) data and mapping portal.

Task 0404 Subregional Planning

Contract Information

a. Existing Contracts
   i. 19-1002186, CTO 23, EPA Climate Pollution Reduction Grant (CPRG) GHG Reduction, Amount Budgeted $350,000.
   ii. 23-1002864, SRTS Program, Amount Budgeted $432,575.
   iii. 23-1003018, CTO 3A, 5A, and 8A, On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $154,500.
   iv. 24-1003088, SBCTA/WRCOG Emergency Evacuation Network Resilience Study, Amount Budgeted $400,000.
   v. 24-1003130, CTO 5B, 16, and 17, On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $1,220,000.
   vi. 24-1003131, CTO 2 General Project Management/Controls Support, Amount Budgeted $250,000.
   vii. 24-1003132, CTO 1, 4B, 18, On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $1,014,000.
   viii. 24-1003133, CTO 5C, and 4A On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $100,000.
   ix. 24-1003135, CTO 3B, 8B, and 9 On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $46,000.
   x. 24-1003136, CTO 10, 11, 15, and 19, On-Call Bench for Planning, SBCOG, and REAP 2.0, Amount Budgeted $4,902,794.

b. New Contracts
   i. 24-1003136, CTO, CTC Partnership Program, Montclair – Total Amount Budgeted and Estimated Contract $975,000.
   ii. CTO, Grant Writing, Amount Budgeted $300,000.

Local Funding Source Detail

   i. San Bernardino County Department of Public Health - $$25,000.
   ii. San Bernardino County Superintendent of Schools - $$10,000.
   iii. San Bernardino County - $$1,927,500.
   iv. Southern California Association of Governments - $8,017,794.

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0404 Subregional Planning

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	232,726	261,469	273,350	320,009
Regular Part-Time Employees	-	-	2,775	25,620
Fringe Allocation-General	227,773	232,564	204,058	216,470
Professional Services	85,300	177,148	-	-
Consulting Services	1,542,838	2,269,536	9,236,263	10,152,794
Project Controls (Planning-COG)	-	-	200,000	250,000
Grant Writing	-	-	-	75,000
Legal Fees	236	-	20,000	50,000
Information Technology Services	-	-	1,000	-
Dues/Memberships	753	-	-	-
Training/Registration	7,075	6,194	4,500	36,000
Postage	-	-	100	200
Travel Expense - Employee	7,111	3,234	6,000	12,000
Travel Expense-Mileage-Employee	472	1,345	500	1,700
Travel Expense-Mileage-Non-Employee	-	-	-	200
Travel Expense-Other-Metrolink Tickets	-	15	-	100
Advertising	503	473	500	500
Printing - Internal	-	-	100	100
Contributions/Subsidies	43,000	40,585	10,370,976	455,000
Office Expense	71	-	300	400
Computer Hardware and Software	-	-	6,500	5,000
Total Expenditures	2,147,858	2,992,564	20,326,922	11,601,093

Funding Sources	
Local Transportation Fund - Admin	7,378
Local Transportation Fund - Planning	1,144,358
Modeling Fees	12,414
Environmental Protection Agency	374,133
Planning, Programming and Monitoring	82,241
Climate Adaptation Planning	400,000
Active Transportation Program - State	200,000
MSI Valley Fund-Freeway Projects	43,305
MSI Valley Fund-Fwy Interchange	8,750
MSI Valley Fund-Express Bus/Rapid Transit	8,750
MSI Valley Fund-Traffic Management System	1,006,607
MSI Victor Valley Fund-Traffic Management System	92,538
MSI North Desert Fund-Traffic Management System	5,000
MSI Morongo Basin Fund-Traffic Management System	3,000
MSI Mountain Fund-Traffic Management System	2,000
Local Projects Fund	8,210,619
Total Funding Sources	11,601,093

Task 0941 Mountain/Desert Planning and Project Development

Purpose

Provide technical oversight, planning, and project development support for projects in the Mountain/Desert Subareas.

Accomplishments

Provided support to the Mountain/Desert Policy Committee for detailed review and discussion of items of specific impact to that subregion. The task also includes additional staff support in the areas of planning and project development for projects in the Mountain/Desert Subareas. In Fiscal Year 2024/2025, SBCTA staff wrapped up a joint project with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and California Department of Transportation (Caltrans) to develop a programming document for the widening of State Route (SR) 18 between SR 138 and US 395. Staff also assisted the Project Delivery Department with follow-up on the Trade Corridor Enhancement Program (TCEP) award for the US 395 Freight Mobility and Safety Project from Interstate 15 (I-15) to SR 18, the highest priority project identified by Victor Valley jurisdictions for the 10-Year Delivery Plan. Also, staff prepared a TCEP grant application for the Baker Boulevard Bridge Replacement and Heavy-Duty Charging Station project on behalf of the County of San Bernardino and the site developer WattEV. Staff continued coordinating with local jurisdictions on the potential extension of Brightline West rail to the City of Rancho Cucamonga, including a future station at Joshua Street and I-15. A Federal grant, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), was awarded to SBCTA and Brightline to assist with constructing the stations in the Cities of Hesperia and Apple Valley. In addition, technical assistance was provided to Mountain/Desert jurisdiction staff on their General Plan Housing Element updates and the preparation of their local input into the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The staff has initiated Phase 1 of the SR247/62 Emergency Bypass Study, which will result in an Emergency Bypass Strategy for I-15 in the Cajon Pass.

Work Elements

1. Identify and analyze issues that may require policy input specifically from Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality, and legislative issues.
2. Provide support and coordination for regular meetings of the Mountain/Desert Policy Committee.
3. Prepare grant applications for Federal and State funding for projects in the Mountain/Desert Subareas. This may include highway, transit, ridesharing, or active transportation projects.
4. Assist Mountain/Desert jurisdictions with: implementation of Vehicle Miles Traveled (VMT) analysis required for development projects under Senate Bill (SB) 743; preparation of growth forecasts for the next SCAG RTP/SCS; expansion of the Countywide Sidewalk Inventory database; implementation of housing elements; and input to the San Bernardino County Transportation Analysis Model (SBTAM) update.
5. Assist Mountain/Desert representatives with the identification of priority projects and strategies for implementing those projects.
6. Participate in project development teams for major transportation projects in the Mountain/Desert Subareas.
7. Continue the SR 247/62 Emergency Bypass Study Phase 2, which will evaluate improvements to alternate routes used in the event of a closure or major incident in the Cajon Pass. This project is funded by an allocation secured through the state legislative process and includes a focus on alternate route planning to address I-15 emergencies and incident response.
8. Monitor the development of the Brightline West high-speed train from the Town of Apple Valley to Las Vegas and its extension to the City of Rancho Cucamonga.
9. Work with local jurisdictions and transit agencies on the implementation of the Long Range Multimodal Transportation Plan (LRMTP), covering all subareas in the county.

The budgetary decrease is mainly due to the completion of the programming document for the widening of SR 18, which is offset by the startup of the SR 247/62 Corridor Feasibility Study.

Task 0941 Mountain/Desert Planning and Project Development

Products

1. SR 247/62 Corridor Feasibility Study, setting the stage for future improvements on alternate routes in the event of I-15/Cajon Pass closure or major incident.
2. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert Subareas.
3. Preparation and/or support of grant applications for funding of Mountain/Desert Subarea priorities.

Contract Information

a. Existing Contracts
   i. 24-1003069, SR247/62 Corridor Feasibility Study, Amount Budgeted $300,000.

Local Funding Source Detail

i. California Department of Transportation - $300,000.

Manager

Steven Smith, Director of Planning and Regional Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	23,667	22,232	94,837	62,808
Fringe Allocation-General	23,163	19,774	25,745	39,438
Consulting Services	69,908	12,672	789,024	349,512
Total Expenditures	116,738	54,678	909,606	451,758
Funding Sources				
MSI Victor Valley Fund-Traffic Mgmt Sys				26,252
MSI North Desert Fund-Traffic Mgmt Sys				4,376
MSI Colorado River Fund-Traffic Mgmt Sys				2,188
MSI Morongo Basin Fund-Traffic Mgmt Sys				4,376
MSI Mountain Fund-Traffic Mgmt Sys				8,750
Local Projects Fund				49,512
State One-time Awards				356,304
Total Funding Sources				451,758

SBCTA annually hosts a Business to Business event designed to connect larger prime contractors with small business subs. Approximately 300 attendees participate each year.

COUNCIL OF GOVERNMENTS

Council of Governments Program Budget

Description

San Bernardino Council of Governments (SBCOG) facilitates collaboration among our members to improve the region. This is done by providing regular reports and seeking feedback from the City/County Managers' Technical Advisory Committee (CCMTAC) and through direction received from the Board. The COG conducts specific projects focused on sustainability, local government services, and quality of life that are of benefit to the member agencies. The SBCOG Work Plan supports and provides resources on a variety of topics from boots-on-the-ground issues such as street vending ordinance updates and support for small businesses, to long-term strategic initiatives, such as those focused on homelessness and housing, to futuristic and forward-looking efforts such as smart corridors and technology infrastructure.

SBCOG serves member agencies throughout San Bernardino County on regional issues and priorities in ways that do not duplicate jurisdictional activities, but rather, complement jurisdictional efforts and add value to member agency functions and priorities. In addition, SBCOG assists its member agencies in securing funding by identifying and managing grant opportunities, ensuring that projects are effectively supported with the necessary financial resources to advance regional goals. This effort strengthens collaboration and enables agencies to implement and expand critical initiatives across the County.

The Inland Regional Energy Network (I-REN) is a COG program representing a partnership with the Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), and SBCOG that seeks to connect residents, businesses, and local governments to a wide range of energy efficiency resources to promote and increase energy savings and provide access to project resources by eligible public entities throughout the Inland Empire.

For recent major accomplishments and activities, see the descriptions under Task 0511, under which all SBCOG activities are included.

Goals and Objectives

1. Carry out the expanded SBCOG Work Program as adopted by the Board of Directors, including the Homelessness Strategic Plan, Street Vendor Toolkit, and advocacy in support of SBCOG and member jurisdiction interests.
2. Support City/County Conference activities.
3. Pursue grant funding in support of the SBCOG mission in collaboration with local jurisdiction partners.
4. Facilitate implementation of the recommendations in the Smart County Master Plan.
5. Complete and begin implementation of the SBCTA/SBCOG Engagement Framework.
6. Continue to implement the I-REN Program.
7. Establish the Regional Housing Trust Joint Powers Agreement and begin administering the Trust.
8. Support local jurisdictions in their projects supported by Regional Early Action Planning (REAP) 2.0 funding.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Carry out expanded SBCOG Work Program	NA	NA	YES	YES
Pursue grant funding in support of the SBCOG mission in collaboration with local jurisdiction partners	NA	YES	YES	YES
Complete and begin implementation of the SBCTA/SBCOG Engagement Framework.	NA	NA	YES	YES
Continue to implement the I-REN Program	NA	YES	YES	YES
Establish the Regional Housing Trust Joint Powers Agreement and begin administering the Trust	NA	NA	YES	YES

Task 0511 Council of Governments

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments and conduct specific projects focused on sustainability, local government services, and quality of life that are of benefit to the member agencies. The SBCOG Work Plan supports and provides resources on a variety of topics from boots-on-the-ground issues such as street vending ordinance updates and support for small businesses, to long-term strategic initiatives, such as those focused on homelessness and housing, to futuristic and forward-looking efforts such as smart corridors and technology infrastructure. SBCOG's purpose is to represent and serve member agencies throughout San Bernardino County on regional issues and priorities in ways that do not duplicate jurisdictional activities, but rather, complement jurisdictional efforts and add value to member agency functions and priorities. In addition, SBCOG will assist its member agencies in securing funding by identifying and managing grant opportunities, ensuring that projects are effectively supported with the necessary financial resources to advance regional goals. This effort strengthens collaboration and enables agencies to implement and expand critical initiatives across the county.

Reduce energy costs, overall energy consumption and water use through strategic initiatives that promote energy efficiency and water conservation improvements and assist local governments with energy efficiency efforts. Actively participate in California's sustainability and clean energy initiatives and thereby build stronger and more resilient, prosperous communities. Connect with and provide programs and access to services to local governments, workforce providers, community colleges, water districts, and tribes in San Bernardino County.

Accomplishments

SBCOG facilitates collaboration among our members to improve the region. The 2023/2024 Fiscal Year brought the expansion of the Council of Governments and clear direction through the approval of Amendment No. 4 to the Council of Governments Joint Powers Authority and the completion and Board adoption of the SBCOG Five-Year Work Plan. Implementation and facilitation of the projects and programs identified in the Work Plan will be done by providing regular reports and seeking feedback from the City/County Manager's Technical Advisory Committee (CCMTAC), and through direction received from the Board of Directors.

Accomplishments over the 2024/2025 fiscal year include:

1. SBCOG and 25 Member agency approval of Amendment No. 4 to the SBCOG Joint Powers Authority.
2. Met regularly with an Ad Hoc Committee of the Board to determine the best course of action to complete the Five-Year SBCOG Work Plan.
3. Met regularly with an Ad Hoc Committee of the CCMTAC to complete the Five-Year SBCOG Work Plan.
4. Completion of the Smart County Master Plan.
5. Met as needed with an Ad Hoc Committee of the Board to receive direction on forming the San Bernardino Regional Housing Trust.
6. Provided update on Housing Legislation to the CCMTAC and the Board.
7. Three SBCOG Board members served on the I-REN Executive Committee. Eight I-REN Executive Committee meetings took place in the calendar year 2024 (note: I-REN reporting is done by calendar year).
8. The I-REN Executive Committee approved the Workforce Assessment, which recommended additional contracts with both county and state Workforce Development Department collaboration.
9. Worked closely with WRCOG and CVAG to select five on-call contractors to address Workforce Education & Training Program services such as workforce events, college fairs, and additional outreach services.
10. A total of 13 I-REN Energy Fellows were deployed in both Riverside and San Bernardino County. There were five I-REN Energy Fellows placed in SBCOG member agency locations.
11. Provided 13 I-REN Codes and Standards trainings in calendar year 2024.
12. Approximately 22 public agencies have received I-REN Public Sector onboarding services in the SBCOG region. Moreover, the first project to reach completion for the I-REN Public Sector program was with the Colton Joint Unified School District.
13. The Board received a regional small business study, and recommendations were considered for the Five-Year SBCOG Work Plan.

Task 0511 Council of Governments

14. Review and analysis of multiple housing-related laws that may impact the San Bernardino Regional Housing Trust (SBRHT).

Work Elements

This task covers SBCOG's involvement in specific projects to support the member agencies, selected elements of the Countywide Vision, and other multi-agency regional programs.

1. Check-Ins/Quarterly Status Updates on the SBCOG Five-Year Work Plan to the CCMTAC and General Policy Committee
2. Planning, coordination, and implementation support of the Smart County Master Plan (funded through Measure I; for details see Task 0404).
3. Amendment No 1 to the Smart County Master Plan for implementation of Computer-Aided Design (CAD)to CAD and Remote Connectivity Concept for Emergency Communications (for Smart Intersections/Corridors initiatives funded through Measure I - see Task 0404)
4. Planning and coordination with member agencies and stakeholders for the Homelessness Strategic Plan.
5. Planning and coordination of the CCMTAC and GPC staff reports on the development of a Street Vendor Toolkit.
6. Planning, coordination, and implementation of a biannual Speaker Series based on topics prioritized by the SBCOG Ad Hoc Committee.
7. Planning and coordination with member agencies on the development of a platform or framework for an SBCOG Forum for discussing and disseminating information.
8. Support planning and coordination for the annual City/County Conference.
9. Planning and coordination within SBCTA/SBCOG and among local agencies to complete and begin implementation of the SBCTA/SBCOG Engagement Framework.
10. Continue to collaborate and partner with WRCOG, CVAG, local jurisdictions, and other public agencies, utilities, educational institutions, tribes, and third-party energy providers regarding the implementation of the I-REN and its programs.
11. Participation in selected elements of the Countywide Vision implementation.
12. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.
13. Host grant writing seminars for SBCOG member agencies.
14. Planning and coordination with local agencies, small business owners, and local chambers to plan and implement Small Business Vendor Fairs. Planning and coordination with local agencies, small businesses, and local chambers to develop a framework for a Small Business Hub or Dashboard for public access to public procurement. Planning and coordination with local agencies, small businesses, and local chambers to create a vision and scope for a Regional Small Business Certification program.
15. Planning and coordination with SBCTA/SBCOG Chief of Legislative and Public Affairs for the development of an SBCOG Outreach/Advocacy Plan and schedule.
16. Participating in SBCOG Board and Policy Committees, Ad Hoc Committees, and Study Sessions.
17. Participating and coordinating with CalCOG and the Board Representative on COG items within the purview of CalCOG.
18. Participating in regional boards as these are critical to ensure SBCOG concerns are understood regionally.
19. Establish a Memorandum of Understanding (MOU) between participating agencies and SBCOG for SBCOG to administer the SBRHT. Work will include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
20. Work with the Southern California Association of Governments (SCAG) and the California Department of Housing and Community Development (HCD) to administer the REAP 2.0 grant funding.
21. Coordinating with member agencies, consultants, and stakeholders to participate in networking events, conferences, and forums to expand SBCOG's regional influence and enhance grant opportunities.
22. Facilitating collaboration between member agencies, grant consultants, and external partners to develop project proposals aligned with funding opportunities and regional priorities.
23. Collaborating with member agencies to identify project scopes and prioritize a list of projects for grant application and regional initiatives.

Task 0511 Council of Governments

The increase in budget from the prior year is due mainly to increases in staffing to support SBCOG and an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The increases to the budget were a part of the Joint Powers Authority Amendment No. 4 approval and funds anticipated through REAP 2.0.

Product

1. Implementation of the SBCOG Five-Year Work Plan.
2. In collaboration with WRCOG and CVAG deliver the I-REN energy efficiency programs related to the Public Sector, Codes and Standards, and Workforce Education and Training (WET).
3. Implementation of Smart County Early Action Plan components, in collaboration with local jurisdictions and pending funding availability.
4. Smart County Master Plan Smart Intersections/Corridors (See Task 0404).
5. Amendment No. 1 to Smart County Master Plan.
6. Grant writing workshops and grant applications on selected projects/initiatives (e.g. Climate Pollution Reduction Grant/CPRG).
7. Establishment of an SBRHT, subject to approved MOU with SCAG.
8. SBRHT Governance and Scope of Work.
9. Housing Legislation Analysis and Report.
10. Development of a SBRHT Administrative Plan.
11. Implementation of Programs and Projects identified in the Administrative Plan.
12. Development of a Street Vendor Toolkit.
13. Homelessness Strategic Plan White Paper and Scope of Work.
14. Development of a Scope of Work Regional Small Business Certification.
15. Host two Small Business Vendor Fairs.
16. Development of a framework or platform strategy for the Small Business Hub.
17. Host two Speaker Series events.
18. Develop a Scope of Work and implement a Forum for discussion and information sharing on regional issues and challenges.
19. Monthly distribution of Grant Opportunity Table among member agencies.
20. Maintenance of a Return-on-Investment Log for grant applications.
21. Implementation of SBCOG Grant Tracking Sheet (e.g., grants applied for, awarded, etc.).
22. In collaboration with member agencies, compile a Grant-Ready Project List.
23. Establishment of SBCOG Grant Writing Assistance Program Guidelines.

Contract Information

a. Existing Contracts
   i. 22-1002767, I-REN, Amount Budgeted $102,900.
   ii. 20-1002381, Legal Services for the Home Energy Renovation Opportunity (HERO) Program, Amount Budgeted $50,000.
   iii. 20-1002380, Financial Advisor and Program Manager for the HERO Program- trustee processes payment from fees collected, Amount Budgeted $10,000.
   iv. 20-1002379, Special Tax Consultant and Assessment Engineer for the HERO Program, Amount Budgeted $$150,000.
   v. 23-1003018, CTO 5A, Staff General Support, Amount Budgeted $30,000.
   vi. 23-1003018, CTO 12, Notice of Funds for Lasting Affordability (NOFA) Program Support, Amount Budgeted $950,000.
   vii. 24-1003131, CTO 2, General Project Management, Amount Budgeted $40,000.
   viii. 24-1003135, CTO 9, Housing General Support, Amount Budgeted $20,000.
   ix. On Call Bench, CTO 13, Housing Infill on Public and Private Lands (HIPP, Amount Budgeted $660,000.
   x. On Call Bench, CTO 14, Sub-Regional Partnership Program (SRP), Amount Budgeted $2,200,000.

Task 0511 Council of Governments

b. New Contracts
   i. RFP, On-Call Contract for COG Work Plan bench services. Amount Budgeted $400,200, Total Estimated Contract Amount $3,000,000.
   ii. CTO, 23-1002995, SBCOG Outreach, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   iii. CTO, Grant Writing, Amount Budgeted $75,000, Total Estimated Contract Amount $75,000.

Council of Governments Fund Detail

   i. Inland Regional Energy Network - $102,900.
   ii. SBCOG General Assessment Member Dues - $953,800.
   iii. San Bernardino County - $0.
   iv. Regional Early Action Planning Grant, Notice of Funding Availability for Lasting Affordability (REAP 2.0 NOFA), funding from the Southern California Association of Governments (SCAG) for the San Bernardino Regional Housing Trust - $950,000.
   v. Regional Early Action Planning (REAP) 2.0 Grant, Subregional Partnership Program, funding from SCAG - $2,200,000.
   vi. REAP Grant, Housing Infill on Public and Private Lands Pilot Program (HIPP), funding from SCAG - $660,000.

Manager

Steven Smith, Director of Planning and Regional Programs

Task 0511 Council of Governments (COG)

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	56,404	280,214	618,553	689,001
Regular Part-Time Employees	32	1,328	3,774	3,774
Retirement Contribution-Employer	-	231,017	-	-
Fringe Allocation-General	55,203	249,237	515,320	434,994
Professional Services	-	98,244	431,259	889,218
Consulting Services	-	74,904	3,681,637	3,881,632
Project Controls (Planning-COG)	-	41,852	70,017	90,017
Grant Writing	-	27,192	50,000	75,000
Attendance Fees	-	26,300	36,600	36,600
Information Technology Services	-	-	17	17
Training/Registration	1,004	6,738	12,017	17,017
Postage	-	-	617	517
Travel Expense - Employee	1,581	1,314	11,517	15,517
Travel Expense - Non-Employee	-	-	1,000	1,500
Travel Expense-Mileage-Employee	1,058	3,037	4,017	5,517
Travel Expense-Mileage-Non-Employee	-	-	1,017	1,017
Public Information Activities	-	-	40,257	100,000
Printing - External	-	-	4,017	4,017
Printing - Internal	-	-	2,017	2,017
Contributions/Subsidies	-	-	-	20,000
Bank Charges	-	3,308	-	-
Office Expense	-	-	1,017	1,017
Meeting Expense	270	1,260	3,017	3,017
Total Expenditures	115,551	1,045,944	5,487,687	6,271,406
Funding Sources				
General Assessment Dues				1,287,449
Property Assessed Clean Energy Fund				216,931
Greenhouse Gas Fund				21,632
Council of Governments Fund				4,745,394
Total Funding Sources				6,271,406

TRANSIT

Transit Program Budget

Description

The Transit Program represents the continuing responsibilities of SBCTA to implement and plan for future transit capital projects, support rail service through the Southern California Regional Rail Authority (SCRRA) for the operation of Metrolink and Arrow Service; provide technical assistance to local jurisdictions implementing transit-oriented development; coordinate and assist local bus operators; oversee rideshare, vanpool, and multimodal activities; and manage 60 miles of agency owned railroad right-of-way. The program is funded by an array of funding sources, including Measure I, the Transportation Development Act, Federal, State, and local funds. Many of SBCTA's Transit and Rail Program responsibilities are based on Federal and State regulations, requiring coordination with the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), California State Transportation Agency (CalSTA), and the California Public Utilities Commission (CPUC).

Goals and Objectives

The Transit team continues delivering, managing, and constructing major capital projects. In doing so, the staff assists in meeting SBCTA's commitment to deliver the projects as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters and other efforts prioritized by the Board. The Transit Program includes the goal of reducing roadway congestion and improving air quality by providing high-quality Metrolink and Arrow rail services to the citizens of San Bernardino County, expanding bus rapid transit service with the West Valley Connector (WVC) Bus Rapid Transit (BRT) Project, development of the first zero-emission passenger rail vehicle in North America, continuing project development for the ONT Connector Project, and continued coordination with Brightline West for the introduction of privately funded high-speed rail service between Las Vegas and Rancho Cucamonga. The Transit team also supports these goals by providing funding, planning support, and capital delivery support to the local transit operators in the County. Further, the Transit Department's responsibilities include the management of vanpool and rideshare activities with a focus on multimodal programs and the customer-based experience.

The Transit Program for this fiscal year includes the following:

1. Start of operations for the Zero Emission Multiple Unit (ZEMU) in San Bernardino.
2. Complete construction of ZEMU related infrastructure, which includes the maintenance facility retrofit and hydrogen fueling station improvements.
3. Continue the construction of West Valley Connector (WVC) Phase I – Mainline, and continue construction of the bus facility upgrade to accommodate battery charging.
4. Award the design-build contract for the ONT Connector Project.
5. Initiate the final design for the Metrolink Double Track Project (Control Point Lilac to Sycamore Ave).
6. Finalize funding and operations and maintenance agreement for the Gold Line Phase 2B to Montclair with the Los Angeles County Metropolitan Transportation Authority (LACMTA).
7. Continue close coordination with Brightline West, including grant fund administration oversight of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2023 Program Year award for the High Desert stations.
8. Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion.
9. Support the transit operators with the implementation of zero-emission buses, and work with Fund Administration and Planning to identify funding and seek grants for the effort.
10. Provide technical assistance to the transit operators and their Consolidated Transportation Service Agencies within San Bernardino County.
11. Provide technical assistance to non-profits in San Bernardino County who received Federal and Measure I funding.
12. Continue managing the Inland Empire (IE) Commuter rideshare program and implementation of commuter assistance programs, including but not limited to Park & Ride lot leases, commuter incentives, a Rail Ridership Recovery Program, and a Telework Assistance Program. Conduct an in-depth post-pandemic review of the IE Commuter rideshare program for future year adjustments and planning.
13. Work with regional rideshare agencies to maintain and enhance regional rideshare and vanpool software and database.

14. Manage and implement adjustments to the SB Loop Vanpool Subsidy Program as needed as it relates to managing occupancy requirements and other operating guidelines. Continue National Transit Database (NTD) reporting and monitoring cost versus FTA 5307 revenue generation.
15. Work with county transit operators through the Multimodal Interconnectivity Working Group to implement countywide multimodal efforts, including free fare days to rebuild ridership and promote various specialized services.
16. Conduct a hydrology study along the SBCTA railroad right-of-way to identify locations that may pose a risk for potential flooding, which may consequently affect rail service and neighboring communities.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Development of Zero Emission Multiple Unit	Vehicle Assembly & Testing/AMF Upgrades Design	Vehicle Testing/AMF Upgrade Construction	Fueling Infrastructure & AMF Upgrade Construction	Start of Operations
West Valley Connector	ROW Acquisition/ Final Design	ROW Acquisition/ Construction	Construction	Construction
Gold Line Extension	On-hold/ Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding	Construction/ (pending agreements)
ONT Connector	Procurement/ Environmental	Procurement/ Environmental	Procurement/ Environmental/ Final Design	Final Design
Metrolink Double Track – Control Point (CP) Lilac to CP Rancho	On-hold/ Seek Funding (SBCTA/ SCRRA)	On-hold/ Seek Funding (SBCTA/ SCRRA)	ROW Acquisition/ Final Design (SCRRA)	Construction

Task 0309 Transit Operator Support

Purpose

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable Federal, State, and local guidelines; fiscal constraint; and air quality conformity requirements. Federal and State revenue sources include the Infrastructure Investment and Jobs Act (IIJA) programs administered by the Federal Transit Administration (FTA); State Proposition 1B Bond, Senate Bill (SB) 1 programs, and Senate Bill 125 (SB125); Local Transportation Funds (LTF) and State Transit Assistance (STA) funds made available from State Transportation Development Act (TDA); State of Good Repair (SGR) and the Low Carbon Transit Operations Program (LCTOP). This provides assistance and oversight of San Bernardino County transit operators, including a review of their cost-effectiveness and efficiency, Federal and State funding compliance, funding allocations, service modifications, and capital improvements. These operators include Omnitrans, Victor Valley Transit Authority (VVTA), Basin Transit, Mountain Transit, and City of Needles Transit Services, as well as Omnitrans in its role as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley and VVTA for their role as CTSA for the High Desert.

Accomplishments

SBCTA staff has administered and programmed the funding available for transit projects based on the Board approved priorities and strategies as communicated through the 10-Year Delivery Plan and the various Short Range Transit Plans (SRTPs), program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. In addition, SBCTA has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between transit operators and the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the California State Transportation Agency (CalSTA), and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources.

Work Elements

This is an ongoing project that includes professional development through participation in State, regional, and national transit association conferences. Participation provides for the exchange of information and policy development ideas relating to transit operations and funding.

This task also includes continued staff and consultant efforts required to maintain compliance with Federal and State funding requirements, such as reviewing procedures related to Title VI of the Civil Rights Act of 1964 (for SBCTA and transit operators) and the Americans with Disabilities Act (ADA) and conducting the annual transit needs public hearings. Additionally, SBCTA staff provides technical assistance to the transit operators for their SRTPs, grant application review and submittal, and programming of projects in the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP).

The task also includes professional services to support the continued development, evaluation, and implementation of the transit operator reporting system. Specific items of the task include:

1. Continue work on implementing and maintaining the transit operator performance system.
2. Share new industry and regulatory information with operators.
3. Review and implement SBCTA procedures, and provide technical assistance to transit operators and non-profits to ensure compliance with FTA and other local/State requirements.
4. Schedule annual Public Hearings as required by the TDA. This hearing will be conducted through the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) and will gather public comment for all San Bernardino County operators.
5. Provide grant services for various competitive grant programs, and provide support to transit operators to submit applications and implement projects, if selected.

Task 0309 Transit Operator Support

6. Determine the distribution of FTA formula and Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) funds committed to transit projects. Provide assistance to operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, provide concurrence with the use of FTA formula funds, and review and prioritize Section 5310 grant applications.
7. Conduct a Call for Projects for Section 5310 Enhanced Mobility of Seniors and Individuals with Disability Funds for the Victor Valley/Hesperia Urbanized Area.
8. Coordinate activities and assist in responding to inquiries from Board members, member agencies, and transit operators through the PASTACC, and other interagency forums.

Budgeted values vary minimally between Fiscal Year 2024/2025 and Fiscal Year 2025/2026 due to calculated cost estimates for ongoing transit operator support.

Product

Dissemination of information and technical assistance to operators. The evaluation, further development, implementation, and maintenance of the transit operator performance reporting system will be beneficial to the operators and SBCTA. Additionally, an objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with the transit operators. To maximize the use of revenue sources that support the delivery of transit projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transit funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

a. Existing Contracts
   i. 24-1003023, Transit and Specialized Transit Planning, Amount Budgeted $200,000.
   ii. 24-1003126 Riverside County Transportation Commission System Implementation, Amount Budgeted $15,000.

Manager

Victor Lopez, Director of Transit and Rail Projects

Task 0309 Transit Operator Support

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	132,940	167,396	142,860	134,031
Fringe Allocation-General	130,111	148,891	105,574	84,157
Professional Services	142,982	204,773	290,000	215,000
Dues/Memberships	15,952	19,516	23,500	22,000
Training/Registration	-	-	-	1,750
Postage	-	-	100	75
Travel Expense - Employee	-	1,437	4,000	5,000
Travel Expense-Mileage-Employee	-	250	1,000	750
Travel Expense-Other-Metrolink Tickets	-	140	300	100
Advertising	1,863	1,730	600	400
Printing - External	14	-	4,000	4,000
Contributions/Subsidies	4,395	-	-	-
Meeting Expense	-	-	500	800
Total Expenditures	428,257	544,131	572,434	468,063
Funding Sources				
Local Transportation Fund - Admin				85,188
Local Transportation Fund - Planning				382,875
Total Funding Sources				468,063

Task 0310 Transit Allocations/Pass-throughs

Purpose

To serve as a depository for State Transportation Development Act (TDA) funds, Measure I 2010-2040 Senior and Disabled Program Funds, Senate Bill (SB)1 State of Good Repair (SGR) Funds, Senate Bill 125 (SB125) Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) Formula Funds, and other grant funds that are required to pass through SBCTA prior to disbursement to transit operators and other local agencies implementing transit-related or TDA pedestrian and bicycle projects within their jurisdiction.

Accomplishments

SBCTA is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, SGR Funds, SB125 Funds, and other State transit grant programs. SBCTA staff disburses these funds based on the program apportionments and project-specific allocations. The Measure I Senior and Disabled Program Funds provided to the transit operators offer financial support to offset costs associated with paratransit service made available to those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares to seniors. Additionally, other fund sources, such as SGR and SB125 funds, are included in this task when State processes require those funds to flow through SBCTA to the implementing agency or when SBCTA provides additional contributions to locally implemented transit projects.

Assembly Bill (AB) 102 and SB 125 amended the State Budget Act of 2023 to appropriate funds from the General Fund to the TIRCP over the next two fiscal years, as well as the Greenhouse Gas Reduction Fund and Public Transportation Account over the next four fiscal years to establish the ZETCP. Further, AB 173 (Chapter 53, Statutes of 2024), SB 108 (Chapter 35, Statutes of 2024), and SB 109 (Chapter 36, Statutes of 2024) amended the Budget of Act of 2024 to make adjustments to the timing of the availability of funds for both the TIRCP and the ZETCP, extending the timing of availability to three and four fiscal years, respectively. Funds from these two formula programs will be disbursed to the transit operators through Task 0310 as appropriate.

Work Elements

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation and projects that are provided for use by pedestrians and bicycles in accordance with the TDA Statutes and the California Code of Regulations (CCR).
2. Disburse State Transit Assistance (STA) funds to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the CCR.
3. Disburse Measure I Senior and Disabled Program funds based on annual allocations approved by the Board. Allocation of Senior and Disabled Transit Program funds occurs monthly as a direct pass-through to transit operators.
4. Disburse SGR Funds as they are received from the State to transit operators based on allocations approved by the Board.
5. Disburse SB 125 funds as they are received from the State, or in accordance with funding agreements, to transit operators based on allocations approved by the Board.
6. Disburse other program funds that must pass through the SBCTA budget for disbursement to the transit operators and local agencies implementing transit-related projects within their jurisdiction.

Budgetary changes are primarily due to a projected increase in Measure I 2010-2040, TDA, TIRCP, and ZETCP projected disbursements.

Product

Funds for transit operators and other local agencies implementing transit-related or TDA-funded projects within their jurisdiction.

Task 0310 Transit Allocations/Pass-throughs

Contract Information

a. Existing Contracts
   i. 16-1001458, Funding Operation of a Consolidated Transportation Services Agency (CTSA) to Provide for the Coordination of Transit Services for Seniors and Persons with Disabilities, Amount Budgeted $4,111,550.
   ii. SB1 SGR Pass-through Agreements with Transit Operators, Amount Budgeted $5,500,000.
   iii. SB125 TIRCP Pass-through Agreements with Transit Operators, Amount Budgeted $142,290,780.
   iv. SB125 ZETCP Pass-through Agreements with Transit Operators, Amount Budgeted $11,273,022.

Manager

Andrea Zureick, Director of Fund Administration

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Contributions/Subsidies	21,060,091	22,469,393	32,982,313	193,681,261
Pass-through Payments	104,635,354	90,176,842	140,513,660	147,400,670
Total Expenditures	125,695,445	112,646,235	173,495,973	341,081,931
Funding Sources				
Transit and Intercity Rail Capital Program-SB125				142,290,780
Zero Emission Transit Capital Program-SB125				11,273,022
Local Transportation Fund - Pass-through				122,940,000
State Transit Assist Fund - Pass-through				24,460,670
State of Good Repair (SGR)				5,500,000
MSI Valley Fund-Senior and Disabled				32,712,359
MSI Victor Valley Fund-Senior and Disabled				1,368,200
MSI North Desert Fund-Senior and Disabled				223,200
MSI Colorado River Fund-Senior and Disabled				18,900
MSI Morongo Basin Fund-Senior and Disabled				136,700
MSI Mountain Fund-Senior and Disabled				158,100
Total Funding Sources				341,081,931

Task 0312 General Transit

Purpose

Represent San Bernardino County's transit interests at the State, regional, and national levels, including staff time associated with working with Brightline West and SBCTA's role as a member agency of the Southern California Regional Rail Authority (SCRRA). In addition, facilitate and assist with regional studies and plans associated with transit.

Accomplishments

Since 1992, Metrolink has provided Southern California drivers with a safe and convenient alternative to driving. As drivers choose Metrolink, traffic is relieved and air quality is improved. SCRRA is a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. Metrolink trains operate on seven routes across a six-county 546 route-mile network, which includes a portion of northern San Diego County. SBCTA shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that serve San Bernardino County. These three lines typically carry up to 42 percent of the total Metrolink passengers. Traditionally, the San Bernardino Line (SBL) alone carries approximately 25 percent of total Metrolink passengers. As a result of the coronavirus (COVID-19) pandemic, ridership in Fiscal Year 2024/2025 continued to be significantly lower; however, the SBL has shown strong signs of recovery, with the SBL maintaining the highest ridership of all Metrolink lines. In efforts to provide greater flexibility for rider trends post-pandemic, SCRRA launched a new optimized schedule on October 21, 2024, often referred to as Metrolink Reimagined, which offers more midday travel options and greater connections between lines at Los Angeles Union Station. Additionally, with transit affordability being an important focal point in communities, SBCTA led an effort to provide free fares beginning on February 4, 2022, in celebration of Transit Equity Day, a day commemorating the birthday of transit champion Rosa Parks. Due to the positive response from the community and increase in ridership, the SBCTA Board approved funding in subsequent years, and free fares were again implemented across all bus and rail operators in San Bernardino County. As part of SBCTA's role as an SCRRA member agency, staff remain engaged in the Member Agency Advisory Committee (MAAC). Staff has also continued to work closely with Brightline West to support the development of their privately funded high-speed rail connection between Las Vegas and Rancho Cucamonga.

Work Elements

1. Represent the interest of the county on the SCRRA MAAC, advise SBCTA Board representatives sitting on the SCRRA Board of Directors, and attend SCRRA Board and policy committee meetings.
2. Attend the various training and conference events related to the Federal Transit Administration, the Federal Railroad Administration, the American Public Transportation Association, Rail~Volution, the California Transit Association, and other transit-related educational opportunities as appropriate.
3. Provide transit-related legislative advocacy in Sacramento and Washington, D.C.
4. Provide staff support to the SBCTA Transit Committee.
5. As needed studies for enhanced transit service and innovations that would lower operations and maintenance costs using existing infrastructure.
6. Continue coordination with Brightline West as they move towards the start of construction.
7. As needed coordination with the California High-Speed Rail Authority project.
8. Other miscellaneous general transit items including project and program controls.

Budgetary change is due to budgeting an optimal amount to accommodate SBCTA staff time and consultant staff augmentation, including sufficient budget for studies, and accommodating task orders for the needs of the department.

Task 0312 General Transit

Product

State, regional, and national representation on transit-related items, staff time, reports, and recommendations in support of San Bernardino County's interest as a member of the SCRRA Board of Directors, representation and participation with respect to Brightline West, miscellaneous studies, and analyses pertaining to transit issues of a regional nature, and high-level tasks associated with management of the overall program such as project controls.

Contract Information

a. Existing Contracts
   i. 22-1002744, CTO 2, On-Call Transit and Rail Services, Amount Budgeted $41,855.06.
   ii. 23-1002904, CTO 3, Professional Services for Transit Staff Augmentation, Amount Budgeted $600,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	434,161	572,033	546,256	538,860
Fringe Allocation-General	424,921	508,796	403,684	338,350
Professional Services	-	233,973	350,000	41,856
Program Management Fees	24,906	44,960	307,778	480,000
Program Management Fees OFS	63,012	94,063	312,860	320,000
Legal Fees	-	9,609	-	-
Dues/Memberships	8,240	7,073	7,500	7,500
Training/Registration	2,890	9,753	12,000	10,000
Postage	-	-	500	500
Travel Expense - Employee	19,207	6,211	20,000	20,000
Travel Expense-Mileage-Employee	27	329	2,000	2,000
Travel Expense-Other-Metrolink Tickets	145	168	1,000	1,000
Printing - External	-	-	500	2,000
Record/Equipment Storage	-	-	1,000	-
Office Expense	54	-	100	100
Meeting Expense	478	-	1,000	1,000
Total Expenditures	978,041	1,486,967	1,966,178	1,763,166

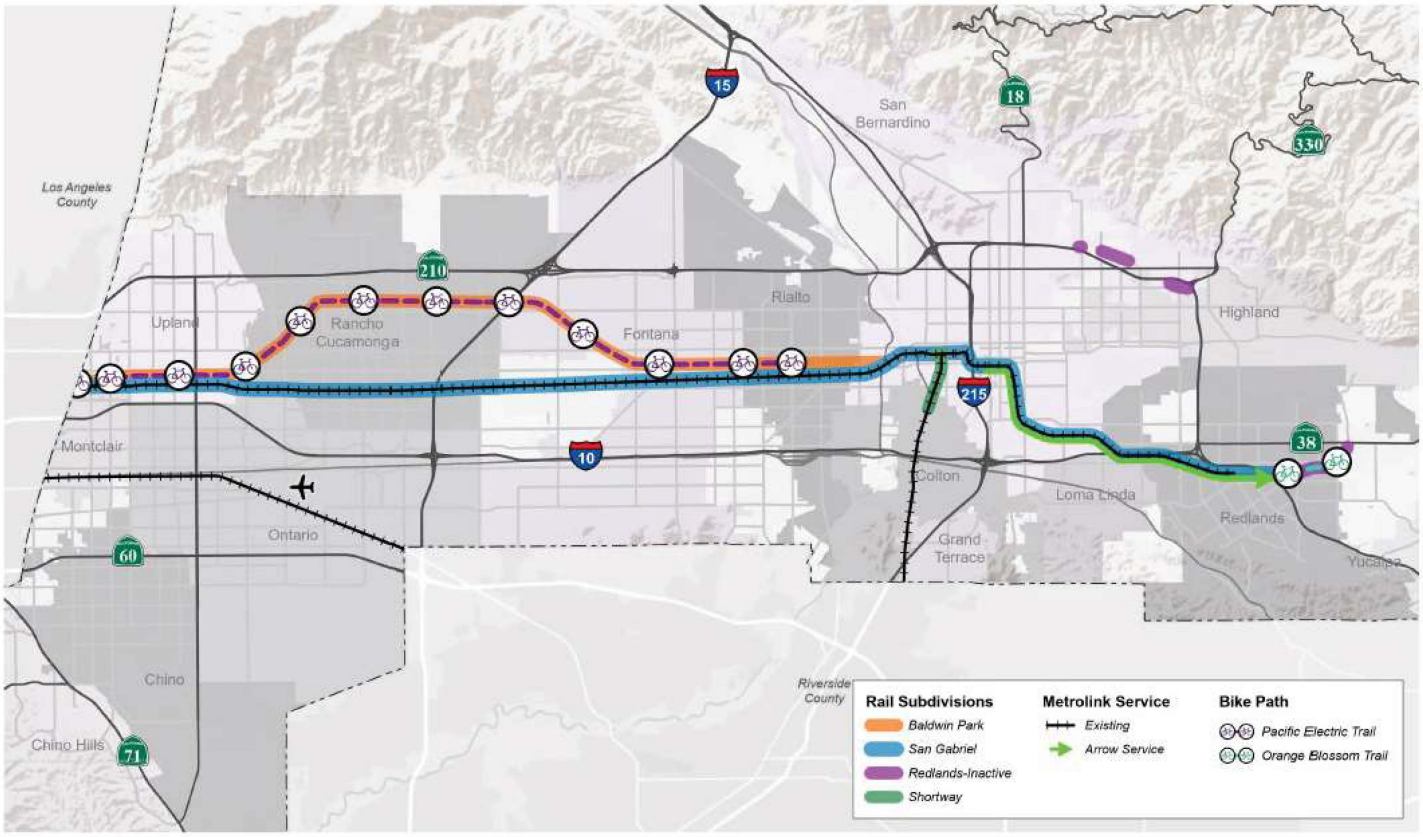
Funding Sources	
MSI Admin	27,313
Local Transportation Fund - Planning	872,990
Local Transportation Fund - Rail	800,000
State Transit Assistance Fund - Rail	41,856
Zero Emission Transit Capital Program-SB125	9,932
Local Projects Fund	-
Indirect Cost Fund	11,075
Total Funding Sources	1,763,166

Task 0313 Transit Right of Way Management

Purpose

Manage and maintain approximately 60 miles of SBCTA-owned railroad right of way in a safe, efficient, and effective manner.

Transit Program
SBCTA Owned Railroad Right of Way



Accomplishments

SBCTA's oversight of the rail right of way has proven to be useful in several key areas. A reduction in notices for weed abatement across several jurisdictions continues, graffiti abatement under a regular maintenance schedule has reduced the number of reported citations, and an ongoing review of existing license agreements has resulted in the termination of agreements for facilities that have been abandoned. Processing of payments for grants of use upon SBCTA property is currently supported by the Right of Way Manager and Right of Way Specialist positions, which have provided a more robust succession planning with respect to the management of SBCTA railroad right of way.

Work Elements

1. Process new Rights of Use Agreements.
2. Implement an online application tool for new Rights of Use Agreements.
3. Graffiti removal and weed abatement.
4. Records management.
5. Implement Master Agreements with utility agencies where possible.
6. Dispose of surplus property.

Budgetary change is due to the continuation of services to support the maintenance of way, labor compliance, litigation services, and plan reviews.

Task 0313 Transit Right of Way Management

Product

Proactively manage the railroad right of way by performing maintenance activities, processing new and amended railroad right of way Rights of Use Agreements in a timely fashion, and updating outdated Rights of Use Agreements. Determining the process for SBCTA to deploy an online application and business processes for new and amended grants of use and implementing such processes in partnership with the Finance and Procurement Departments, as well as recommending disposal of surplus property where applicable, and periodic updates to fee schedule based upon price indices or cost analysis studies. Specific railroad right of way maintenance activities include weed abatement, graffiti abatement, trash removal, monitoring and removal of encampments, property sign replacements, and fence repairs. In addition, this task includes legal services for rail right of way related activities, such as title research or utility company actions.

Contract Information

a. Existing Contracts
   i. 18-1001924, CTO 10, On-Call Environmental Site Assessment Services, Amount Budgeted $20,000.
   ii. 19-1002009, CTO 9, On-Call Appraisal and Title Services, Amount Budgeted $20,000.
   iii. 21-1002621, Rancho Cucamonga Transaction Legal Services, Amount Budgeted $61,687.50.
   iv. 22-1002745, Charge Point, Amount Budgeted $1,100.
   v. 23-1002832, On-call Labor Compliance Support Services, Amount Budgeted $15,000.
   vi. 23-1002832, CTO 9, Labor Compliance Support of Maintenance of Way Contracts, Amount Budgeted $135.
   vii. 23-1002894, Disposition and Development – Rancho Cucamonga Station Agreement, Amount Budgeted $50,000.
   viii. 23-1002920, Maintenance of Way Support, Amount Budgeted $155,000.
   ix. 24-1003109, On-Call Rail Legal Services, Amount Budgeted $100,000.

b. New Contracts
   i. RFP/CTO, Professional Services – System Wide Real Property Appraisal, Amount Budgeted $100,000, Total Contract Amount $100,000.
   ii. RFP/CTO, Professional Services – New Labor Compliance Services, Amount Budgeted $1,500, Total Contract Amount, $1,500.

Manager

Victor Lopez, Director of Transit and Rail Programs

Task 0313 Transit Right of Way Management

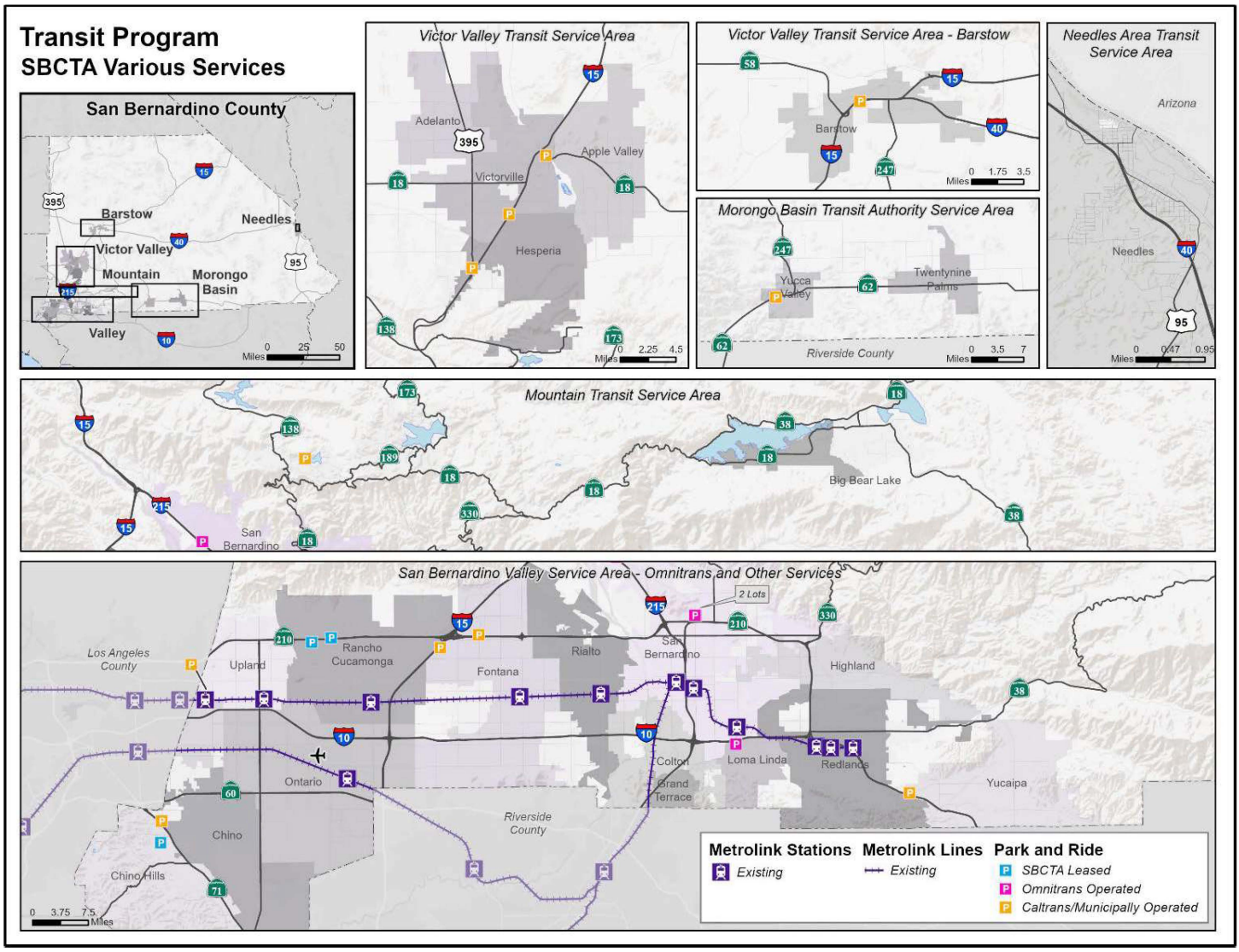
Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	149,833	154,705	188,610	190,371
Fringe Allocation-General	146,644	137,603	139,382	119,535
Professional Services	7,678	37,923	526,300	456,435
Consulting Services	-	-	300	300
Legal Fees	153,370	86,991	403,380	301,688
Rail Maintenance of Way	767,393	1,082,982	1,073,000	1,155,000
Right of Way Capital	-	-	50,000	15,000
Training/Registration	4,475	3,606	7,500	7,500
Postage	15	-	500	500
Travel Expense - Employee	-	715	1,000	1,000
Travel Expense-Mileage-Employee	68	-	500	500
Advertising	160	-	1,000	1,000
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	16,200	21,000
Total Expenditures	1,229,635	1,504,525	2,408,172	2,270,329

Funding Sources	
Local Transportation Fund - Planning	317,204
Local Transportation Fund - Rail	1,906,688
Rail Assets	20,635
EV Charging Stations Fund	22,100
Indirect Cost Fund	3,702
Total Funding Sources	2,270,329

Task 0314 Transit Operations

Purpose

Provide people with mobility options and access to employment, community resources, medical care, and recreational opportunities across the San Bernardino Valley by offering reliable and safe transit service within and between San Bernardino, Los Angeles, Orange, and Riverside Counties. In addition, it reduces air pollution, traffic congestion, vehicle miles traveled, and energy consumption.



Accomplishments

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to slowly recover ridership and currently is the highest ridership line in the Metrolink system. Although Metrolink ridership is still below pre-pandemic levels, the service is vital to San Bernardino County commuters and has recovered approximately 62 percent system-wide as of November 2024. On October 21, 2024, SCRRA launched a new optimized schedule, often referred to as Metrolink Reimagined, which offers more midday travel options and greater connections between lines at Los Angeles Union Station. The San Bernardino Line's on-time performance has been significantly impacted since the launch of the new schedule, falling below 50 percent during the first full month of the operations. Upcoming schedule adjustments are expected to correct the deficient performance and will be monitored through Fiscal Year 2025/2026.

Task 0314 Transit Operations

The Student Adventure Pass Program, which currently offers students free rides throughout the Metrolink system and accounts for more than one-third of the riders, may be restructured in Fiscal Year 2025/2026. The Mobility-4-All program also remains active, with a 50 percent fare discount for low-income riders.

While SCRRA continues to offer 5-Day and 10-Day flex passes, along with traditional one-way, round-trip, 7-Day and $10 weekend passes, a planned fare restructure is anticipated during Fiscal Year 2025/2026 with plans to reduce the number of fare types and to provide more flexibility for systemwide travel with a flat rate day travel pass. These initiatives are part of Metrolink's Recovery Plan Framework, which was born from its Accessibility and Affordability Study approved by its Board in 2020.

SCRRA currently operates the Arrow Service and continues to focus on exploring cleaner locomotive technology and is coordinating a Multiple Unit (MU) Implementation Study with SBCTA and Los Angeles County Metropolitan Transportation Authority (LACMTA) to evaluate opportunities to utilize MUs between Redlands and Los Angeles. The draft report was completed in January 2025 and the final report is estimated to be completed before June 2025. This effort is inspired by ongoing efforts to address climate change concerns and recommendations made in Metrolink's Climate Vulnerability Assessment Study, which includes the analysis of climate-related impacts through the end of this century and provides adaptation strategies to improve infrastructure resiliency and mitigate risks. Dedicated security provided through the San Bernardino County Sheriff's Department will continue on Arrow and within the right of way, with anticipated expansion to Metrolink and the right of way before June 2025, which will provide dedicated coverage to all of Metrolink and Arrow lines within San Bernardino County.

SBCTA's Rideshare, Park and Ride Lot, and Multimodal Interconnectivity programs reduce traffic congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupancy vehicle trips. SBCTA has continued the implementation of IE Commuter (IECommuter.org, 1-866-RIDESHARE), a bi-county rideshare program with the Riverside County Transportation Commission (RCTC). IE Commuter provides employer services, including South Coast Air Quality Management District (SCAQMD) Rule 2202 Average Vehicle Ridership surveying and rideshare plan development support, employee ride-matching, marketing, commuter incentives, and commuter assistance. SBCTA is the lead contracting entity for rideshare software that regional rideshare agencies such as LACMTA, Orange County Transportation Authority (OCTA), RCTC, and Ventura County Transportation Commission (VCTC) utilize. This regional contract approach helped facilitate the consolidation of rideshare databases to provide a more efficient and robust ride-matching system for commuters throughout the region. The transition also reduced the overall cost of the software and opened up opportunities for regional cost-shared enhancements. SBCTA also continues to participate in regional rideshare activities with these agencies, which includes a monthly *On the Go* rideshare newsletter for commuters and a bi-monthly newsletter for employers. During Fiscal Year 2023/2024, the IE Commuter program partnered and provided rideshare resources to 116 employers totaling 1,116 worksites, and assisted 31 employers with SCAQMD Rule 2202 surveying, which resulted in 2.5 million vehicle trip reductions and 136 million pounds of greenhouse gas emissions reduced. Incentive programs and strategic marketing continue to be restructured as needed to garner old and new rideshare participants post-pandemic. This includes the $5/Day rideshare gift card incentive, monthly rideshare spotlight, monthly telework spotlight, and rideshare week incentives. In response to the increase in teleworking, the IE Commuter program offers a Telework Employer Assistance program, resources, and incentive opportunities for teleworkers. These programs support SBCTA's Senate Bill (SB) 743 efforts. In Fiscal Year 2024/2025, the Metrolink Rail Ridership Recovery Program, offering free rail passes to residents of the county, was launched to encourage new riders to try the train and to re-engage riders from pre-pandemic. This program is being implemented in conjunction with RCTC along with the development of a transit trainer program to assist new riders unfamiliar with how the transit system works. SBCTA continues to lease three Park and Ride lots, adding to the region's total network of 18 lots, which includes Park and Ride lots owned and maintained or leased by the California Department of Transportation (Caltrans), cities, Omnitrans, San Bernardino County and SBCTA. Looking ahead, an in-depth program review and report of the IE Commuter program is planned to help understand how IE Commuter compares in program offerings and performance to other similar rideshare and Transportation Demand Management programs. The program review will also help strategize the program moving forward and appropriately scope the program for future procurements.

Task 0314 Transit Operations

SBCTA continues to actively host ongoing Multimodal Interconnectivity Working Group meetings with the County's transit operators, which include SCRRA, Basin Transit, Mountain Transit, City of Needles Transit, Omnitrans, and Victor Valley Transit Authority (VVTA). The working group's goal is to integrate SBCTA's transit, rail, rideshare, vanpool, and planning programs alongside the transit operators to collaborate on countywide transit efforts with a customer-facing approach and, where feasible, pursue multimodal connections. In Fiscal Year 2024/2025, the working group continued county-wide marketing efforts and offered free fare days to encourage and regain riders lost from the pandemic. One of the initiatives during the year included a Ride Happy! transit etiquette campaign that focused on communicating to riders and non-riders that public transit in the county is safe, and to remind riders about the do's and don'ts when riding transit. The informative regional transit network campaign, with an emphasis on where riders can go using transit, continued to be a major focus throughout the year. The initial focus was on connections through the San Bernardino Transit Center and will now shift to connections at the Montclair Transit Center and Cucamonga Station. In addition to expanding the network map, separate iterations for the Morongo Basin and City of Needles will be developed. Currently in development is a countywide brochure focusing on senior transit programs and resources, with information on available Consolidated Transportation Service Agency (CTSA) programs. This piece will help organizations and agencies provide transit information to the older adult population throughout the county and will be followed by marketing efforts highlighting free or low-cost programs available. These efforts, among others, focus on transit affordability, regional connectivity, trip planning, and county-wide free fare days on both rail and bus. Awareness campaigns may relate to transit safety, transit connectivity, and how to ride. Free fare days may occur on Transit Equity Day, a day commemorating the birthday of transit champion Rosa Parks, on February 4th, Earth Day on April 22nd, Rural Transit Day on July 16th, Car Free Day on September 21st, Clean Air Day on October 4th, Local Election Day on November 4th, or any day that is tied to a county-wide marketing campaign. In addition to these efforts, the working group continues to focus on initiatives and pilot projects related to first/last mile connections, special shuttle opportunities, travel training and transit ambassador programs, multi-agency integration of mobile fare apps, microtransit, and considerations for implementing fare capping policies county-wide in support of transit affordability. Lastly, to further increase interconnectivity between the transit operators, SBCTA will be installing new bus stops on the north and south sides of Third Street in front of the San Bernardino Santa Fe Depot. The new stops will include the construction of bus bays to accommodate two buses on either side of the street and the installation of premium bus shelters, lighting, and real-time signage. This project will improve the ease for Omnitrans and VVTA customers to transfer between various forms of transit available at the Santa Fe Depot. The new bus stop is scheduled to be completed during this budget cycle Fiscal Year 2025/2026.

Work Elements

1. Provide SBCTA's share of SCRRA's Metrolink and Arrow Service annual operating subsidy.
2. Ridership Recovery; Tracking Actual versus Budget.
3. Rail Station Technical Advisory Committee (RSTAC).
4. IE Commuter rideshare program.
5. SBCTA Park and Ride lease program.
6. San Bernardino Santa Fe Depot Bus Stop Improvements.
7. Multimodal Interconnectivity Working Group and Initiatives.
    a. Free Fare Days.
    b. Countywide marketing campaigns and promotion of special services and county-wide services.
    c. New initiatives related to transit awareness and safety on public transit.
    d. Transit Travel Training for San Bernardino County residents.
    e. Short-term park and ride and shuttle projects.

Budgetary changes are due to changes to SBCTA's annual operation subsidy for both the Arrow Service and San Bernardino Line to accommodate for the implementation of the Zero-Emission Multiple Unit (ZEMU), and the continuing efforts to support ongoing transit ridership programs.

Task 0314 Transit Operations

Product

Process disbursement of operating and maintenance funds to SCRRA for the Metrolink and Arrow Service in a timely manner and monitor their ongoing operating needs. It should be noted that since SCRRA's budget process, which includes operating, new capital, and rehabilitation, parallels SBCTA's budget process, the SCRRA subsidies identified initially in the SBCTA budget are an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented by a separate action to the SBCTA Board for approval in June. Typically, this action includes a budget amendment. Continue the success of the RSTAC, which provides a venue for local jurisdictions, operators, law enforcement, and SBCTA to share information and develop best management practices related to the security of the rail system in the San Bernardino Valley. Reduce traffic congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupancy vehicle trips. Improve regional connectivity, customer experience, and transit awareness through county-wide multimodal coordination.

Contract Information

a. Existing Contracts
   i. 19-1002203, Rideshare Program Software, Amount Budgeted $757,825.
   ii. 20-1002310, Vehicle Spare Parts and Operations, Amount Budgeted $1,615,917.
   iii. 22-1002742, Park and Ride Lot Lease, Amount Budgeted $14,400.
   iv. 22-1002743, Park and Ride Lot Lease, Amount Budgeted $8,532.
   v. 23-1002904 CTO 08, Construction Support Services, Amount Budgeted $12,200.
   vi. 23-1002929, IE Commuter/Metrolink Recovery Program, Amount Budgeted $330,000.
   vii. 24-1003023, Transit and Specialized Transit Planning, Amount Budgeted $235,000.
   viii. 24-1003126, Rideshare, Vanpool, and Multi-Modal Program Implementation, Amount Budgeted $2,407,695.25-1003197, Park and Ride Lot Lease, Amount Budgeted $10,000.
   ix. 25-1003222, SB Rail Ridership Recovery Program, $600,000.

b. New Contracts
   i. Park and Ride Lot Leases, Amount Budgeted $100,000, Total Estimated Contract(s) Amount $100,000.
   ii. RFP/IFB, Bus Stop Improvement – San Bernardino Santa Fe Depot, Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.

Local Funding Source Detail

   i. Riverside County Transportation Commission - $145,771.
   ii. Los Angeles County Metropolitan Transportation Authority - $266,843.
   iii. Orange County Transportation Authority - $131,947.
   iv. Ventura County Transportation Commission - $40,037.

Manager

Victor Lopez, Director of Transit and Rail Programs

Task 0314 Transit Operations

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	48,400	46,706	98,249	136,565
Fringe Allocation-General	47,370	41,543	72,606	85,748
Professional Services	2,647,926	2,334,388	5,649,061	4,520,652
Consulting Services	84	324	188	-
Utilities	209	-	-	-
Maintenance-Motor Vehicles	2,332,473	103,708	350,000	-
Construction Capital	-	-	-	400,000
Utilities Capital	3,393	3,762	-	-
Property Insurance	-	-	-	125,300
Dues/Memberships	52,409	18,182	51,820	25,000
Training/Registration	288	338	2,600	6,400
Postage	44	230	1,100	1,100
Travel Expense - Employee	229	6	4,475	6,500
Travel Expense-Mileage-Employee	537	128	1,125	1,000
Travel Expense-Other-Metrolink Tickets	-	40	687	750
Advertising	800	6,301	-	-
Public Information Activities	-	10,095	-	-
Printing - External	178	-	26,000	26,000
Printing - Internal	-	-	100	100
Contributions/Subsidies	24,950,434	29,968,036	53,733,057	48,292,782
Office Expense	194	-	200	250
Meeting Expense	-	-	475	450
Motor Vehicles	-	-	-	4,315,917
Total Expenditures	30,084,969	32,533,788	59,991,743	57,944,514

Funding Sources	
Local Transportation Fund - Admin	12,500
Local Transportation Fund - Planning	92,425
Local Transportation Fund - Rail	32,545,391
State Transit Assistance Fund - Rail	649,303
Congestion Mitigation and Air Quality	2,167,695
Low Carbon Transit Operations Program	930,000
MSI Valley Fund-Metrolink/Rail Service	19,758,608
MSI Valley Fund-Traffic Mgmt Sys	797,979
MSI Victor Valley Fund-Traffic Mgmt Sys	273,083
Local Projects Fund	584,598
Federal Transit Administration 5339 Bus and Bus Facilities F	132,932
Total Funding Sources	57,944,514

Task 0315 Transit Capital

Purpose

Implement and provide funding for capital improvements and projects that develop and maintain high-quality transit options, increase mobility, provide for safe operations, and expand service.

Accomplishments

The availability of funding for transit and rail capital projects has translated into significant transit enhancements for our region, allowing for the build out of a more comprehensive transit network.

Substantial progress was made on the right of way acquisitions for the West Valley Connector (WVC) Bus Rapid Transit Project, and construction continues on the mainline and maintenance facility. The Zero Emission Multiple Unit (ZEMU) arrived in the United States in August 2023 and was showcased at the American Public Transportation Association Expo in Orlando, Florida, in October 2023. Vehicle testing at the Transportation Technology Center in Pueblo, Colorado, was completed. Testing on the Arrow corridor is scheduled to be completed in the summer of 2025. The hydrogen fuel station and the Arrow Maintenance Facility (AMF) retrofit activities are ongoing and are scheduled to be completed in the fall of 2025. Work on the environmental clearance for the Ontario International Airport (ONT) Connector Project continued. Additionally, the procurement process continued, and the Operating System Provider and two Design Build teams were shortlisted, with the procurement phase scheduled to be completed in the summer of 2025.

On an annual basis, as a member agency of the Southern California Regional Rail Authority (SCRRA), SBCTA provides funding for capital related expenditures, including rehabilitation and new capital. In recent years, SBCTA's capital subsidy has funded positive train control and other safety efforts, cleaner locomotives, studies on alternative fuel technology, rolling stock, ticket vending machine replacements, and track and signal infrastructure improvements. It should be noted that since SCRRA's budget process parallels SBCTA's, the SCRRA capital subsidy identified initially in the SBCTA budget is an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented separately to the SBCTA Board for approval in June. Typically, this action includes a budget amendment. Costs associated with the annual capital and rehabilitation to SCRRA are captured under this Task. This is not a specific capital project, but an ongoing subsidy. Federal funds allocated to SCRRA as part of their capital subsidy are administered by SCRRA and do not flow through the SBCTA budget.

The majority of funding for capital projects is comprised of formula funds consisting of Valley Measure I Metrolink/Rail Program funds, Valley Measure I Express Bus & Bus Rapid Transit Program funds, Federal Transit Administration (FTA) funds, and Transportation Development Act (TDA) funds. In addition, SBCTA aggressively pursues grant funding to augment the available formula funds.

Budgetary changes are due to ongoing construction and right of way acquisitions for the West Valley Connector Project, the construction of the Hydrogen Fueling Infrastructure and Retrofit of Arrow Maintenance Facility for the ZEMU project, initiating design and construction phase activities for the ONT Connector Project, the facilitation of funding for the Brightline – High Desert Stations Project, and the initiation of the Lilac to Sycamore Double Track design phase.

Contract Information – Transit Program

Contracts for the specific sub-tasks are included in the sub-task narratives. Contracts and/or staff time that are utilized on all sub-tasks within the Program are identified here. Currently, there are no contracts assigned at the task level.

Local Funding Source Detail

The local funding source detail is specific to the individual sub-tasks and is included in the sub-tasks narratives.

Manager

Victor Lopez, Director of Transit and Rail Programs

Task 0315 Transit Capital

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	200,094	185,721	199,759	210,108
Fringe Allocation-General	195,836	165,190	147,622	131,927
Professional Services	5,123,772	13,998,328	49,806,750	25,384,902
Consulting Services	3,200,913	1,976,983	2,694,112	-
Program Management Fees	335,435	(277,200)	2,972	442,475
Program Management Fees OFS	3,252,918	1,759,795	2,297,035	1,808,819
Legal Fees	4,327,707	4,313,368	5,272,953	2,704,818
Utilities	25,174	(331)	-	-
Maintenance-Motor Vehicles	33,746	-	-	583,334
Rail Maintenance of Way	52,585	-	-	-
Construction Capital	7,912,277	10,984,906	93,246,020	116,942,149
Utilities Capital	(108,888)	369,175	2,183,500	1,936,000
Right of Way Capital	22,464,584	15,019,054	22,481,711	12,579,709
Dues/Memberships	-	834	3,000	-
Postage	179	4,108	-	-
Travel Expense - Employee	3,411	7,384	15,000	-
Travel Expense-Mileage-Employee	-	51	-	-
Travel Expense-Other-Metrolink Tickets	-	12	-	-
Advertising	483	-	-	-
Public Information Activities	75,392	75,584	210,000	30,000
Contributions/Subsidies	163,740	6,081,576	3,000,000	10,300,000
Meeting Expense	173	231	-	-
Buildings and Structures	-	-	8,348,067	3,417,991
Motor Vehicles	12,403,582	782,343	4,450,000	3,769,708
Utility Relocation Costs	-	-	-	2,015,000
Total Expenditures	59,663,114	55,447,111	194,358,501	182,256,940
Funding Sources				
Local Transportation Fund - Planning				53,454
Local Transportation Fund - Rail				19,834,592
State Transit Assistance Fund - Rail				27,393,137
State of Good Repair – SBCTA				1,402,325
Rail Assets				560,000
Federal Transit Administration 5307				659,692
Federal Transit Administration 5307-CMAQ				7,444,120
Federal Transit Administration 5309				29,822,551
Federal Railway Administration				5,810,037
Transit and Intercity Rail Capital Progr				28,147,410
Affordable Housing & Sustainable Communities Program				4,752,014
Solutions for Congested Corridors Program-SB1				31,825,069
Transit and Intercity Rail Capital Program-SB125				1,369,301
SCAQMD/Mobile Source Review Committee				1,163,400
MSI Valley Fund-Metrolink/Rail Service				4,900,000
MSI Valley Fund-Express Bus/Rapid Trans				14,295,592
Local Projects Fund				2,824,246
Total Funding Sources				182,256,940

Transit Program
Passenger Rail Projects

Page No.

VALLEY SUBAREA

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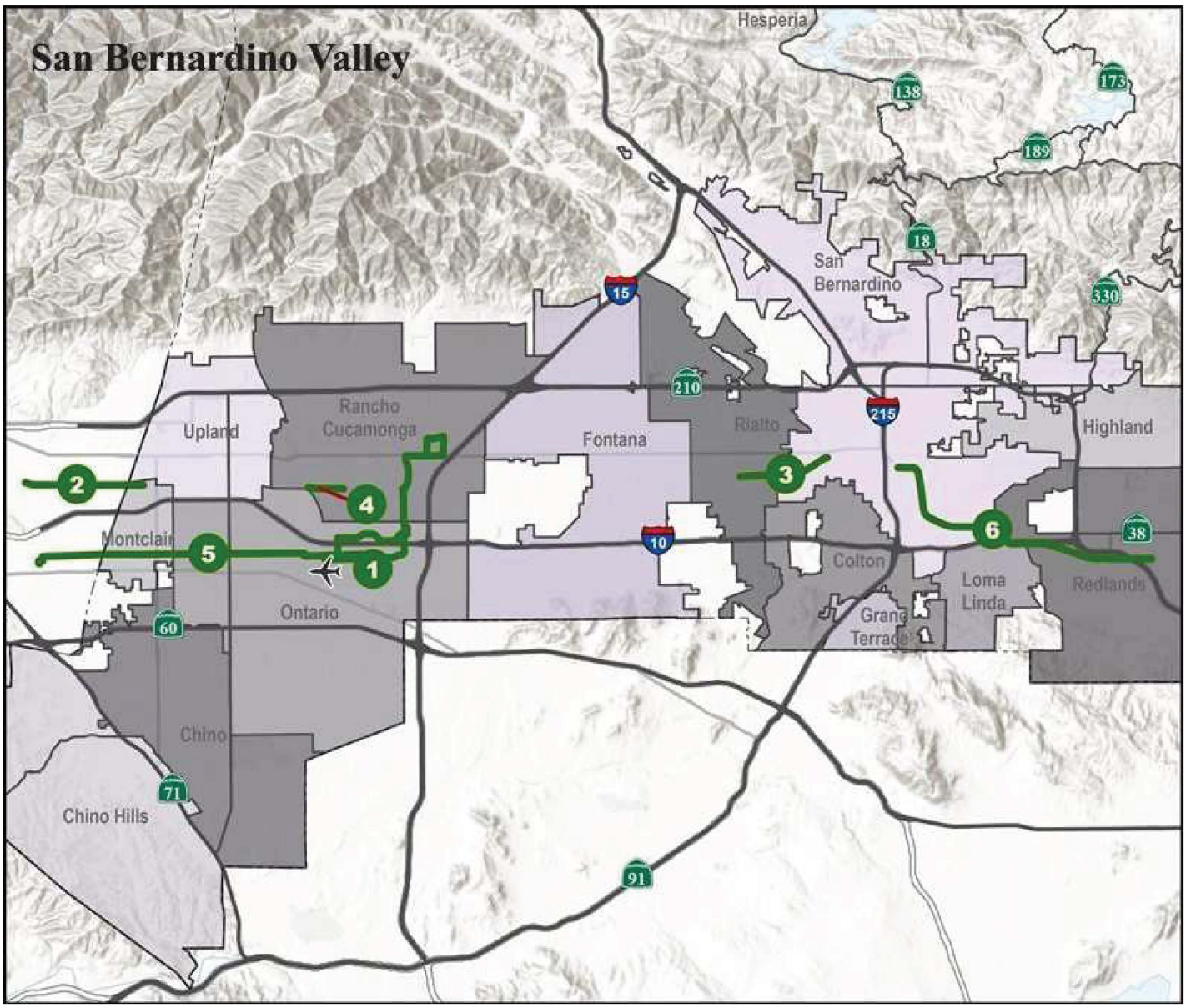
HIGH DESERT SUBAREA

Map Project Location 219
Master Schedule 219
Project Descriptions 220

Transit Program
Valley Subarea

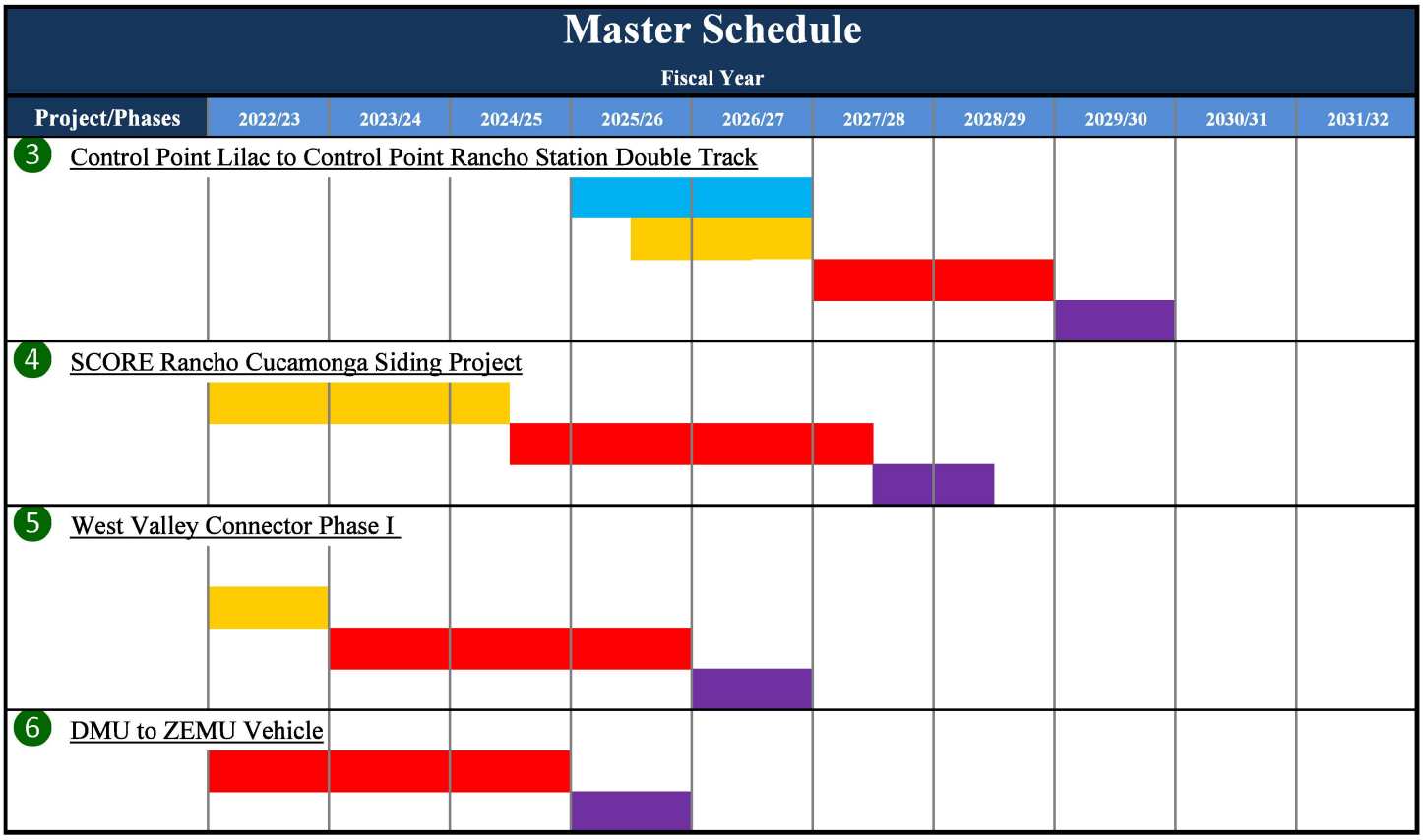


Master Schedule

Fiscal Year

Project/Phases	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
1 Ontario International Airport Connector Project (Completion Pending Additional Funding)										
2 Gold Line to Montclair Extension										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout



1 Project ONT Connector (0337)

Description

Innovative subterranean direct connection between the Cucamonga Metrolink Station and Ontario International Airport (ONT). The project includes the construction of a four-mile sub-surface bi-directional tunnel system using autonomous rubber tire zero-emission vehicles that will serve as an on-demand direct connection to ONT from the Cucamonga Station along the Metrolink San Bernardino Line. Construction will primarily use public right of way involving coordination with partner agencies, including the cities of Rancho Cucamonga and Ontario, the Ontario International Airport Authority (OIAA), California Department of Transportation (Caltrans), Metropolitan Water District, and Union Pacific Railroad. It includes a surface station at the Cucamonga Metrolink Station and two surface stations at ONT. Current Phase: Procurement/Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$695,850,000	$17,500,913	$28,669,529	$649,679,558

Contract Information

a. Existing Contracts
   i. 20-1002339, DBE Consulting Services, Amount Budgeted $10,000.
   ii. 21-1002452, Program Management/Construction Management, Amount Budgeted $10,605,454.
   iii. 23-1002995, CTO 23, Public Outreach Services and Graphic Design Support, Amount Budgeted $30,000.
   iv. 24-1003152, Legal Services for Procurement, Amount Budgeted $450,000.
   v. 25-1003198, UPRR Design Reviews, Amount Budgeted $1,500,000.
   vi. 25-1003199, Utility Relocations, Amount Budgeted $1,500,000.

b. New Contracts
   i. RFP, Design-Build Capital Construction Contract, Amount Budgeted $39,562,900, Total Estimated Contract Amount $400,000,000.
   ii. MOU, Right of Way Acquisitions, Amount Budgeted $1,171,286 Total Estimated Contract Amount $1,171,286.

2 Project Gold Line Extension to Montclair (0326)

Description

The Foothill Gold Line - Phase 2B, from the City of Azusa to the City of Montclair, will extend the Metro Gold Line, 12.3 miles and add six stations, including a final stop at the Montclair Transcenter. Approximately 3,600 feet of the 12.3 mile project falls within San Bernardino County. The portion within San Bernardino County is identified as one of the projects in the San Bernardino County Measure I 2010-2040 Expenditure Plan. As project implementation responsibilities reside with the Metro Gold Line Foothill Extension Construction Authority (GLA), SBCTA's role is to provide coordination, oversight, and funding for the portion in San Bernardino County. Construction on the portion from Glendora to Pomona started in July 2020 and was substantially completed in January 2025. In November 2024, GLA and Metro approved a funding agreement to provide $798 million to complete the Los Angeles County portion of the Pomona to Montclair segment. In May 2024, the SBCTA Board approved $80 million in total funding for the extension to Montclair. Bids for the Pomona to Montclair extension were received in early 2025, and a construction contract award is scheduled for the summer of 2025.Current Phase: Design-Build.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$80,000,000	$1,926,955	$14,309,000	$63,764,045

***SBCTA has $80 million identified funding for the portion of the project in San Bernardino County; $39 million non-federal formula funds and $41 million TIRCP grant funds.**

Contract Information

a. New Contracts
   i. RFP/CTO, Project Management Services, Amount Budgeted $309,000, Total Estimated Contract Amount, $683,129.

3 Project Control Point Lilac to Control Point Rancho Station Double Track (0328)

Description

This project includes the construction of a double track section on the Metrolink San Bernardino Line between Control Point (CP) Lilac and CP Rancho, a three-mile segment spanning the cities of Rialto and San Bernardino, which includes 10 at-grade crossings considered for quiet zone improvements, improvements to the railroad signaling and communications systems to accommodate Positive Train Control (PTC), the addition of a second platform at the Rialto Metrolink Station, and a pedestrian underpass. While not funded as part of the initial wave of the Metrolink Southern California Optimized Rail Expansion (SCORE) Plan Program, Metrolink has identified a substantial portion of this segment as a possible future phase, from CP Lilac, through the Rialto Station, to Sycamore Avenue. Preliminary Engineering and Environmental Clearance have been completed and the project is fully funded. The costs shown below are for the shorter project segment. Current Phase: Final Design.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$84,254,756	$2,229,187	$5,775,000	$76,250,569

***Total cost of the longer double track section is $108 million.**

Contract Information

b. New Contracts
   ii. Cooperative Agreement, Delivery of the Double Track Project, Amount Budgeted $5,775,000, Total Estimated Contract Amount $75,109,635.

4 **Project** **SCORE Rancho Cucamonga Siding Project (0338)**

Description

Right of way support for the Rancho Cucamonga Siding Project element of the SCORE program, which proposes to enable 30-minute bi-directional service on the highest ridership segments of Southern California's busiest regional rail corridors: the Orange County, Ventura County, and San Bernardino Lines. The Rancho Cucamonga Siding Project extends an existing siding track by approximately 4,600 feet. In addition, the project includes a new No. 24 power turnout, pedestrian safety improvements at two at-grade crossings, new track panels at the grade crossings (Hellman Ave. and Archibald Ave.), extension of three drainage culverts, and railroad signal modifications to accommodate the siding extension. Right of way support includes reviewing acquisition packet templates, approving Just Compensation, and pursuing condemnation process as necessary for the Rancho Cucamonga Siding Project. Acquisitions for the project have been completed and the proposed budget is for potential legal support services related to the project acquisitions during the construction phase. Current Phase: Construction Phase.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$200,000	$35,800	$20,881	$143,319

***Total estimated cost for SBCTA's support only. The total estimated project cost is $27,000,000.**

Contract Information

a. Existing Contracts
   i. 22-1002749, Legal Services Supporting Right of Way Acquisitions, Amount Budgeted $20,000.

Local Funding Source Detail

   i. Southern California Regional Rail Authority - $20,881.

5 **Project** **West Valley Connector Phase 1 (0334)**

Description

The WVC Project is a 19-mile long BRT project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The WVC will serve the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens as well as other mixed-use development in Rancho Cucamonga planned as part of the HART District. In addition, the proposed project includes the purchase of 18 battery electric buses and improvements to the Omnitrans maintenance facility needed to operate and maintain the battery electric buses. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$320,334,695	$128,267,265	$103,997,025	$88,070,405

Contract Information

a. Existing Contracts
   i. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted $13,511,166.
   ii. 18-1001870, Environmental and Design Services, Amount Budgeted $1,058,338.
   iii. 19-1002002, CTO No. 2, Legal Right of Way Services, Amount Budgeted $1,620,000.
   iv. 19-1002007, CTO No. 3, Right of Way Services, Amount Budgeted $77,656.
   v. 19-1002008, CTO No. 3, Right of Way Services, Amount Budgeted $69,853.
   vi. 19-1002009, CTO No. 3, Right of Way Services, Amount Budgeted $472,743.
   vii. 18-1001924, CTO No. 3, Right of Way Services, Amount Budgeted $97,884.
   viii. 21-1002532, Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted $11,158,423.
   ix. 21-1002662, Construction Management, Amount Budgeted $3,546,460.
   x. 22-1002744, CTO 9, West Valley Connector Project Management Consultant, Amount Budgeted $1,620,000.
   xi. 22-1002778, West Valley Connector Artist Honorarium Agreement, Amount Budgeted $456,500.
   xii. 22-1002812, Dry Utilities Agreement, Amount Budgeted $1,936,000.
   xiii. 23-1002891, Mainline Capital Construction, Amount Budgeted $66,887,807.
   xiv. 23-1002904, CTO 6, West Valley Connector Quality Manager, Amount Budgeted $327,333.
   xv. 23-1002995, Public Outreach and Event Management Services and Graphic Design Support, Amount Budgeted $66,004.
   xvi. 24-1003047, Dry Utilities Agreement, Amount Budgeted $250,000.

b. New Contracts
   i. RFP, Legal Services and Activities, Amount Budgeted $212,918, Total Estimated Contract Amount $212,918.

Local Funding Source Detail

   i. Omnitrans - $2,629,744

6 **Project** **DMU to ZEMU - Diesel Multiple Unit to Zero Emission Multiple Unit Vehicle Conversion (0336)**

Description

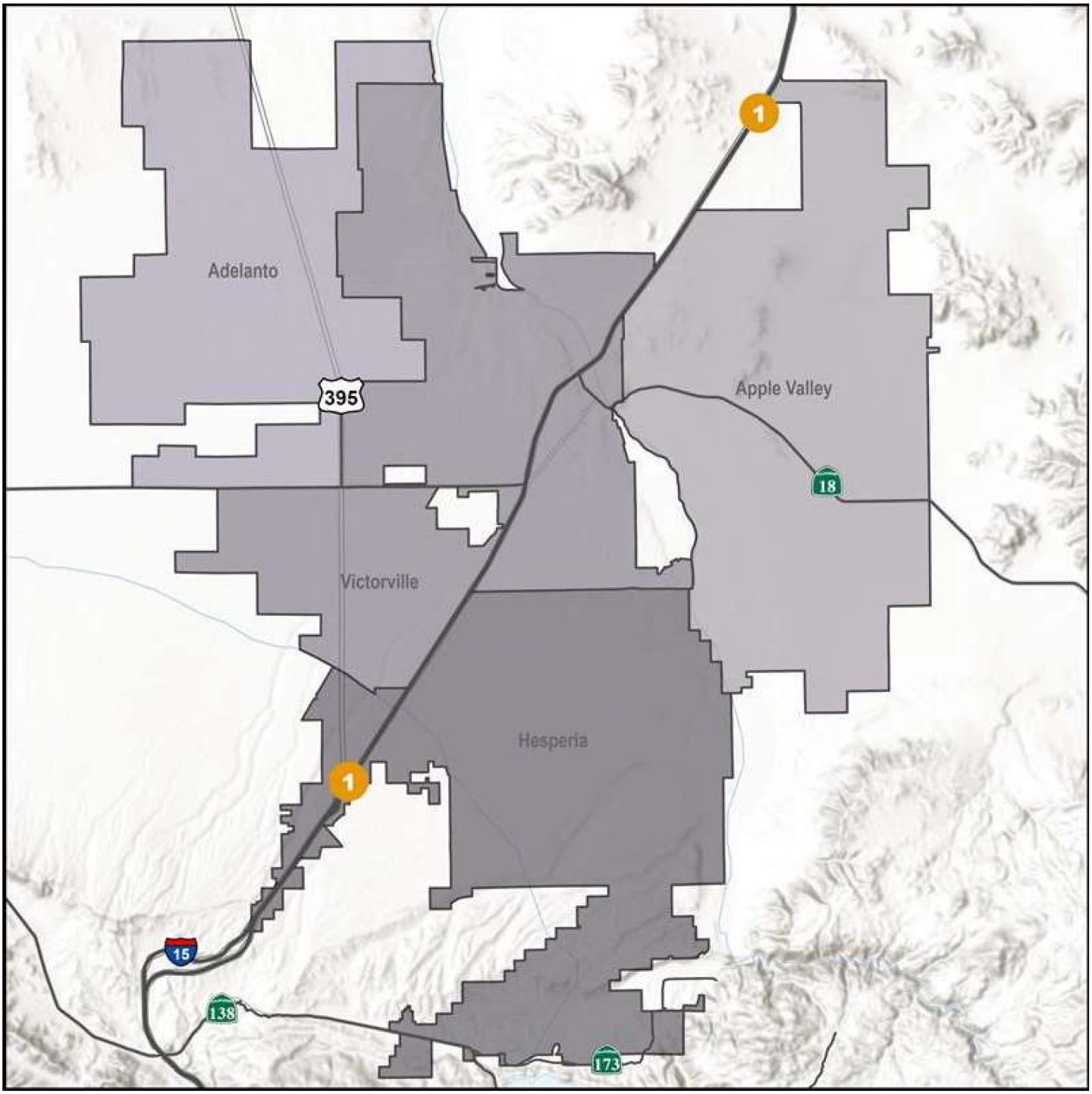
The Zero Emission Multiple Unit Vehicle (ZEMU) project includes the design and procurement of the first self-contained zero-emission passenger rail vehicle in North America. The design and operating parameters are based on the Diesel Multiple Unit (DMU) vehicles procured for the Arrow Service. The chosen alternative propulsion system is a hybrid battery-hydrogen fuel cell. SBCTA was awarded a $45.7 million Transit and Intercity Rail Capital Program (TIRCP) grant to lead the effort and $1.6 million from the Mobile Source Air Pollution Reductions Review Committee for the hydrogen fueling infrastructure. The current estimate for the base project is $63.3 million, which includes the vehicle, modifications to the Arrow Maintenance Facility, major equipment purchase, and hydrogen fueling infrastructure. The TIRCP grant requires the conversion of the DMU fleet used for the Arrow Service to ZEMUs at some point in the future, once the technology is proven in the pilot vehicle. An early estimate for conversion of the Arrow Service DMUs is approximately $17 million per vehicle, but this is subject to change. Current Phase: Facility Upgrade Design, Fueling Infrastructure Construction, and Vehicle Testing.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$63,852,826	$37,848,871	$13,572,014	$12,431,941

Contract Information

a. Existing Contracts
   i. 20-1002310, Procurement of ZEMU Rail Vehicle, Amount Budgeted $1,393,246.
   ii. 21-1002658, Construction Management, Arrow Maintenance Facility Hydrogen Fuel Upgrade Amount Budgeted $933,773.
   iii. 22-1002666, Hydrogen Safety Panel, Amount Budgeted $23,420.
   iv. 22-1002687, SCRRA ZEMU Support, Amount Budgeted $1,603,840.
   v. 22-1002750, Professional Legal Support, Amount Budgeted $1,900.
   vi. 23-1002904, CTO No. 07, Project Management Consulting Services, Amount Budgeted $631,292.
   vii. 23-1002922, Retrofit of Arrow Maintenance Facility, Amount Budgeted $3,460,954.
   viii. 23-1002961, Major Equipment Purchase, Amount Budgeted $30,956.
   ix. 24-1003026, Temporary Fueling, Amount Budgeted $583,334.

b. New Contracts
   i. IFB, Hydrogen Fueling Station Construction, Amount Budgeted $4,851,000, Total Estimated Contract Amount $6,930,000.



Master Schedule

Fiscal Year

Project/Phases	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
1 Brightline High Desert Stations Project										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

1 **Project** **Brightline-High Desert Stations Project (0339)**

Description

The Brightline West High-Speed Intercity Passenger Rail System – High Desert Stations Project is for the design and construction of the Hesperia Station and Victor Valley Station along the Brightline West privately owned and operated high-speed rail corridor extending from Las Vegas, Nevada, to Rancho Cucamonga, California. The project lead is Brightline West and it includes the design and construction of the two stations in the High Desert region of San Bernardino County as well as grant administration and oversight responsibilities for a $25,000,000 award under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2023 Grant Program. Current Phase: Construction.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$25,000,000	$0	$ 5,810,037	$19,189,963

***Total estimated cost for SBCTA's support only. The total estimated project cost is $66,082,500.**

Contract Information

a. New Contracts
   i. MOU, Subrecipient Agreement with Brightline, Amount Budgeted $5,804,750, Total Estimated Contract $25,000,000.

Local Funding Source Detail

   i. Federal Railroad Administration - $5,810,037

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide Vanpool Subsidy Program to provide an alternative mode of transportation for commuters in San Bernardino County that reduces roadway congestion and air pollution in our region.

Accomplishments

In 2015, based on the success of other regional vanpool programs in the area, SBCTA studied opportunities to initiate a countywide Vanpool Program that would serve all our communities and provide an opportunity to work with neighboring vanpool programs to reduce roadway congestion. The Board approved implementing the program using Congestion Mitigation and Air Quality (CMAQ) funds. The CMAQ funds flow through the Federal Transit Administration (FTA) and Omnitrans to SBCTA as a sub-recipient. SBCTA's Vanpool Program, branded as SB Loop, launched on September 1, 2018. As part of the program, SBCTA reports vanpool utilization data to the National Transit Database (NTD). This in turn generates additional FTA 5307 funds for San Bernardino County which have increased over the last several years. The largest increase was during Fiscal Year 2023/2024, an amount of $1,328,678 for NTD reporting during Fiscal Year 2021/2022. In total, over $3 million has been generated since the program's inception.

SB Loop provided up to a $600 subsidy per month towards the cost of a vanpool, or $700 for zero-emission vehicles, for vanpools traveling into SBCTA's service area during Fiscal Year 2023/2024. This includes the Valley, Mountains, Morongo Basin, and Colorado River Subareas of the county. The Victor Valley Transit Authority (VVTA) operates a separate vanpool program in their service area. Vanpools qualify for the SB Loop subsidy by having 50 percent occupancy in a minimum seven-passenger vehicle at start-up, maintaining 50 percent occupancy month to month, as well as commuting a minimum of 8-12 days per month with 30 miles roundtrip daily. Ridership recovery programs continue to be monitored, in addition to low-income and disadvantaged community programs, for effectiveness in increasing ridership and new vanpools, administrative time to manage, as well as impacts to return of FTA 5307 funds. At the end of Fiscal Year 2023/2024, there were 78 vanpools approved to participate in the program.

SBCTA works through the Riverside County Transportation Commission and the IE Commuter program to provide program staffing and marketing and a software company for the online application reporting system and database that supports the program. SB Loop and the proprietary software customized for the program provide a sense of ease to participants looking to join or start a stress-free commute. The vanpool vehicles are provided currently through a single vendor, Commute with Enterprise, via monthly agreements directly with vanpool participants. Staff continues to offer the use of non-federal funds for zero-emission vehicles if selected by vanpool groups.

Work Elements

1. Implement marketing and media campaigns to increase vanpool participation to reduce single occupancy vehicle trips.
2. Work with employers and coordinate with SBCTA's IE Commuter rideshare program to identify potential vanpool formation and participation.
3. Analyze and monitor transit affordability and occupancy-based subsidy benefits.
4. Restructure and adjust the vanpool subsidy amount, including program guidelines, as a result of economic factors, as needed.
5. Maintain and enhance, as needed, an accurate database through the online software system for reporting vanpool program data into the NTD and for the FTA's review and evaluation.
6. Continue to work with consultants for the administration of the Vanpool Subsidy Program.
7. Work with Omnitrans through a Memorandum of Understanding for the pass-through of FTA 5307 funds derived from the vanpool program.
8. Coordinate with neighboring vanpool programs on regional vanpool ride matching solutions and marketing campaigns to increase the reduction of single occupancy vehicles.

Task 0383 Vanpool Program

Product

Incentivize the use of vanpools as an alternative mode of transportation that reduces traffic congestion, improves air quality, and increases the amount of FTA 5307 funds being returned to SBCTA by increasing the number of vanpools participating in SB Loop.

Contract Information

a. Existing Contracts
   i. 17-1001683, Online System Developer, Amount Budgeted $46,000.
   ii. 23-1002958, Vanpool Vehicle Provider, Amount Budgeted $984,000.
   iii. 24-1003126, Rideshare, Vanpool, and Multi-Modal Program Implementation, Amount Budgeted $235,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	15,599	17,076	26,788	31,525
Fringe Allocation-General	15,267	15,188	19,796	19,795
Professional Services	467,602	669,167	1,284,000	1,305,000
Consulting Services	5,875	-	-	-
Dues/Memberships	15,870	18,251	40,000	40,000
Training/Registration	288	338	2,000	4,400
Postage	-	-	100	100
Travel Expense - Employee	-	-	2,125	5,375
Travel Expense-Mileage-Employee	-	-	300	300
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Advertising	209	-	150	150
Printing - Internal	-	-	100	100
Office Expense	-	-	100	100
Meeting Expense	-	-	2,000	2,000
Total Expenditures	520,709	720,018	1,377,709	1,409,095
Funding Sources				
Federal Transit Administration 5307-CMAQ				1,206,000
MSI Valley Fund-Traffic Mgmt Sys				203,095
Total Funding Sources				1,409,095

PROJECT DELIVERY

Project Delivery Program Budget

Description

The Project Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2025/2026 budget of $469.4 million is for the preparation, management, and construction of major projects.

Goals and Objectives

The Project Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax Ordinance approved in 1989 and renewed in 2004 by the San Bernardino County voters. The Project Delivery Program for Fiscal Year 2025/2026 includes:

- 13 Freeway/Highway Projects, including two in the landscape phase
- 9 Interchange Projects, including 4 in the landscape or close out phase
- 1 Railroad Grade Separation Project, in the close out phase
- 6 Miscellaneous Project, including the Metrolink ATP Phase II Project which is entering the close out phase
- 1 Active Transportation Project, in Design phase

In addition, to enhance project delivery and maximize the utilization of funds, staff will continue to maintain and improve the Project Control System.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Project Approval/Environmental Document	1	1	0	2
Start Construction	2	3	5	5
Open to Traffic	5	1	5	4
Project Control System	YES	YES	YES	YES

Project Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Project Delivery Program.

Accomplishments

Management of the Project Delivery Program resulted in furthering the development of roadway and highway projects leading to the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

Ongoing maintenance, assessment, and enhancements of Project Delivery Program Controls were conducted including: 1) Project Delivery's monthly tracking of the electronic construction file uploads, has proven effective in ensuring documents are uploaded in a timely manner and following the retention policy; 2) project costs are reconciled yearly which helps project closeouts and Construction in Progress (CIP) reporting; 3) completed the bi-annual contract review and after reviewing more than 300 contracts, none were found to be out of compliance; and 4) utilization and maintenance of the Project Control System (PCS) to support Project Delivery management of project schedules, contracts, and funding, for reconciliation, documentation, and internal and external reporting. Also, the PCS provided support to Project Delivery, Fund Administration, and Finance staff to serve as a tool for the updating and monitoring of the 10-Year Delivery Plan and the preparation of the Fiscal Year Budget.

Project Delivery, in concert with Planning, initiated the development of a future potential candidate Cycle 5 Trade Corridor Enhancement Program (TCEP) project, namely the I-15 Cajon Pass Northbound Truck Climbing Lane Project. The team provides ongoing support for reporting on budgets and schedules as required for these grants.

Work Elements

1. Project Delivery: Perform tasks related to the project development and construction management of SBCTA-managed projects as described by the task-specific narratives.
2. Project Controls: Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals, accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development of and regular updates to detailed project schedules. Overall, these activities serve to maintain and enhance PCS monitoring and reporting on the status of the budget, cost, and schedule and to forecast performance trends of each project under the Project Delivery Program. In addition, the use of this integrated system allows the creation of different funding scenarios for the identification of the optimum funding plan.
3. Consultant Selection and Management: Administer the ongoing consultant activities. For new contracts, analyze bid/cost proposals against independent cost estimates and negotiate contracts that are fair, reasonable, and in the best interest of SBCTA. Coordinate indirect cost review as a practice to ensure appropriate hourly rates.
4. Contract Management and Invoicing: Perform routine contract management and review invoicing for compliance with contract terms. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Verify the validity of each agreement.
5. Conduct Quality Assurance/Quality Control (QA/QC) reviews and peer reviews to ensure that SBCTA products and deliverables meet quality standards and maintain a database of QA/QC reviews.
6. Other Program Activities: Other activities include document controls and archiving for records retention purposes; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available Federal and State funds; provide input into the development of State regulations and SBCTA policies; and execute project close-out of completed projects.
7. Provide program and project management services that result in the efficient delivery of transportation improvement projects.
8. Partner with the San Bernardino County School District to inform local students interactively about careers in transportation.
9. Participate in Ad Hoc Committees, as needed, and implement approved recommendations.

Task 0815 Measure I Program Management

Budgetary changes are mainly due to a variance of cost related to support for claims and payroll expenses in Fiscal Year 2025/2026.

Contract Information – Project Delivery Program*

a. Existing Contracts
   i. 20-1002357, Program Management, Amount Budgeted $1,600,000.*
   ii. 20-1002377, On-Call Environmental Services, Amount Budgeted $40,000.*
   iii. 21-1002555, Legal Services, Amount Budgeted $30,000.*
   iv. 16-1001474, Legal Services, Amount Budgeted $10,000.*
   v. 21-1002472, Incident Management Services, Amount Budgeted $1,000.*
   vi. 19-1002000, Public Outreach Service, Amount Budgeted $20,000.*
   vii. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted $2,000.*

   * Contracts that can be utilized on multiple sub-tasks within the Program.

Manager

Kristi Harris, Director of Project Delivery

Task 0815 Measure I Program Management

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	1,181,286	1,376,073	1,264,422	1,349,231
Fringe Allocation-General	1,156,146	1,223,950	934,408	847,181
Professional Services	-	3,425	195,576	118,000
Consulting Services	-	3,275	-	-
Program Management Fees	2,119,671	1,664,079	1,285,000	1,600,000
Legal Fees	10,298	5,225	41,000	40,500
Dues/Memberships	-	180	-	-
Training/Registration	2,897	1,029	44,000	50,000
Postage	-	-	1,000	1,000
Travel Expense - Employee	233	813	12,000	12,000
Travel Expense-Mileage-Employee	28	550	12,000	7,000
Advertising	190	-	1,000	500
Public Information Activities	-	-	20,000	20,000
Printing - External	240	-	1,000	1,000
Bank Charges	-	200	1,000	1,000
Meeting Expense	190	1,850	1,000	1,000
Computer Hardware and Software	-	-	80,000	80,000
Total Expenditures	4,471,180	4,280,649	3,893,406	4,128,412

Funding Sources	
MSI Valley Fund-Freeway Projects	1,837,232
MSI Valley Fund-Fwy Interchange	2,187,741
MSI Valley Fund-Grade Separations	34,360
MSI Victor Valley Fund-Major Local Hwy	39,719
MSI North Desert Fund-Major Local Hwy	20,000
MSI Morongo Basin Fund-Major Local Hwy	9,360
Total Funding Sources	4,128,412

Task 0820 Freeway Projects

Purpose

The Freeway Projects Program includes the development and construction of freeway/highway improvements that enhance mobility, reduce traffic congestion, and improve safety. These enhancements are achieved by the construction of a variety of lane additions including general-purpose lanes, truck climbing lanes, carpool lanes, express lanes, and ancillary improvements.

Accomplishments

Transportation revenues coupled with grant awards continue to translate into significant enhancements to our local freeways. The landscape construction for the first three phases of Interstate 215 (I-215) widening through the City of San Bernardino is complete and these phases are in the Establish Existing Planting (EEP) phase. The next two landscape segments along the I-215 corridor (Bi-County and Segment 5) will be released for construction in 2025. The State Route (SR) 210 Lane Addition project in the cities of Highland, San Bernardino, and Redlands started construction in early 2020, was completed in the summer of 2023, and is currently in the EEP phase. The environmental document for the Interstate 10 (I-10) Corridor was approved in mid-2017 and procurement for a design-build roadway contractor and an Express Lanes system provider resulted in the award of two contracts in mid-2018. Financial close on the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project concluded in spring 2019. Construction of the I-10 Contract 1 is nearly complete, with revenue commencement achieved in August 2024. In addition, a work package for the next phases of the I-10 Corridor, east of Interstate 15 (I-15), has been identified. To expedite project delivery, the I-10 Contract 2 Project will be delivered as one design contract, divided into two construction segments: Segment 2A – I-15 to Sierra Avenue and Segment 2B – Sierra Avenue to Pepper Avenue. Segment 2A will be Ready to List (RTL) in the summer of 2025 with Segment 2B target RTL in early 2026. The I-15 Corridor Express Lanes improvements from SR 60 to SR 210 received environmental approval in late 2018. The final design of the Contract 1 portion from Cantu Galleano Ranch Road to north of Foothill Boulevard was completed in October 2023, and the construction contract was awarded in January 2025. Construction of the I-10 Eastbound Truck Climbing Lane Project started in 2024 and is expected to be completed in mid-2025. The design and right of way activities for US 395 Phase 2 from I-15 to Palmdale Road began in late 2023 and are nearing completion. The construction contract award is expected in the fall of 2025. Procurement activities began for preliminary engineering activities for the following projects: I-15 Cajon Pass Corridor Freight Project, SR 18 Median Widening and Reprofiling Project, and SR 62 Operational and Channelization Project.

Work Elements

The budget for Fiscal Year 2025/2026 incorporates the closeout of I-10 Corridor Contract 1, the ongoing I-10 Corridor Contract 2 and I-15 Corridor Contract 1 which are some of SBCTA's largest projects requiring significant budget allocated to the Freeway Projects task. In addition, the budget for the design and construction of the other projects referenced above are also included.

Budgetary changes are due primarily to projects in design and continuing to move through construction.

Contract Information – Freeway Projects Program*

a. Existing Contracts
   i. 20-1002377, Environmental Services, Amount Budgeted $241,000.*
   ii. 21-1002555, Legal Services, Amount Budgeted $788,000.*
   iii. 18-1001907, Right of Way Services, Amount Budgeted $37,327.*
   iv. 20-1002357, Program Management Services, Amount Budgeted $2,096,807.*
   v. 19-1002001, Public Outreach Services, Amount Budgeted $11,798.*
   vi. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted $21,821. *
   vii. 21-1002472, Consulting Services, Amount Budgeted $10,000.*
   viii. 22-1002663, Public Information Services, Amount Budgeted $36,000.*

   * Contracts that are utilized on multiple sub-tasks within the Program.

Task 0820 Freeway Projects

Local Funding Source Detail

The local funding source detail is specific to the individual sub-tasks and is included in the sub-tasks narratives.

Manager

Kristi Harris, Director of Project Delivery

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	386,629	-	9,339	-
Fringe Allocation-General	378,400	-	6,902	-
Professional Services	14,637,683	30,738,880	25,882,642	23,603,719
Consulting Services	20,048,282	12,261,597	19,430,061	50,051,015
Program Management Fees	1,971,229	2,292,641	2,797,513	2,491,808
Auditing and Accounting	54,405	-	-	-
Legal Fees	1,166,372	1,977,714	2,792,057	15,148,000
Construction Capital	200,806,109	83,645,515	168,604,491	234,282,832
Construction Support	617,895	717,895	11,063,723	12,532,478
Utilities Capital	3,347,450	3,121,216	6,298,280	5,050,000
Right of Way Capital	336,600	932,724	7,782,822	9,003,744
Property Insurance	5,365	11,473	1,764	-
Postage	133	124	7,000	6,000
Travel Expense - Employee	3,415	-	-	-
Travel Expense-Mileage-Employee	401	-	-	-
Advertising	484	1,242	2,000	12,000
Public Information Activities	650,681	883,168	768,295	464,173
Meeting Expense	475	803	10,000	-
Office Equip/Software-Inventorial	-	780	1,000	-
Debt Fees	16,000	-	20,000	-
Total Expenditures	244,428,009	136,585,772	245,477,889	352,645,769

Funding Sources	
Surface Transportation Program	49,421,517
Congestion Mitigation and Air Quality	22,574,757
Project National and Regional Significance	623,000
Highway Infrastructure Program	1,239,521
Regional Improvement Program	25,286,120
State Highway Operations & Protection Program	6,130,948
Local Partnership Program-Formula-SB1	5,501,143
Trade Corridor Enhancement Program	82,468,090
MSI Valley Fund-Freeway Projects	132,912,578
MSI Valley Fund-Fwy Interchange	7,050,000
MSI Valley Fund-Arterials	630,000
MSI Victor Valley Fund-Major Local Hwy	9,858,077
MSI Cajon Pass Fund	3,344,000
MSI 1990-Valley Fund-Major Projects	1,552,000
MSI 1990-Valley Fund-TMEE	120,000
Local Projects Fund	2,990,241
I-15 Express Lanes Contract 1	518,803
Federal One-time Awards	424,974
Total Funding Sources	352,645,769

Project Delivery Program
Freeway Projects

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VALLEY SUBAREA

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VICTOR VALLEY SUBAREA

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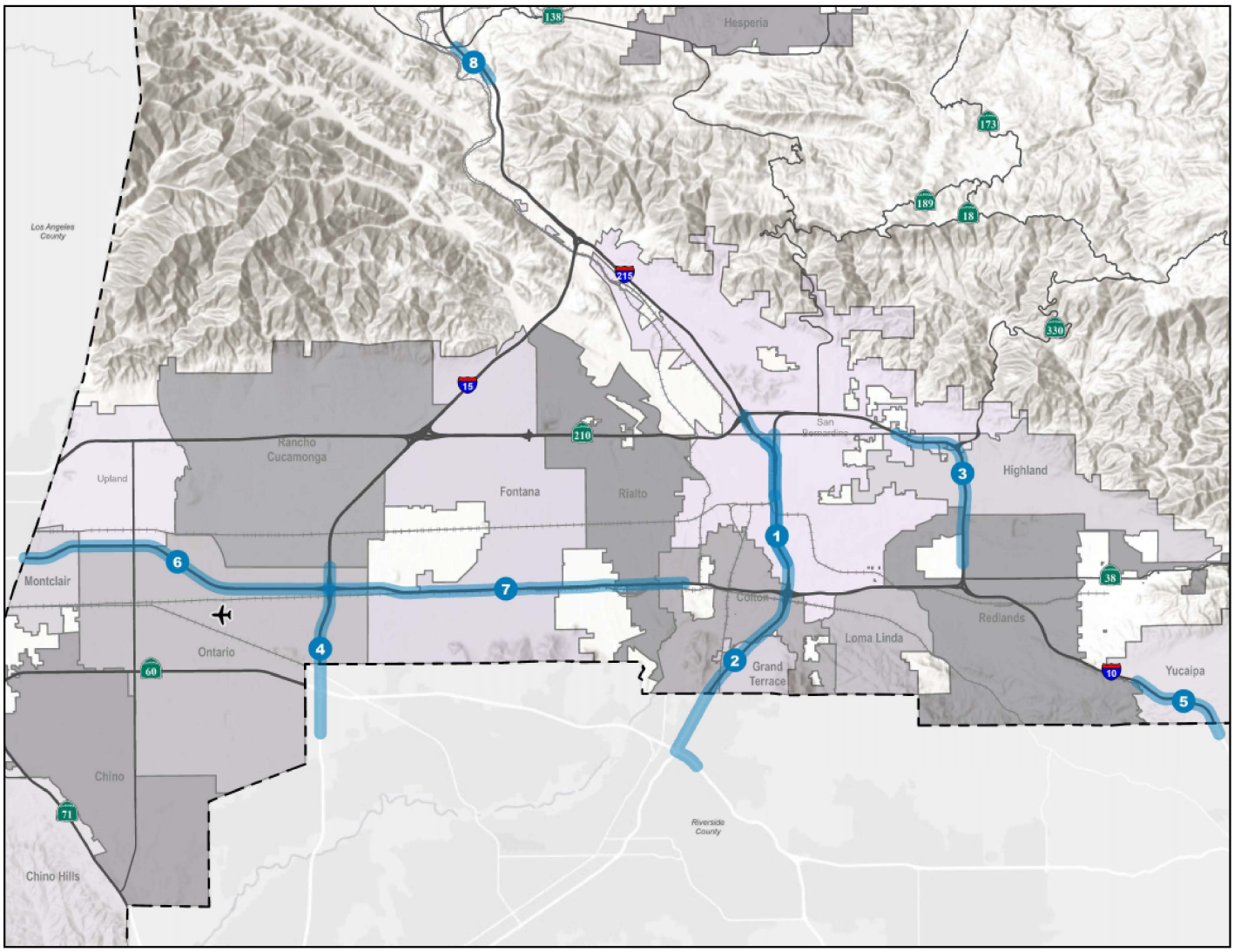
Project Delivery Program
Freeway Projects
Valley Subarea



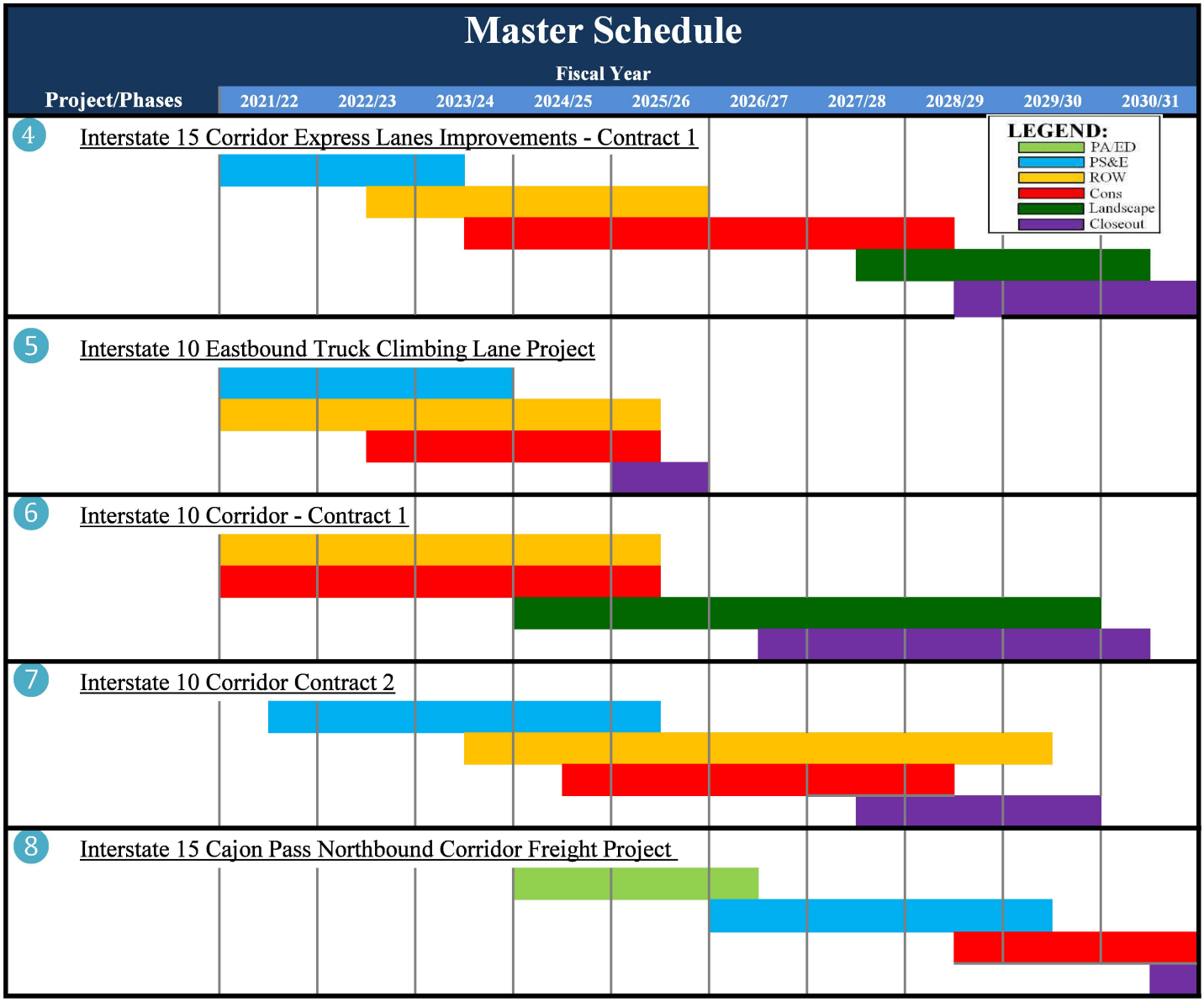
Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Interstate 215 Bi-County Landscape										
2 Interstate 215 Barton Road Interchange										
3 State Route 210 Lane Addition										

LEGEND: PA/ED, PS&E, ROW, Cons, Landscape, Closeout

Project Delivery Program
Freeway Projects
Valley Subarea



Project Delivery
Freeway Projects
Valley Subarea

1 **Project** **Interstate 215 Landscape Bi-County & Segment 5 (0839 & 0838 Segment 5)**

Description

Bi-County - Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the SR 60 /SR 91/I-215 interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic. The remaining task is in close-out and corridor landscaping. Current phase: Landscaping Design.

Segment 5 - The addition of a high-occupancy vehicle and mixed flow lane in each direction on I-215 through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Landscaping Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$18,505,200	$2,546,631	$14,682,485	$1,276,084

Contracts Information

a. Existing Contracts
   i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted $245,000.
   ii. 21-1002534, Construction Management Services, Amount Budgeted $898,798.
   iii. 16-1001378, Construction Management Services, Amount Budgeted $750,000.

b. New Contracts
   i. 24-1003062, Construction Capital, Amount Budgeted $12,539,687, Total Estimated Contract Amount $12,539,687.

2 **Project** **Interstate 215 Barton Road Interchange (0840)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Right of Way and Close-out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$102,426,369	$102,244,734	$181,635	0

***An additional $18 million is not going through SBCTA's books but is included in Cost to Date.**

Contract Information

a. Existing Contracts
   i. 20-1002278, Environmental Right of Way Remediation, Amount Budgeted $9,500.
   ii. 15-1001294, Construction Capital, Amount Budgeted $100,000.

3 **Project** **State Route 210 Lane Addition (0887)**

Description

Add one mixed flow lane in each direction and conduct pavement rehabilitation between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands to relieve existing congestion and accommodate future demands. Current Phase: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$163,589,921	$161,637,172	$472,000	$1,480,749

Contract Information

a. Existing Contracts
   i. 22-1002663, Construction Management Services EEP, Amount Budgeted $36,000.
   ii. 23-1002917, Establish Existing Planting (EEP), Amount Budgeted $144,000.

4 **Project** **Interstate 15 Corridor Express Lanes Improvements Contract 1 (0831)**

Description

Add two express lanes in each direction along the I-15 corridor connecting to Riverside County Transportation Commission's Express Lane facility from south of Cantu Galleano Ranch Road in Riverside County to north of Foothill Boulevard. The project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$535,002,000	$65,069,807	$133,027,103	$336,905,090

Contract Information

a. Existing Contracts
   i. 22-1002706, Tolling Support Services, Amount Budgeted $231,257.
   ii. 22-1002266, Design Services, Amount Budgeted $624,000.
   iii. 22-1002757, Construction Management Services, Amount Budgeted $7,600,000.
   iv. 23-1002939, Construction and Maintenance Agreement Vina Vista Overhead, Amount Budgeted $27,237.
   v. 23-1002940, Construction and Maintenance Agreement Mission Blvd Overhead, Amount Budgeted $63,466.
   vi. 23-1002944, Construction Support, Amount Budgeted $283,698.
   vii. 23-1002843, Department Furnished Materials, Amount Budgeted $244,500.
   viii. 23-1003032, Construction Capital, Amount Budgeted $123,492,943.

5 **Project** **Interstate 10 Eastbound Truck Lane Project (0854)**

Description

Improve traffic operations and safety along eastbound I-10 by constructing a dedicated truck climbing lane for slower-moving vehicles from near the 16th Street Bridge to the Riverside County Line. The remaining budget for design services is for design services during construction/bid. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$39,011,810	$32,143,338	$6,356,111	$512,361

Contract Information

a. Existing Contracts
   i. 19-1002064, Design Professional Services, Amount Budgeted $25,000.
   ii. 22-1002731, Construction Management Services, Budgeted $1,467,976.
   iii. 23-1002869, Construction Contract, Amount Budgeted $4,788,138.

6 **Project** **Interstate 10 Corridor Contract 1 (0823)**

Description

Mitigate traffic congestion and accommodate future traffic on the I-10 Corridor from the Los Angeles/San Bernardino County border to I-15. The project extends through the cities of Montclair, Upland, and Ontario, approximately 10 miles. Current Phase: Design, Right of Way, and Construction.

Total Estimated Cost*	Costs to Date	Proposed Budget**	Future Costs**
$963,043,000	$841,431,159	$82,087,073	$39,524,768

***Total Estimated Costs incorporate added State Highway Operations & Protection Program (SHOPP) pavement rehabilitation work, three corridor interchanges, and one arterial improvement project.**
****Proposed Budget and Future Costs include Landscaping, Change Orders, Deficient Items and withholds for Stop Payment Notices**

Contract Information

a. Existing Contracts
   i. 16-1001530, Project Management/Construction Management Services, Amount Budgeted $7,900,000.
   ii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted $35,553,241.
   iii. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted $6,500,000.
   iv. 21-1002472, Professional Services, Amount Budgeted $10,000.
   v. 23-1002903, Landscape Design, Amount Budgeted $240,000.
   vi. 23-1002956, Legal Advisor Services, Amount Budgeted $14,300,000.
   vii. 23-1003002, Design Oversight Cooperative Agreement, Amount Budgeted, $56,832.

b. New Contracts
   i. 22-1002707, Landscape Construction Management Services, Amount Budgeted $750,000, Total Estimated Contract Amount $ 1,535,283.
   ii. 24-1003144, Landscape Construction Capital Contract, Amount Budgeted $7,500,000, Total Estimated Contract Amount $ 11,760,000.

Local Funding Source Detail

i. City of Montclair - $1,990,241.
ii. Utility Reimbursements - $1,000,000

Note: Sub-Task 0823 costs are budgeted for all work specific to the I-10 Corridor Contract 1 Project and the balance of I-10 Corridor costs are included in Sub-Tasks 0821, 0855, and 0856. Sub-Task 0823 incorporates the I-10 Monte Vista Avenue Interchange, I-10 Euclid Avenue Interchange, I-10 Vineyard Avenue Interchange, and I-10 4th Street Arterial Improvement Projects. The cities of Ontario and Upland have also provided local contributions to the project for interchanges and arterials in their cities.

7 **Project** **Interstate 10 Corridor Contract 2 (0821)**

Description

Mitigate traffic congestion and accommodate future traffic on the I-10 Corridor from I-15 to Pepper Avenue. The project extends through the cities of Fontana, Ontario, Rialto, and Colton, approximately 11 miles. This project is being split into two construction contracts, i.e. Contract 2A and Contract 2B, for delivery. Current Phase: Design and Right of Way.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$980,140,000	$74,648,797	$69,310,000	$836,181,203

***An additional $6.0 million for PS&E Oversight is not going through SBCTA books and is not included in Costs to Date.**

Contract Information

a. Existing Contracts
   i. 22-1002722, Final Design Services, Amount Budgeted $6,000,000.
   ii. 23-1002935, Right of Way Oversight, Amount Budgeted $100,000.
   iii. 23-1002960, Construction Management, Amount Budgeted $6,500,000.

b. New Contracts
   i. IFB, Contract 2A and 2B Construction Capital, Amount Budgeted $53,700,000, Total Estimated Contract Amount $386,500,000.

7a **Project** **Zero-Emission Truck Charging Station Expansion in San Bernardino (0802)**

Description

The project includes expansion of the existing WattEV zero-emission truck charging station in the City of San Bernardino, and will incorporate 30 Combined Charging System (CCS) 240 KW chargers and 6 Megawatt Charging System (MCS) 1200 KW chargers to increase charger capacity on the current site.

Total Estimated Cost*	Costs To Date**	Proposed Budget	Future Costs
$8,000,000	$3,000,000	$2,000,000	$0

***Total Estimated Cost reflects WattEV's match portion of $3 million.**
****Expenditures accounted for during FY2024/2025 under Planning Program 20.**

Contract Information

a. Existing Contracts
   i. 24-1003170 Zero-Emission Truck Charging Station Expansion in San Bernardino, Amount Budgeted $2,000,000.

Note: The project consists of an expansion of the WattEV zero-emission truck charging station in the City of San Bernardino with WattEV operating and maintaining the facility for five years. Not included on a map or master schedule.

7b **Project** **Hydrogen Truck Fueling Station in the City of Colton (0873)**

Description

Construction of a Hydrogen Truck Fueling Station in the City of Colton. The project includes the construction of a hydrogen truck fueling station in Colton, which will become part of a hydrogen fuel network for Southern California. The fueling station will be open to the public and accommodate heavy-duty zero-emission vehicles (ZEVs).

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$7,143,000	$0	$5,000,000	$0

***Total Estimated Cost reflects Nikola's match portion of $2.1 million.**

Contract Information

a. New Contracts
   i. Hydrogen Truck Fueling Station in the City of Colton, Amount Budgeted $5,000,000.

Note:

- The project consists of a Hydrogen Truck Fueling Station in the City of Colton with Nikola operating and maintaining the facility for five years. Not included on a map or master schedule.
- Nikola filed for Chapter 11 bankruptcy protection in February 2025. Depending on the outcome of the bankruptcy resolution, the project may proceed under new ownership or may be terminated.

8 **Project** **Interstate 15 Cajon Pass Northbound Corridor Freight Project (0857)**

Description

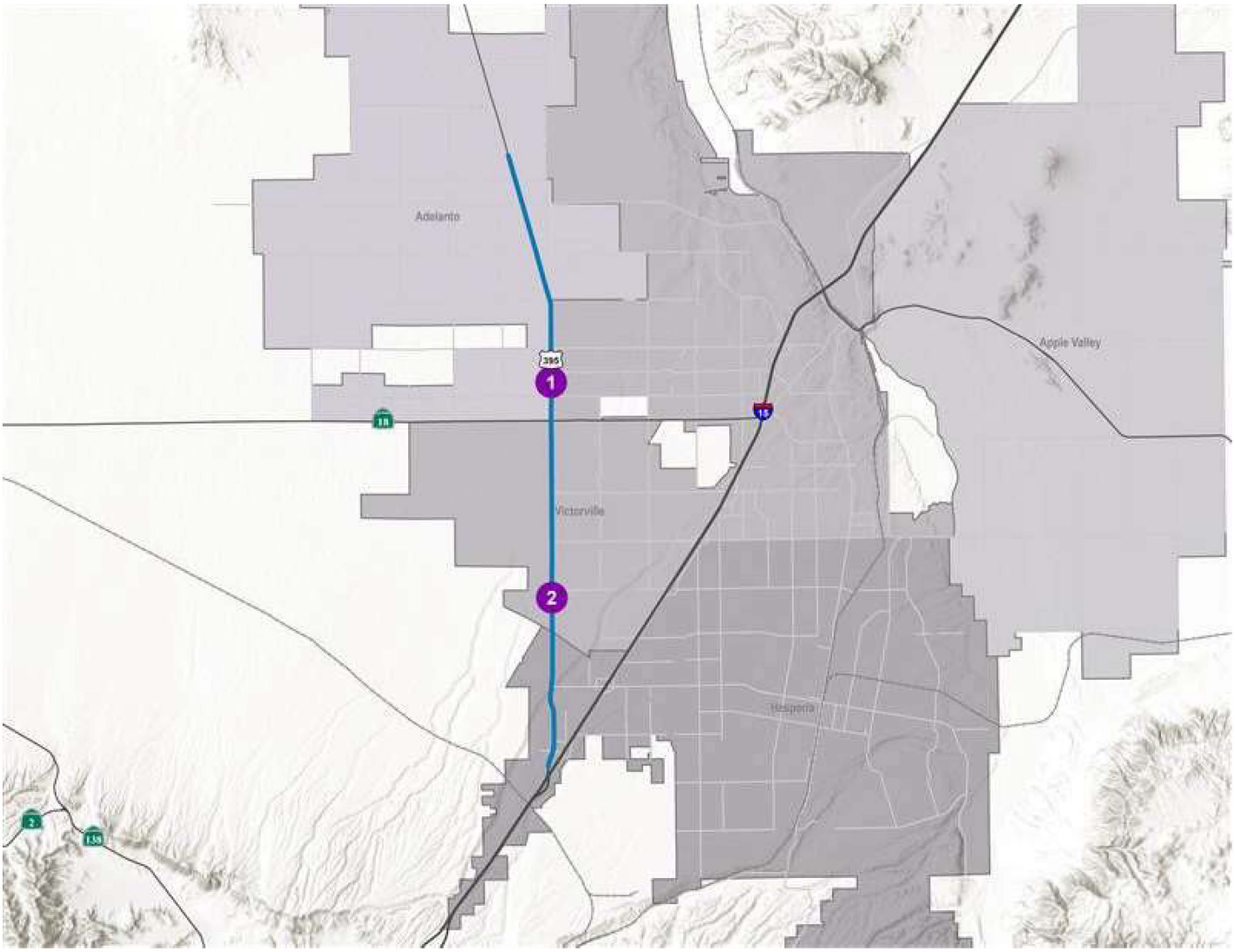
Extend the truck climbing lane on I-15 northbound from 2.7 miles north of Kenwood Avenue to SR 138 NB Exit Ramp, approximately 3.4 miles. Current Phase: Planning, Project Initiation Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$111,000,000	$0	$3,344,000	$107,656,000

Contract Information

a. New Contracts
   i. 25-1003243, Planning and Environmental services, Amount Budgeted $3,000,000, Total Estimated Contract Amount $4,500,000.
   ii. Caltrans Cooperative Agreement, Planning Oversight, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Project Delivery Program
Freeway Projects
High Desert Subarea



Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 SR-18 from 3.4 miles west of the Los Angeles County Line to US 395										
2 US 395 Widening Phase 2										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

Project Delivery
Freeway Projects
High Desert Subarea

1 **Project** **SR-18 from 3.4 miles west of the Los Angeles County Line to US 395 (0859)**

Description

Widen the SR-18 to provide a striped median and left-turn or right-turn lanes at intersections from 3.4 miles west of the Los Angeles County Line to US 395 in the cities of Victorville and Adelanto to improve the east-west multi-modal mobility, safety, and operations along SR-18 Corridor. Current Phase: Project Approval & Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$212,000,000	$0	$6,100,000	$205,900,000

Contract Information

a. New Contracts:
   i. RFP, Preliminary Design and Environmental Services, Amount Budgeted $6,000,000, Total Estimated Contract Amount $12,000,000.

2 **Project** **US 395 Widening Phase 2 (0844)**

Description

Widen the US 395 to four lanes and improve intersections from 0.4 miles north of I-15 Junction to SR 18 (SR 18/Palmdale Road) in the cities of Hesperia and Victorville to accommodate existing and future traffic. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$102,283,000	$18,350,752	$25,085,362	$58,846,886

Contract Information

b. Existing Contracts:
   i. 22-1002775, Design Services, Amount Budgeted $523,442.
   ii. 23-1002844, Right of Way Services, Amount Budgeted $893,008.
   iii. 24-1003120, Construction Management, Amount Budgeted $2,000,000.

c. New Contracts:
   i. IFB, Construction Capital, Amount Budgeted $15,000,000, Total Estimated Contract Amount $72,189,100.

Project Delivery
Freeway Projects
High Desert Subarea

2a **Project** **Hydrogen Truck Fueling Station in the City of Victorville (0801)**

Description

The project includes the construction of a hydrogen truck fueling station in Victorville, which will become part of a hydrogen fuel network for Southern California. The fueling station will be open to the public and accommodate heavy-duty zero-emission vehicles (ZEVs). The funding for this project was received as part of a State grant for the US 395 Phase 2 project.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$6,500,000	$0	$5,000,000	$0

***Total Estimated Cost reflects Nikola's match portion of $1.5 million.**

Contract Information

a. Existing Contracts
   i. 25-1003202 Hydrogen Truck Fueling Station in the City of Victorville, Amount Budgeted $5,000,000.

Note:

- The project consists of a Hydrogen Truck Fueling Station in the City of Victorville with Nikola operating and maintaining the facility for five years. Not included on a map or master schedule.
- Nikola filed for Chapter 11 bankruptcy protection in February 2025. Depending on the outcome of the bankruptcy resolution, the project may proceed under new ownership or may be terminated.

Task 0821 Express Lanes Project Development

Purpose

Management of Express Lanes Project Development for Express Lanes implementation.

Accomplishments

New express lanes facilities are currently under development and require coordination to ensure future express lanes facilities and extensions can seamlessly integrate into existing express lanes operations. Express Lanes Project Development includes coordination during the construction of the Interstate 15 (I-15) Express Lanes Contract 1 anticipated to begin in 2025, and during the final design of Interstate 10 (I-10) Express Lanes Contract 2, which is anticipated to be completed in mid- 2025.

Budgetary changes are due to delays in the implementation work beyond Fiscal Year 2025/2026.

Work Elements

Ongoing tasks to manage express lanes project development includes:

1. Effective management of express lanes consultant support and staff.
2. Collaborate with Project Delivery on the design and construction of express lanes facilities and expansions.
3. Collaborate with Planning, Fund Administration, Finance, and Project Delivery on funding plans associated with project development activities for future express lanes facilities including development and submittal of grant applications.
4. Coordinate with neighboring counties (Riverside and Los Angeles) on express lanes facilities connections and operations strategies.
5. Plan for future express lanes facilities and expansions.
6. Update business rules and operation procedures to include future express lanes facilities.
7. Manage and implement an express lanes toll collection system for new express lanes facilities.
8. Manage cash advance between Measure I Freeway Fund and future I-15 Express Lanes revenue for costs incurred within Riverside County.

Product

1. I-15 Contract 1 Express Lanes Toll Collection System implementation.
2. I-10 Contract 2 Express Lanes Toll Collection System design/implementation.

Contract Information – Express Lanes Project Development Program

a. Existing Contracts
   i. 23-1002943, I-15 Express Lanes Riverside County Express Lanes System Modification Services, Amount Budgeted $300,000.
   ii. 23-1002944, Express Lanes Support Services, Amount Budgeted $250,000.
   iii. 16-1001355, I-10 and I-15 Corridor Traffic and Revenue Services, Amount Budgeted $500,000.
   iv. 17-1001617, Express Lanes Toll Service Provider I-15 Contract 1 Implementation and I-10 Contract 2 Design and Implementation, Amount Budgeted $1,200,000

b. New Contract
   i. RFP, Express Lanes Traffic and Revenue Service, Amount Budgeted $500,000, Total Estimated Contract Amount $2,000,000.

Manager

Philip Chu, Deputy Director of Express Lanes

Task 0821 Express Lanes Project Development

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	-	174,368	74,213	17,230
Fringe Allocation-General	-	155,092	54,844	10,818
Professional Services	-	-	100,000	500,000
Consulting Services	-	-	3,460,000	1,650,000
Program Management Fees	-	-	50,000	-
Maintenance-Toll Services Systems	-	132,444	250,000	-
Construction Support	-	111,325	250,000	-
Dues/Memberships	-	-	1,000	1,000
Training/Registration	-	72	1,000	1,000
Postage	-	26	500	500
Travel Expense - Employee	-	157	1,000	1,000
Travel Expense-Mileage-Employee	-	223	1,000	1,000
Advertising	-	308	500	500
Printing - Internal	-	-	500	500
Other Service Charges	-	368	-	500,000
Office Expense	-	20,050	500	1,000
Meeting Expense	-	871	-	100,000
Total Expenditures	-	595,303	4,245,057	2,784,548
Funding Sources				
MSI Valley Fund-Freeway Projects				2,784,548
Total Funding Sources				2,784,548

NOTE: New Task created in Fiscal Year 2023/2024 budget. It does not include prior year history.

Task 0830 Interchange Projects

Purpose

The Interchange Projects Program develops and constructs freeway interchange improvements that mitigate existing traffic congestion, accommodate future traffic, and enhance safety. The improvements range from ramp widening to complete interchange replacement.

Accomplishments

The SR 210 at Base Line interchange project and SR 60 at Central Avenue interchange project have completed construction and are currently in the EEP phase. Construction is complete on the I-10 Alabama Street interchange project and it entered the EEP phase in the summer of 2024. Construction is anticipated to be completed in the spring of 2026 on the I-10 Cedar Avenue interchange. A construction contract for the I-215 University Parkway interchange was awarded in July 2024 and construction began in November 2024. A construction contract for the SR-210 Waterman Avenue interchange was awarded in July 2024 and construction began in December 2024. Design and right of way work is nearing completion on the I-10 Mount Vernon Avenue interchange project with construction targeted to begin in the late summer of 2025. Project development coordination with the City of Yucaipa continues on the I-10 Wildwood Canyon Road interchange. The I-10 Monte Vista Avenue, I-10 Euclid Avenue, and I-10 Vineyard Avenue interchanges were improved as part of the I-10 Corridor Contract 1 Project.

Budgetary changes are mainly due to the completion of the I-10 Alabama Avenue interchange and SR-210 Baseline interchange. Project delivery activities will continue for the I-10 Mount Vernon Interchange and construction, landscaping, and closeout activities on other interchange projects.

Contract Information – Interchange Projects Program*

a. Existing Contracts
   i. 20-1002377, Preliminary Design and Environmental Services, Amount Budgeted $38,000.*
   ii. 20-1002357, Program Management Services, Amount Budgeted $291,636.*
   iii. 19-1002001, Public Outreach Services, Amount Budgeted $13,000.*
   iv. 18-1001907, Right of Way Services, Amount Budgeted $210,000.*
   v. 18-1001909, Right of Way Services, Amount Budgeted $20,000.*
   vi. 21-1002555, Legal Services, Amount Budgeted $416,000.*
   vii. 22-1002768, Disadvantaged Business Enterprise Services, Amount Budgeted $3,000.*
   viii. 22-1002769, Labor Compliance Services, Amount Budgeted $5,000.*
   ix. 21-1002472, Third Party Administration, Amount Budgeted $1,800.*
   x. 23-1002832, Labor Compliance Services, Amount Budgeted $2,000.*

* Contracts that are utilized on multiple sub-tasks within the Program.

Local Funding Source Detail

The local funding source detail is specific to the individual sub-tasks and is included in the sub-tasks narratives.

Manager

Kristi Harris, Director of Project Delivery

Task 0830 Interchange Projects

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Professional Services	1,841,503	724,122	279,201	3,304,800
Consulting Services	4,280,495	4,320,932	8,367,549	3,832,000
Program Management Fees	415,938	423,447	363,500	301,638
Legal Fees	504,887	453,231	258,001	566,000
Construction Capital	29,614,050	27,905,264	86,582,119	72,419,571
Construction Support	27,395	29,019	4,570,087	887,806
Utilities Capital	29,505	1,889,605	1,169,400	2,066,900
Right of Way Capital	552,578	886,834	2,425,600	4,080,100
Right of Way Acquisition	433,000	-	-	-
Postage	144	108	11,000	5,000
Advertising	674	946	10,500	10,550
Public Information Activities	135,901	61,655	336,000	271,000
Printing - External	845	-	-	-
Contributions/Subsidies	405,024	(11,400)	300,000	163,894
Commercial Paper Interest	-	-	1,000,000	-
Meeting Expense	99	-	-	-
Total Expenditures	38,242,039	36,683,762	105,672,957	87,909,259
Funding Sources				
Surface Transportation Program				1,860,930
MSI Valley Fund-Fwy Interchange				68,046,670
Local Projects Fund				13,001,659
Public Utilities Commission				5,000,000
Total Funding Sources				87,909,259

Project Delivery Program
Interchange Projects

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CAJON PASS

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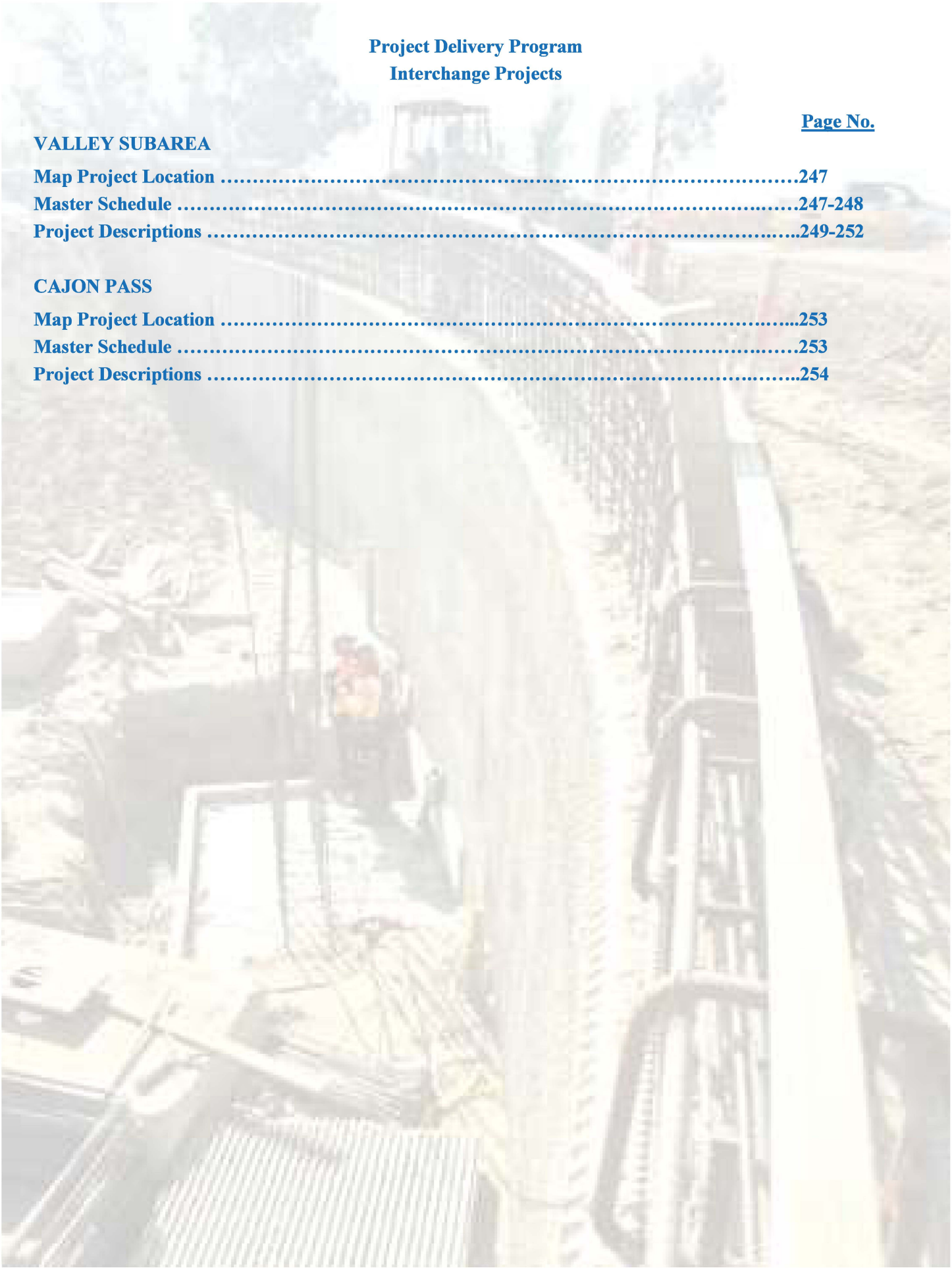
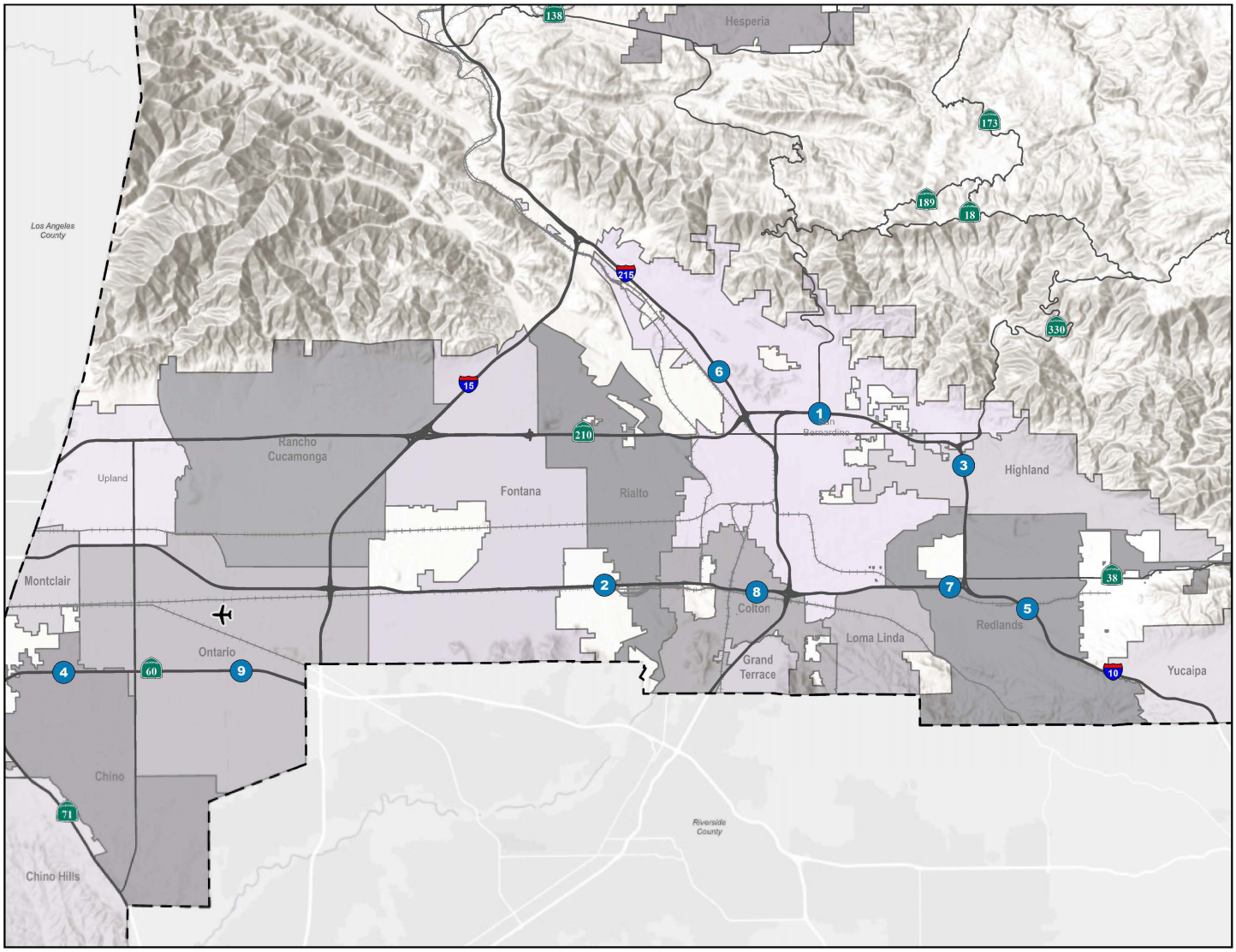
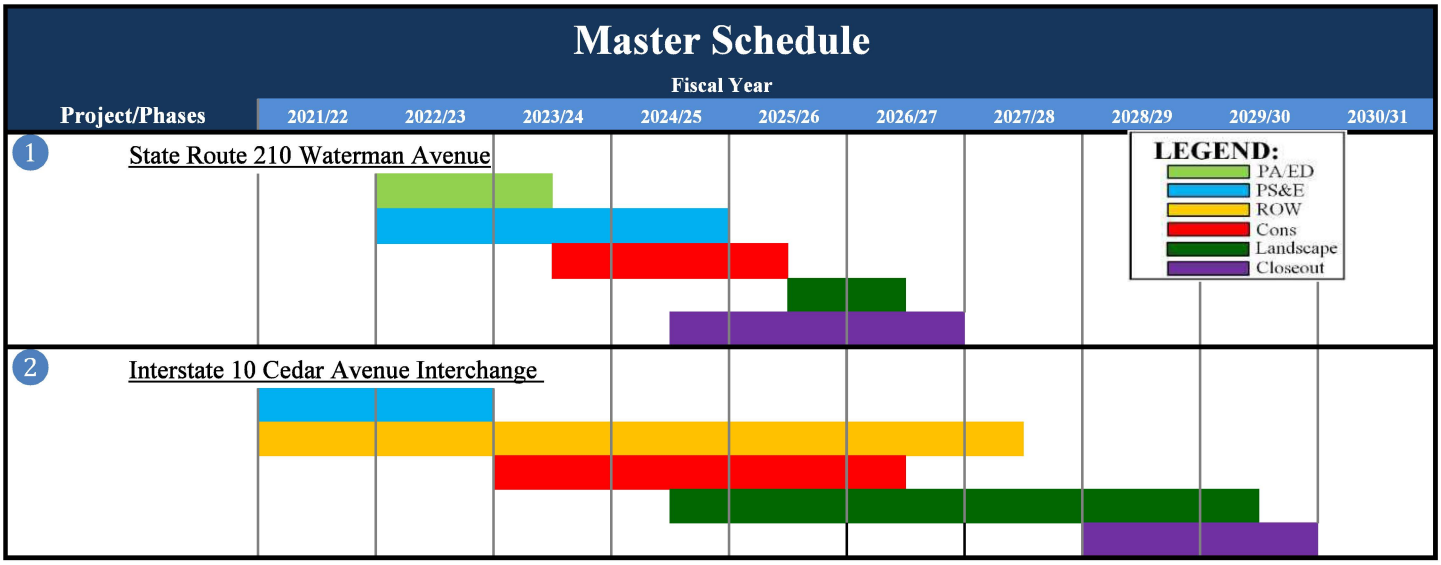
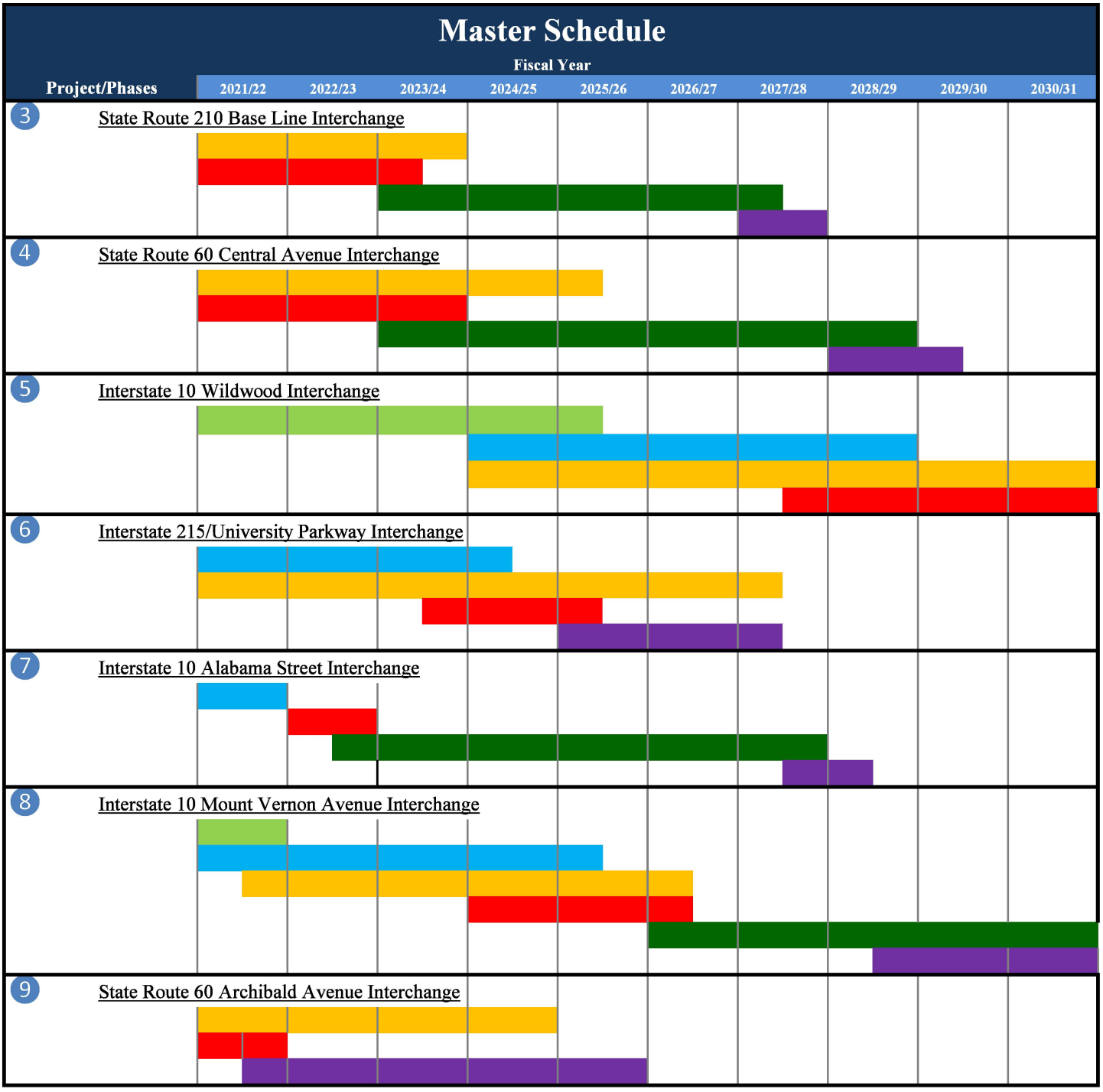


Project Delivery Program
Interchange Projects
Valley Subarea





Project Delivery Program
Interchange Projects
Valley Subarea



Project Delivery
Interchange Projects
Valley Subarea

1 **Project** **State Route 210 Waterman Avenue (0814)**

Description

Reconstruct westbound on ramp and ramp intersections as part of improvements to the existing interchange to relieve existing congestion and accommodate future traffic. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$9,810,000	$7,015,266	$2,376,598	$418,136

Contract Information

a. Existing Contracts
   i. 22-1002727, Environmental and Engineering Services, Amount Budgeted $20,000.
   ii. 24-1003027, Construction Contract, Amount Budgeted $2,136,598.
   iii. 22-1002705, Construction Management Services, Amount Budgeted $200,000.

Local Funding Source Detail
   i. City of San Bernardino - $448,901.

2 **Project** **Interstate 10 Cedar Avenue Interchange (0897)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$112,667,640	$70,551,226	$36,280,500	$5,835,914

***An additional $7.75 million is not going through SBCTA books and is not included in Costs to Date.**

Contract Information

a. Existing Contracts
   i. 20-1002342, Construction Management Services, Amount Budgeted $3,600,000.
   ii. 22-1002784, Construction Capital, Amount Budgeted $30,000,000.
   iii. 22-1002716, Construction Department-Furnished Materials, Amount Budgeted $46,000.
   iv. 22-1002804, Railroad Right of Way Capital and Construction Support Services, Amount Budgeted $240,000.
   v. 24-1003121, Construction Legal Support Services, Amount Budgeted $100,000.
   vi. 21-1002501, Utility Agreement, Amount Budgeted $300,000.
   vii. 25-1003248, Utility Agreement, Amount Budgeted $77,500.
   viii. 21-1002512, Utility Agreement, Amount Budgeted $900,000.
   ix. 22-1002728, Utility Agreement, Amount Budgeted $200,000

Local Funding Source Detail
   i. San Bernardino County - $8,753,900.

Project Delivery
Interchange Projects
Valley Subarea

3 **Project** **State Route 210 Base Line Interchange (0803)**

Description

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$30,324,000	$29,598,300	$336,000	$389,700

Contract Information

a. Existing Contracts
   i. 22-1002663, Construction Management Services EEP, Amount Budgeted $48,000.
   ii. 23-1002917, EEP, Amount Budgeted $120,000.

Local Funding Source Detail
   i. City of Highland - $138,689.

4 **Project** **State Route 60 Central Avenue Interchange (0893)**

Description

Reconstruct the interchange and widen SR 60 Central Avenue Bridge in the City of Chino to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$37,024,000	$34,108,996	$333,965	$2,581,039

Contract Information

a. Existing Contracts
   i. 18-1001811, Construction Management Services, Amount Budgeted $10,000.
   ii. 24-1003176, EEP, Amount Budgeted $180,000.
   iii. 22-1002707, Construction Management Services EEP, Amount Budgeted $80,000.

Local Funding Source Detail
   i. City of Chino - $222,174.

5 **Project** **Interstate 10 Wildwood Interchange (0808)**

Description

This project is led by the City of Yucaipa and entails construction of a new interchange in phases to relieve existing congestion and accommodate future traffic. Current Phase: Planning and Project Approval & Environmental Document.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$115,281,000	$1,429,345	$183,894	$8,367,761

***An additional $105.3 million is not going through SBCTA books and is not included in Cost to Date. The Project is part of the interchange phasing program with a maximum MSI contribution of $5 million with the required DIF match.**

Project Delivery
Interchange Projects
Valley Subarea

Contract Information

a. Existing Contracts
   i. 20-1002294, Cooperative Agreement for PA/ED, Amount Budgeted $163,893.

6 **Project** **Interstate 215 University Parkway Interchange (0853)**

Description

Reconstruct the existing interchange with a Diverging Diamond Interchange configuration to improve local traffic operations and freeway access for the City of San Bernardino. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$25,696,000	$14,538,302	$10,007,779	$1,149,919

Contract Information

a. Existing Contracts
   i. 22-1002705, Construction Management Services, Amount Budgeted $657,805.
   ii. 23-1002955, Construction Contract, Amount Budgeted $9,299,973.

Local Funding Source Detail
   i. City of San Bernardino - $1,304,046.

7 **Project** **Interstate 10 Alabama Street Interchange (0895)**

Description

Reconstruct the existing interchange to relieve existing congestion and accommodate future traffic in the City of Redlands. Current Phase: Landscape Maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$14,486,062	$13,522,282	$389,000	$574,780

Contract Information

a. Existing Contract
   i. 19-1002248, Construction Management Services, Amount Budgeted $5,000.
   ii. 21-1002620, Construction Capital, Amount Budgeted $300,000.
   iii. 22-1002707, CTO 9, EEP Construction Management Services, Amount Budgeted $20,000.
   iv. 24-1003059, EEP Capital, Amount Budgeted $60,000.

Local Funding Source Detail
   i. City of Redlands - $197,435.

Project Delivery
Interchange Projects
Valley Subarea

8 **Project** **Interstate 10 Mount Vernon Avenue Interchange (0898)**

Description

Reconstruct the bridge and improve local intersection to relieve existing congestion and to meet future traffic demands in the City of Colton. Current Phase: Design, Right of Way, and Pre-Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$97,487,000	$8,196,236	$37,989,300	$51,301,464

Contract Information

a. Existing Contracts
   i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted $250,000.
   ii. 23-1002845, Construction Management Services, Amount Budgeted $3,000,000.
   iii. 24-1003149, Utility Agreement, Amount Budgeted $525,461.
   iv. 24-1003154, Utility Agreement, Amount Budgeted $34,250.

b. New Contracts
   i. 24-1003141, Construction Capital, Amount Budgeted $30,000,000, Total Estimated Contract Amount $68,700,000.

Local Funding Source Detail
   i. City of Colton - $1,932,194.

9 **Project** **State Route 60 Archibald Avenue Interchange (0894)**

Description

Improve local streets and ramps at the SR 60 Archibald Avenue Interchange in the City of Ontario to relieve existing congestion and accommodate future traffic demands. Current Phase: Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$26,803,176	$26,800,953	$2,223	$0

Contract Information

Local Funding Source Detail
   i. City of Ontario - $2,223.

Project Delivery Program
Interchange Projects
Cajon Pass

Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Interstate 15/Interstate 215 (Devore) Interchange										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

Project Delivery
Interchange Projects
Cajon Pass

❶ **Project** **Interstate 15/Interstate 215 (Devore) Interchange (0880)**

Description

To accommodate existing and future traffic, this project provided four lanes in each direction on I-15 through the interchange, added truck by-pass lanes, reconfigured the interchange so that I-15 southbound becomes the primary route, reconnected Cajon Boulevard, and provided other ancillary improvements. Current Phase: Project Close-out including project cost reconciliation and on-going Environmental Mitigation Monitoring and final property disposition.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$325,005,000	$68,595,000	$10,000	$0

***Additional $256.4 million is not going through SBCTA books and not included in Cost to Date.**

Task 0840 Grade Separation Projects

Purpose

The Grade Separation Projects Program includes the development and construction of railroad grade separation projects that improve mobility, reduce traffic congestion, and improve safety. Safety benefits include both eliminating the risk associated with vehicles crossing the railroad tracks and improved response time for emergency responders.

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) provided an opportunity to deliver several much-needed grade separation projects. The Hunts Lane, Palm Avenue, North Milliken Avenue, Lenwood Road, Glen Helen Parkway Phase 1, South Milliken Avenue, Vineyard Avenue, and Laurel Avenue grade separations are completed.. The Gelen Helen Parkway Phase 2 project, led by San Bernardino County, has been advertised for construction, and construction is anticipated to start in the late spring of 2025. The Monte Vista Avenue Grade Separation Project has been completed, and final claim resolution is ongoing along with final close-out work.

Budgetary changes are mainly to account for outstanding potential claims and legal services.

Contract Information – Grade Separation Projects Program*

a. Existing Contracts
   i. 20-1002357, Program Management Services, Amount Budgeted $24,000.*

   * Contracts that are utilized on multiple sub-tasks within the Program.

Local Funding Source Detail

The local funding source detail is specific to the individual sub-tasks and is included in the sub-tasks narratives.

Manager

Kristi Harris, Director of Project Delivery

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Professional Services	5,614	6,712	42,000	-
Program Management Fees	-	1,622	12,000	24,000
Legal Fees	145,642	249,086	663,000	163,000
Construction Capital	-	-	3,162,000	3,311,000
Construction Support	-	-	53,800	-
Postage	-	-	10,000	30,000
Public Information Activities	-	-	21,000	-
Total Expenditures	151,256	257,420	3,963,800	3,528,000
Funding Sources				
MSI Valley Fund-Grade Separations				3,380,000
Local Projects Fund				148,000
Total Funding Sources				3,528,000

Project Delivery Program
Grade Separation Projects

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VALLEY SUBAREA

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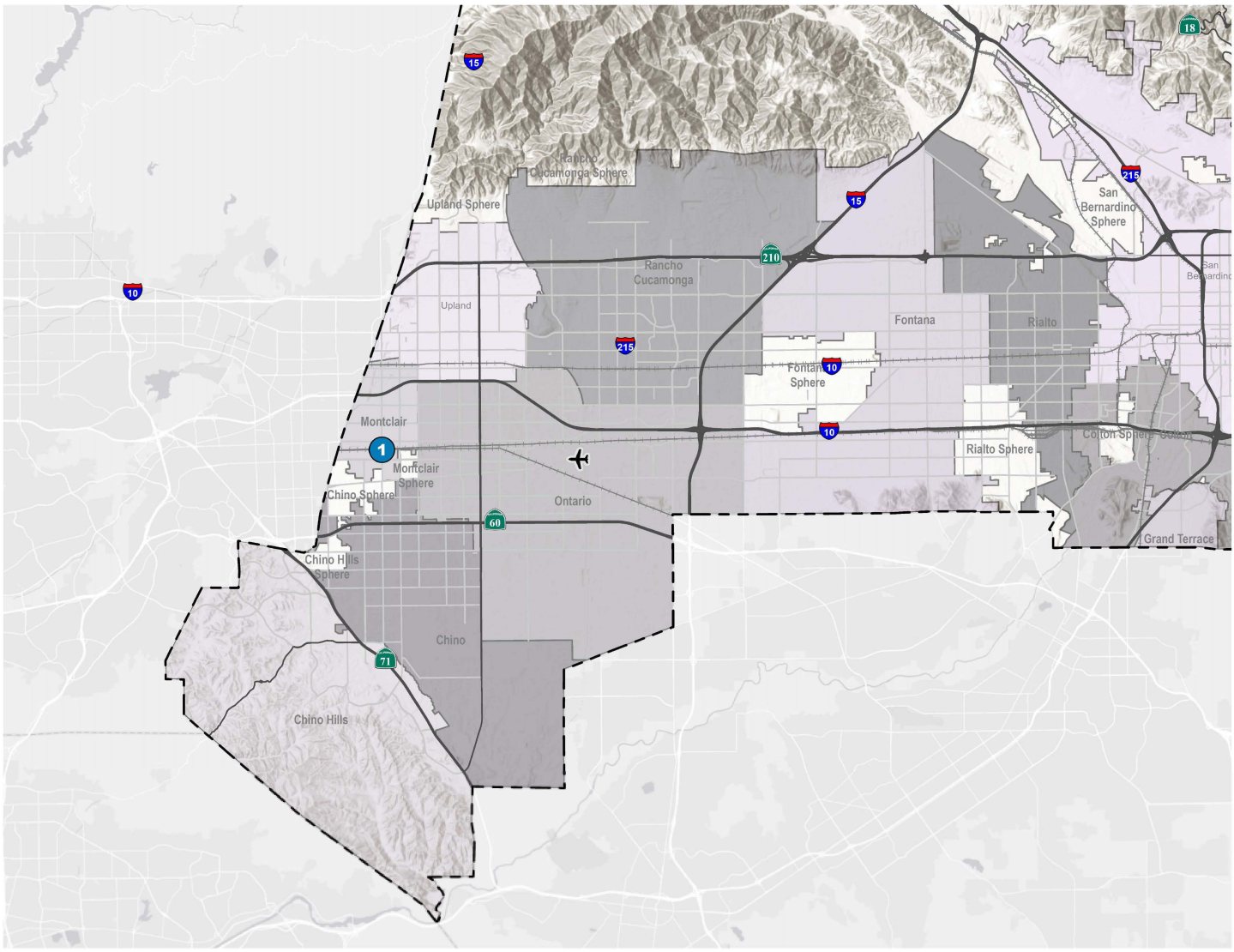
Project Delivery Program
Grade Separation Projects
Valley Subarea



Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Monte Vista Avenue Grade Separation										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

Project Delivery
Grade Separation Projects
Valley Subarea

1 **Project** **Monte Vista Avenue Grade Separation (0868)**

Description

Construct Grade Separation on Monte Vista Avenue over the Union Pacific Railroad tracks in the City of Montclair. Current Phase: Claims resolution and Close out.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$27,584,442	$24,056,442	$3,528,000	$0

***Construction phase costs only.**

Contract Information

a. Existing Contracts
   i. 16-1001461, Construction Capital, Amount Budgeted $3,311,000.
   ii. 16-1001474, Legal Services, Amount Budgeted, $163,000.

Local Funding Source Detail
   i. City of Montclair - $148,000.

Task 0860 Arterial Projects

Purpose

Enhance circulation, safety, and flow of traffic on arterial streets.

Accomplishments

Construction of all four tiers of the Valley Signal Coordination Program has been completed and re-timing of many of the corridors has been completed. While the operation and maintenance of the systems have been turned over to the local agencies, SBCTA continues to provide on-call specialized traffic signal coordination services through a consultant contract to assist the local agencies in operating and maintaining the systems. Phase II of the Metrolink Active Transportation Program (ATP) Metrolink Improvements Project is on schedule and was completed in March 2025. Construction of the Mount Vernon Viaduct saw substantial progress with the new substructure being completed and the bridge deck work underway. It is anticipated to be completed for beneficial use in late 2025. The North First Avenue Bridge Project in the City of Barstow was completed in late 2024.

Budgetary changes are mainly due to projects' continuing construction and closeout. In addition, starting in Fiscal Year 2025/2026, new ATP projects will be included under Task 0870.

Contract Information – Arterial Projects Program*

a. Existing Contracts
   i. 20-1002357, Program Management Services, Amount Budgeted $220,000.*
   ii. 21-1002555, Legal Services, Amount Budgeted $90,436.*
   iii. 22-1002768, Disadvantaged Business Enterprise Services, Amount Budgeted $2,000.*

* Contracts that are utilized on multiple sub-tasks within the Program.

Local Funding Source Detail

The local funding source detail is specific to the individual sub-tasks and is included in the sub-tasks narratives.

Manager

Kristi Harris, Director of Project Delivery

Task 0860 Arterial Projects

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	11,397	417	21,936	4,158
Fringe Allocation-General	11,154	371	16,211	2,611
Professional Services	1,393,870	630,453	2,195,000	1,466,000
Consulting Services	1,166,904	32,755	2,247,001	3,230,038
Program Management Fees	171,328	332,735	631,500	220,000
Legal Fees	176,274	124,714	100,000	90,437
Construction Capital	12,802,742	58,389,937	63,268,397	15,377,604
Construction Support	18,340	119,815	551,339	133,000
Utilities Capital	(11,441)	(188,383)	202,300	-
Right of Way Capital	17,932,537	3,268,503	669,863	1,719,981
Postage	9	9	-	-
Advertising	258	246	-	-
Public Information Activities	59,729	114,798	166,000	-
In-kind Contribution	830,315	-	-	-
Commercial Paper Principal	-	2,500,000	-	-
Commercial Paper Interest	-	47,282	-	-
Meeting Expense	-	106	-	-
Total Expenditures	34,563,416	65,373,758	70,069,547	22,243,829

Funding Sources	
Local Transportation Fund-ART 3 Bicycle	100,000
Active Transportation Program - Federal	5,000
Highway Bridge Program	13,353,104
Transit and Intercity Rail Capital Program-SB125	900,000
MSI Valley Fund-Arterials	78,972
MSI Valley Fund-Traffic Mgmt Sys	3,326,000
MSI North Desert Fund-Major Local Hwy	84,410
MSI Morongo Basin Fund-Major Local Hwy	1,000,000
Local Projects Fund	3,396,343
Total Funding Sources	22,243,829

Project Delivery Program
Arterial Projects

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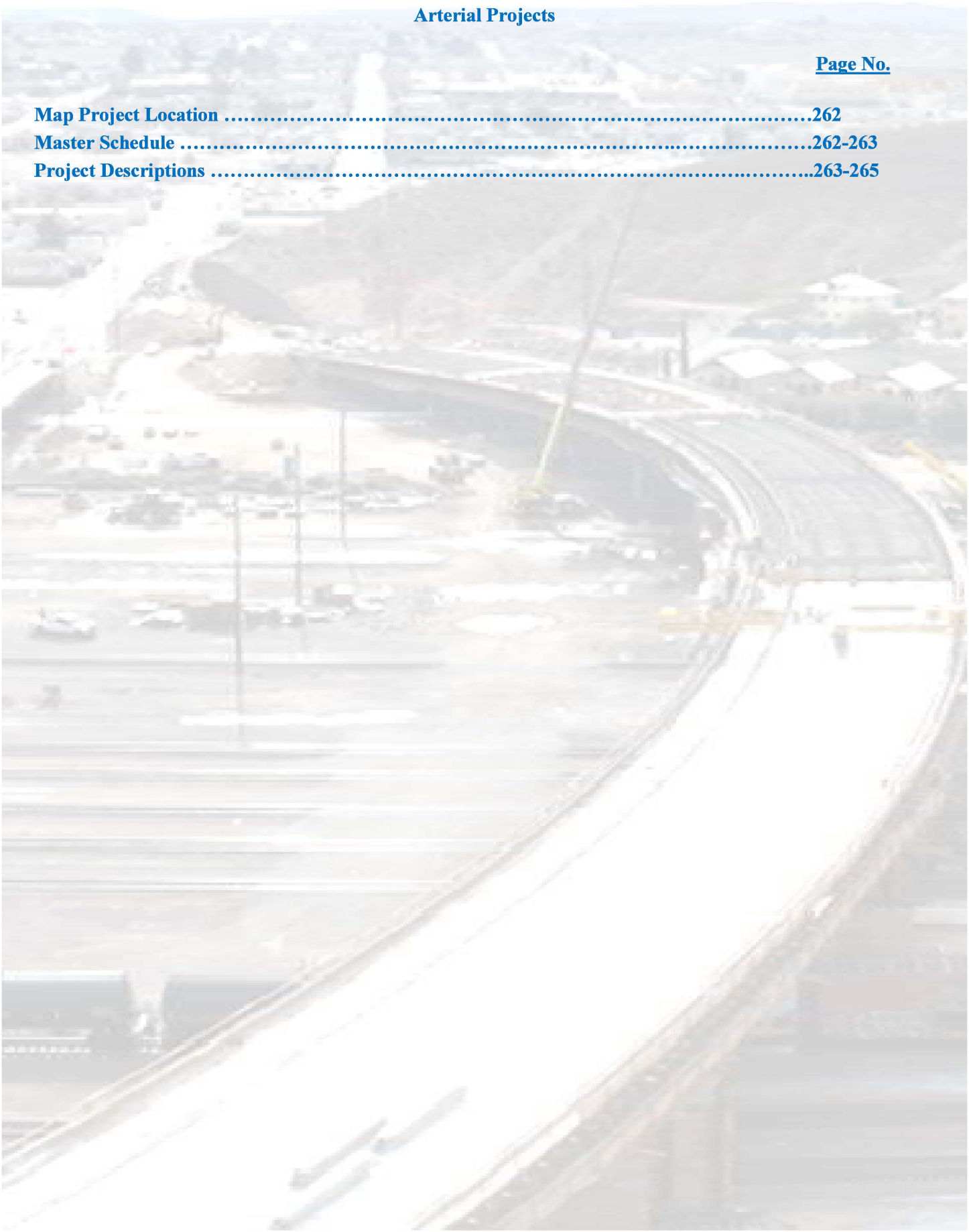
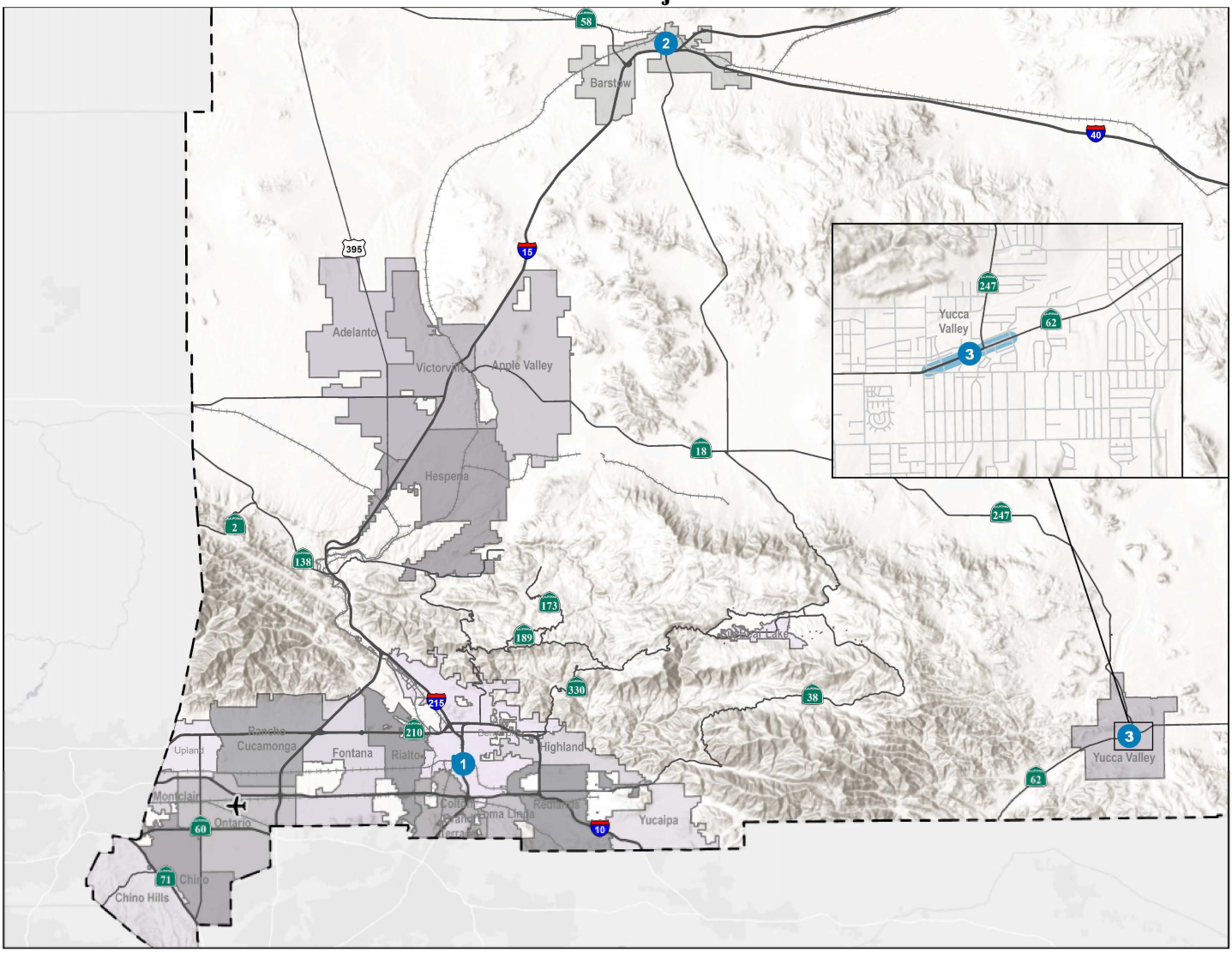


Project Delivery Program
Arterial Projects



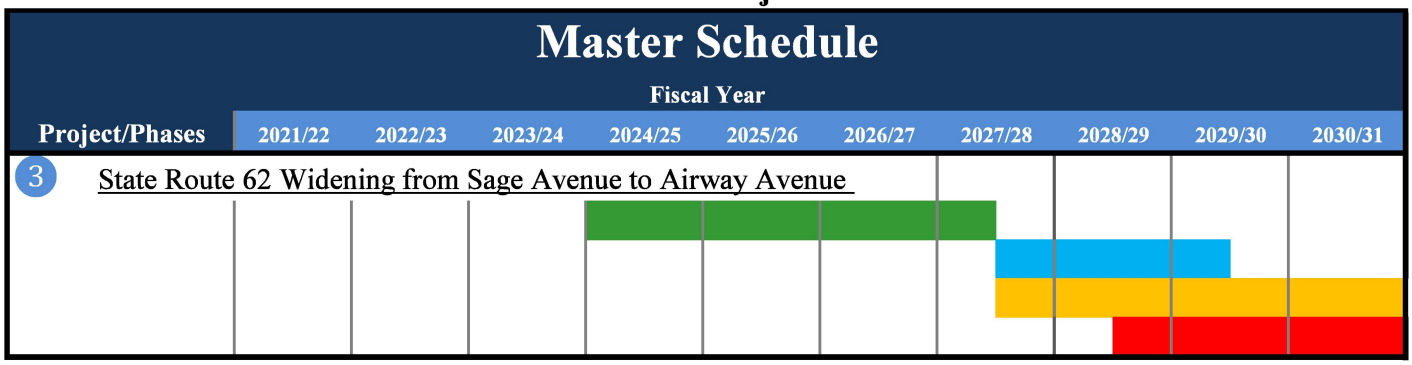
Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Mount Vernon Avenue Viaduct										
2 North First Avenue Bridge over BNSF										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

Project Delivery Program
Arterial Projects



1 **Project** **Mount Vernon Avenue Viaduct (0827)**

Description

Replace the bridge on Mount Vernon Avenue over the Burlington Northern Santa Fe Railroad (BNSF) Railway tracks and Intermodal Yard in the City of San Bernardino. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$244,811,000	$226,893,047	$16,249,829	$1,668,124

Contract Information

a. Existing Contracts
   i. 18-1001846, Legal Services, Amount Budgeted $230,037.00.
   ii. 22-1002699, Railroad Construction Support Services, Amount Budgeted $1,068,341.
   iii. 19-1002208, Railroad Construction Support and Mitigation Work, Amount Budgeted $992,124.
   iv. 18-1001966, Design-Build Services, Amount Budgeted $10,857,209.
   v. 23-1002971, Construction Management Services, Amount Budgeted $1,254,927.

Local Funding Source Detail
   i. City of San Bernardino - $2,309,864.
   ii. BNSF - $766,707.

2 **Project** **North First Avenue Bridge over BNSF (0811)**

Description

This project, located in the City of Barstow, will replace the existing bridge on First Avenue over the BNSF. Sub-task budget to provide project management and administer the construction phase for the City. Current Phase: Close out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$71,960,000	$44,415,849	$305,000	0

***An additional $22.61 million for PA&ED, PS&E, and ROW Phase not going through SBCTA books and are not included in Costs to Date.**

Contract Information

a. Existing Contracts
   i. 21-1002469, Construction Management, Amount Budgeted $300,000.

Local Funding Source Detail
   i. City of Barstow - $5,000.

③ Project State Route 62 Widening from Sage Avenue to Airway Avenue (0860)

Description

Add one channelization lane in each direction on SR 62 from Sage Avenue to Airway Avenue, in the Town of Yucca Valley, to improve operational efficiency and address congestion. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$41,700,000	$20,000	$1,070,000	$40,610,000

Contracts Information

a. New Contracts
   i. RFP, Preliminary Design and Environmental Services, Amount Budgeted $1,000,000, Total Estimated Contract Amount $2,000,000.

Local Funding Source Detail
   i. Town of Yucca Valley $70,000.

④ Project Valley Smart Signal Coordination (0701)

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: On-call support services and support key initiatives of the Emerging Technology Ad-Hoc Committee including the development of a Smart County Master Plan.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$26,434,871	$15,987,732	$3,470,000	$6,977,139

***Total Estimated Cost includes the incorporation of a five-year monitoring and mitigation plan approved at the January 2017 Board meeting.**

Contract Information

a. Existing Contracts
   i. 22-1002761, San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) On-Call Support and Development of Smart County Master Plan, Amount Budgeted $450,000.

b. New Contracts
   i. IFB, Smart Corridors, Amount Budgeted $3,000,000, Total Estimated Contract Amount $5,000,000.

Note: The project consists of 1,200 locations throughout the San Bernardino Valley. This project is not location-specific and covers various jurisdictions. Not included on a map or master schedule.

Local Funding Source Detail
   i. San Bernardino County - $144,000.

⑤ **Project** **Metrolink ATP Improvements Phase 2 (0810)**

Description

Construct pedestrian and bicycle accessibility improvements to improve access to various Metrolink stations. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$11,212,893	$9,685,291	$1,099,000	$428,602

Contract Information

a. Existing Contracts
   i. 20-1002388, Professional Services, Amount Budgeted $14,000.
   ii. 22-1002708, Construction Management Services, Amount Budgeted $133,000.
   iii. 23-1002919, Construction Capital, Amount Budgeted $905,000.

Note: This project is not location specific and covers various jurisdictions. Not included a map or master schedule.

Local Funding Source Detail

i. City of Fontana - $47,000.
ii. City of Montclair - $11,000.
iii. City of Rancho Cucamonga - $34,000.
iv. City of Upland - $2,000.

⑥ **Project** **North First Avenue Bridges over Mojave River & Overflow (0813)**

Description

This project, located in the City of Barstow, will replace existing bridges on North First Avenue over the Mojave River and its Overflow. Sub-task budget to provide project management for the City. Current Phase: Design.*

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
$89,895,000	$50,000	$50,000	$87,245,000

***The city is currently leading the Design phase, and their expenses are not going through SBCTA books and are not included in Costs to Date.**

Note: Currently, there is not a cooperative agreement with the City of Barstow. The subtask budget is for potential requests from the city for on-call management support similar to that provided for North First Avenue over BNSF. This subtask is not included on a schedule or map.

Task 0870 Active Transportation Program Projects

Purpose

The Active Transportation Program Projects is intended to increase the use of active modes of transportation by achieving the following goals: Increase the proportion of trips accomplished by biking and walking; Increase safety and mobility for non-motorized users; Advance the active transportation efforts to achieve Greenhouse Gas reduction goals; Enhance public health; Ensure the disadvantaged communities fully share in the benefits of the program; and provide a broad spectrum of projects to benefit many types of active transportation users.

Accomplishments

Orange Street has a high number of bicycle users and has several bicycle/pedestrian accidents including one pedestrian fatality. The Highland/Redlands Regional Gap Connector Project proposes to close a gap along Orange Street connecting bicycle lanes in the cities of Redlands and Highland by constructing a separate bicycle lane along Orange Street, including two wood truss bridges over Plunge Creek and an un-named creek. Providing a separate bicycle lane will enhance safety for motorized, non-motorized vehicles, and pedestrians. The project would achieve the accomplishment of constructing bicycle lanes along Orange Street from Domestic Avenue to Greenspot Road, a length of approximately 1.6 miles, connecting existing bicycle lanes in the cities of Redlands and Highland.

Manager

Kristi Harris, Director of Project Delivery

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Professional Services	-	-	-	9,000,000
Total Expenditures	-	-	-	9,000,000
Funding Sources				
MSI Valley Fund-Arterials				9,000,000
Total Funding Sources				9,000,000

NOTE: New Task created in Fiscal Year 2025/2026 budget. It does not include prior year history.

Project Delivery Program
Active Transportation Projects

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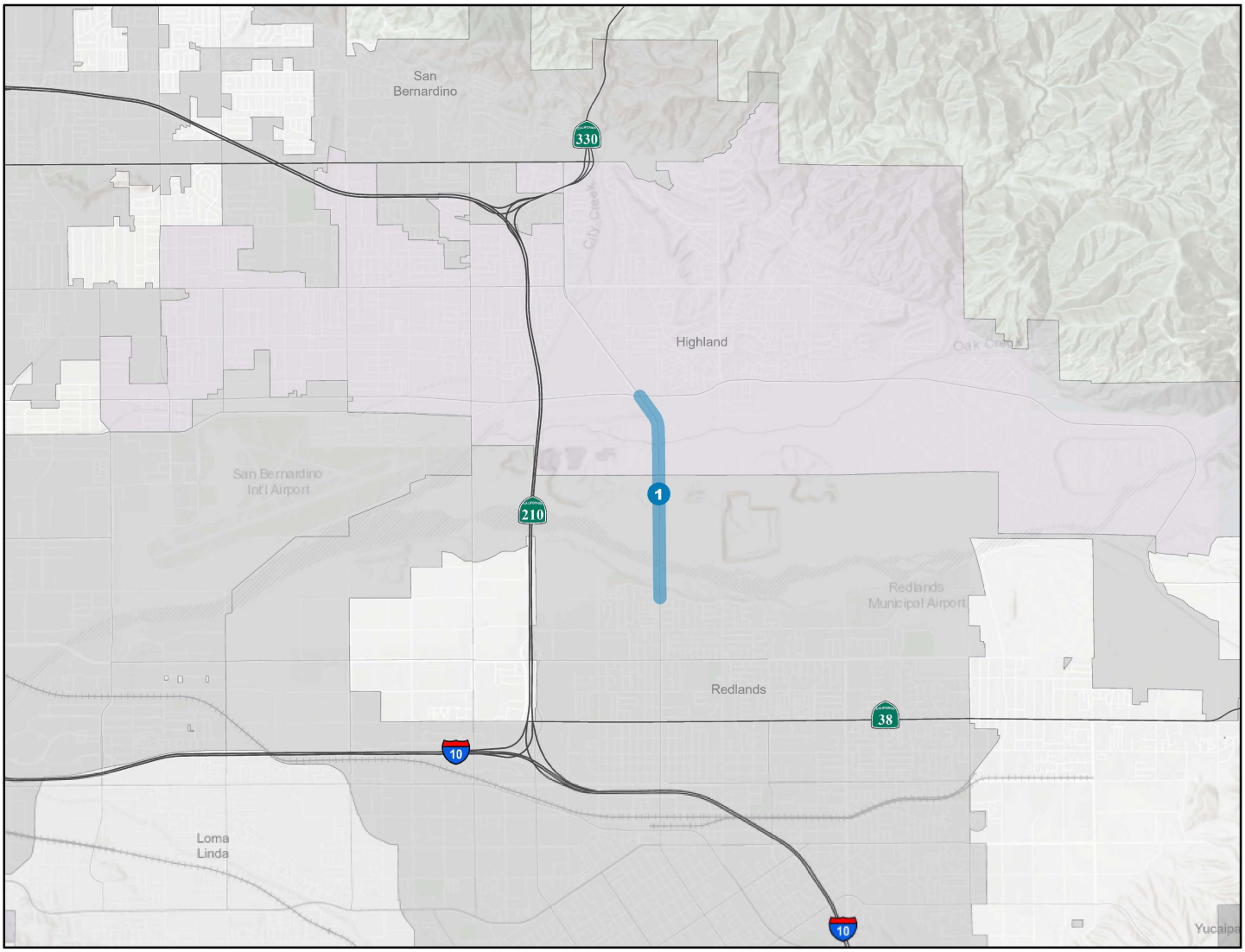
Project Descriptions **269**

Project Delivery Program
Active Transportation Program Projects
Valley Subarea



Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Highland/Redlands Regional Gap Connector Project										

LEGEND:
- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

Project Delivery
Active Transportation Program Projects
Valley Subarea

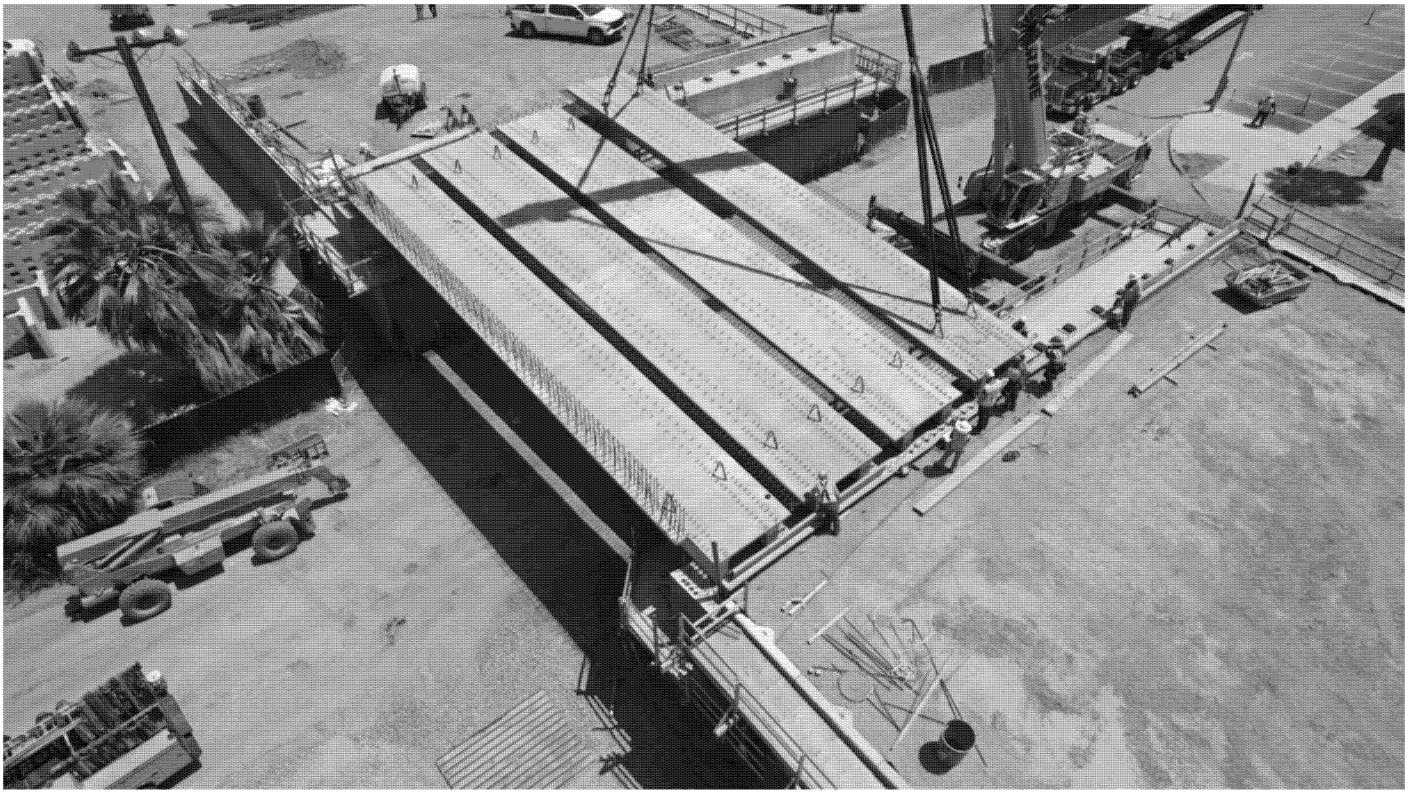
❶ Project Description: Highland/Redlands Regional Gap Connector (8001)

The San Bernardino County Transportation Authority (SBCTA) and the Cities of Highland and Redlands jointly plan to improve the non-motorized transportation network by constructing regional bikeways and walkways. The project will be a regional gap connection project, connecting non-motorized facilities in the City of Redlands to the City of Highland. Bicycle and pedestrian improvement will be constructed along 1.65 continuous miles of streets and easements in the cities of Highland and Redlands from Domestic Avenue (Southern California Easement) to Greenspot Road. Work will include pavement widening, curb and gutter, curb access ramps, sidewalks, pavement repairs including slurry seal, Class I, II, and III bikeways/pedestrian paths, bicycle/pedestrian bridges, bike racks, bollards, bike signals, in-road bicycle detection, pedestrian heads, sharrows (shared lane markings), enhanced crosswalks, warning beacons, roadway and bikeway signage, lighting, and speed feedback signs. SBCTA, in cooperation with the cities of Highland and Redlands, will lead the environmental mitigation effort and be responsible for the advertising, award and administration of the contracts for the construction phase of the project.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$9,990,000	$100,000	$9,000,000	$890,000

Contract Information

a. New Contracts
   i. IFB, Construction Capital, Amount Budgeted $2,000,000, Total Estimated Contract Amount $6,000,000



This aerial view of the southern approach for the Mt. Vernon Avenue Bridge gives a great perspective on the scale of this critical project. The bridge maintains a connection to the west side of the city.

FUND ADMINISTRATION

Fund Administration Program Budget

Description

The Fund Administration Program contains tasks that are most central to SBCTA's responsibilities for administering Federal and State funds and Measure I revenue. Maximizing transportation funding to San Bernardino County; determining how best to use the many Federal, State, and local funding types to improve local and regional transportation systems within the county; and fulfilling the procedural and eligibility requirements associated with various funds are core functions under this program. Tasks within the program relate directly to the allocation, programming, and administration of funds for the implementation of various transportation projects. These tasks support the policy considerations that lead to project prioritization and distribution of funds under the discretion of SBCTA.

Fund Administration tasks include administering the Measure I Transportation and Use Tax and Measure I allocations per the Measure I Ordinance and Expenditure Plan and the Measure I Strategic Plan; nominating and programming projects that receive Federal and State highway and transit funds in required Federal and State transportation improvement programs; timely allocation of various fund types to meet project financial needs at the time of project delivery; monitoring timely expenditure of funds per Federal and State requirements; strategic planning of fund allocations to ensure that SBCTA maximizes opportunities to bring additional Federal and State funds to meet project commitments as established in the Measure I Expenditure Plan; and implementation and updating of SBCTA's 10-Year Delivery Plan. Note that Fund Administration is also responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA), Low Carbon Transit Operations Program (LCTOP), Senate Bill (SB) 1, SB 125, State of Good Repair (SGR), and Federal Transit Administration (FTA) fund revenues for local transit operators and Metrolink. Any pass-through funds for these sources are budgeted in the Transit Program.

Tasks in this program include pass-through of an estimated $63,696,800 in Measure I Funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated $30,410,840 in Measure I Funds for locally delivered projects in the Valley Major Street and Interchange Programs, and $46,404,374 in Measure I Funds for projects in the Mountain/Desert Major Local Highway Program.

Goals and Objectives

1. Manage the allocations of SBCTA public funds such as Measure I and Federal and State funds per approved 10-Year Delivery Plan and Board allocations to meet project delivery needs.
2. Develop and implement funding strategies that result in SBCTA using all Federal and State funds available and receiving additional Federal and State funds in the form of apportionments and new grants.
3. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.
4. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
5. Complete necessary procurement actions such as procuring an on-call air quality consultant and releasing a request for proposals for an auditing firm to perform the Triennial Performance Audits for Fiscal Years 2023/2024 to 2025/2026.
6. Provide support to local jurisdictions and transit operators in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SBCTA's public funds.
7. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SBCTA budget.
8. Manage Measure I reimbursement programs:
    a. For the arterial portion of the Measure I Valley Major Street Program, plan annual allocations based on the estimated revenue and the local jurisdictions' equitable fair share percentage from the Nexus Study, review and approve invoice submittals, and document information in SBCTA's arterial program database.
    b. For Measure I Valley Interchange Program, work with project sponsors to discuss proposed project allocations, recommend allocations to the Metro Valley Study Session and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.

c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene Subarea meetings to review and update projects identified in the 10-Year Delivery Plan, discuss proposed project allocations, recommend allocations to the Mountain/Desert Policy Committee and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.

d. Develop term loan agreements as appropriate to expedite delivery of Measure I projects in advance of the availability of the required developer share match.

9. Provide timely local pass-through distribution to jurisdictions.

10. Prioritize projects and revise funding plans and revenue projections to finalize the 2026 update to the 10-Year Delivery Plan and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Federal Funds Delivery[1]	102%	157%	120%	56%
FTIP Amendments	11	19	16	18
Programming Changes Processed	160	96	319	150
10-Year Delivery Plan Update	N/A	N/A	2/5/2025	N/A
Measure I Valley Arterial Reimbursements	$8,376,059	$3,554,326	$25,000,000	$25,000,000
Measure I Mtn./Desert Reimbursements	$3,967,161	$4,188,306	$36,252,040	$46,404,374
Local Transportation Fund Pass-through[2]	$116,218,746	$122,444,662	$163,813,923	$177,460,004
State Transit Assistance Fund Pass-through[2]	$14,443,764	$15,116,090	$56,738,184	$52,544,966
Local Agency Reimbursements Processed	32	34	40	40
Funding Agreements Managed	38	38	41	45
Development Share Loan Agreements Managed	9	6	6	7

[1] Lower delivery in fiscal years is intentional when funds have been advanced or are being saved for large projects, like the Interstate 10 Corridor Contract 2 and zero emission bus conversions. Percentage is based on San Bernardino County's target share of Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Funds.

[2] Pass-throughs specific to Transit are budgeted in the Transit Program Budget.

Fund Administration

Task 0500 Fund Administration

Purpose

Facilitate and oversee the administration and programming of transportation projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow timely delivery of transportation projects and to demonstrate compliance with applicable Federal, State, and local guidelines; fiscal constraint; and air quality conformity requirements. Federal and State revenue sources include Infrastructure Investment and Jobs Act (IIJA) programs, such as Federal Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Carbon Reduction Program (CRP); State Transportation Improvement Program (STIP); Local Transportation Funds (LTF) and State Transit Assistance (STA) Funds made available from State Transportation Development Act (TDA); State Active Transportation Program (ATP); State Proposition 1B Bond, Senate Bill 862 (SB862), Senate Bill 125 (SB125), and Senate Bill 1 (SB1) Programs; and various Federal appropriations.

Accomplishments

SBCTA staff has administered and programmed the above funding based on the Board-approved priorities and strategies as communicated through the Measure I Strategic Plan; 10-Year Delivery Plan, which was updated and approved by the Board in February 2025; program apportionments; and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. SBCTA coordinated with Southern California Association of Governments (SCAG) and other transportation commissions in the SCAG region to develop the program guidelines and application for STBG and CMAQ funds and developed the Project Prioritization Framework to be used for recommending projects to SCAG for funding. Additionally, SBCTA, as the regional transportation planning agency for San Bernardino County, coordinated the completion and submittal of the second Allocation Package for SB125 funds, which included allocations made by the Board to transit operators in April 2024, and developed funding agreements with the transit operators to be used in administration of the SB125 funds. SB125 funds may be used for a broad range of projects including operations, rail capital projects, bus rapid transit investments, zero-emission transit equipment, and transit facility and network improvement projects.

SBCTA continues to support local agencies and transit operators with information on funding opportunities, transportation program financial forecasts, guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the San Bernardino County Auditor/Controller-Treasurer-Tax Collector, and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources. As part of the requirement under the TDA, SBCTA is responsible for coordinating the completion of the Triennial Performance Audits. The next TDA Triennial Audit will cover Fiscal Years 2023/2024 - 2025/2026, following procurement of a consultant to perform the audits. The agencies involved in these audits will include SBCTA, City of Needles Transit Fund, Omnitrans, Victor Valley Transit Authority, Basin Transit, and Mountain Transit.

Work Elements

Manage Federal and State Funds

1. Program and allocate Federal and State funds, leverage funding, and integrate with local and private funds to maximize funding and delivery of high-priority transportation projects, comply with Measure I Strategic Plan Policy, and minimize administrative burdens. Ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained between and within the different Subareas of the County.

2. Coordinate with transit operators and local agencies to propose projects to be funded by STBG and CMAQ to SCAG consistent with the 2025 10-Year Delivery Plan and the program guidelines for these fund sources to ensure that San Bernardino County continues to receive its historical share of these fund sources.

Task 0500 Fund Administration

3. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss. Maintain SBCTA's program/project-level database to support program management activities. Monitor and track obligation and implementation progress of projects funded with Federal and State funds to protect SBCTA's fiscal allocations pursuant to timely use of funds deadlines.
4. Identify eligible candidate projects for various competitive grant programs, and provide support to responsible agencies to submit applications and administer funding requirements for projects if selected. Assist in development of legislative support for candidate projects.
5. Identify and submit candidate projects for inclusion into the FTIP from the SBCTA Nexus Study and Measure I 2010-2040 Strategic Plan, the 10-Year Delivery Plan, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), local agencies, transit operators, and Caltrans. Review and assist with candidate project submittals and work with SCAG, Caltrans District 8, and Caltrans Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare, submit, and track FTIP amendments.
6. Procure an on-call air quality consultant to assist SBCTA, transit operators, and local agencies with required emissions reductions calculations for various grant programs.
7. Prepare recommendations for project funding from the 2026 STIP to be considered by the SBCTA Board. Meet and confer with CTC staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate.

Coordinate Transit Operator Allocations

1. Allocate LTF to transit operators and local agencies for public transportation and bicycle and pedestrian projects and STA to transit operators for capital projects and eligible operating costs in accordance with the TDA statutes and the California Code of Regulations (CCR).
2. Apportion Low Carbon Transit Operations Program (LCTOP) funds for projects that reduce greenhouse gas emissions and SB1 State of Good Repair (SGR) funds for transit infrastructure repair and service improvements in accordance with State guidance.
3. Working with the Transit and Rail Department and the transit operators, determine the distribution of SB125 and Federal Transit Administration (FTA) formula funds and the Federal Highway Administration (FHWA) CMAQ amounts to be proposed to SCAG for transit projects. Assist operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, and provide concurrence with the use of FTA formula funds. Provide assistance in the administration of the Full Funding Grant Agreement for the West Valley Connector Project.
4. Coordinate with SBCTA's auditor for the annual fiscal audits of LTF and STA funds, and monitor contract auditor work and final product for TDA claimants.
5. Release Request for Proposals for the Triennial Performance Audit for the Fiscal Years 2023/2024 to 2025/2026.

Manage Measure I Near-Term and Long-Term Funding Needs

1. Begin development of the 2026 Update to the 10-Year Delivery Plan for Board approval in Fiscal Year 2026/2027, with emphasis on facilitating approval of project priorities by Subarea, seeking cost-effective alternatives to bonding, considering opportunities for future grant funding, and reevaluating funding plans for the most efficient funding strategies through the end of Measure I 2010-2040.
2. Request Capital Project Needs Analyses (CPNA) from Valley and Victor Valley Subarea jurisdictions and SBCTA program managers and compile into a comprehensive assessment of funding needs for each fiscal year. Conduct cash-flow analyses of needs versus available revenues, and develop alternatives for the allocation of Measure I funds, together with the use of Federal and State funds.
3. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA, and recommend policy updates where appropriate.
4. Facilitate Mountain/Desert Subarea meetings for project identification, prioritization, and allocations, and present Mountain/Desert Subarea representatives' recommendations to the Board for approval.
5. Support the development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.

Task 0500 Fund Administration

6. Provide technical support to the Finance Department as needed in the issuance of sales tax revenue bonds for the Measure I Valley Freeway and Interchange Programs.

Provide Support and Representation on Funding Issues

1. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies, CTC, California State Transportation Agency, Southern California's Programming/Planning group, Transportation Conformity Working Group, the statewide TDA Advisory Committee meetings, and the California Federal Programming Group.
2. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies and transit operators to fulfill long-term and short-term objectives, to maximize the use of revenue sources, to support the delivery of transportation projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

a. Existing Contracts
   i. 20-1002410, On-call Air Quality Analysis, Amount Budgeted $2,500.

b. New Contracts
   i. RFP, On-call Air Quality Analysis, Amount Budgeted $7,500, Total Estimated Contract Amount $50,000.
   ii. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted $0, Total Estimated Contract Amount $160,000.

Manager

Andrea Zureick, Director of Fund Administration

Task 0500 Fund Administration

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	673,186	672,952	820,451	953,970
Overtime	176	351	-	-
Fringe Allocation-General	659,032	598,871	606,317	598,997
Consulting Services	16,158	1,813	10,000	10,000
Auditing and Accounting	-	114,601	10,000	10,000
Training/Registration	94	1,346	8,250	8,250
Postage	8	87	650	650
Travel Expense - Employee	5,303	6,383	16,975	16,975
Travel Expense-Mileage-Employee	175	299	4,600	4,300
Travel Expense-Other-Metrolink Tickets	42	-	450	450
Advertising	166	-	300	800
Printing - External	-	-	275	275
Office Expense	29	-	500	500
Meeting Expense	-	-	1,650	1,650
Total Expenditures	1,354,368	1,396,703	1,480,418	1,606,817

Funding Sources	
MSI Admin	268,587
Local Transportation Fund - Admin	122,150
Local Transportation Fund - Planning	53,729
Local Transportation Fund - Rail	8,929
Planning, Programming and Monitoring	1,105,101
Zero Emission Transit Capital Program-SB125	24,860
MSI Valley Fund-Freeway Projects	14,353
MSI Valley Fund-Fwy Interchange	2,448
MSI Valley Fund-Express Bus/Rapid Trans	3,451
Indirect Cost Fund	3,209
Total Funding Sources	1,606,817

Task 0550 Allocations/Pass-through

Purpose

To serve as a depository for Measure I 2010-2040 local pass-through and reimbursement funds prior to disbursement to local agencies.

Accomplishments

As the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the Measure I 2010-2040 local pass-through and reimbursement programs. SBCTA staff disburses these funds based on the Board-approved priorities and strategies as communicated through the Strategic Plan, 10-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

1. Reimburse jurisdictions for Measure I Valley Major Street Projects Program/Arterial Sub-Program and Measure I Mountain/Desert Major Local Highway (MLH) Projects Program and Project Development/Traffic Management Systems Program expenditures based on invoices received.
2. Reimburse jurisdictions for Measure I Valley Freeway Interchange Projects Program Agreements for interchange/phasing projects managed by Valley jurisdictions.
3. Disburse Measure I Local pass-through funds to Valley jurisdictions and the Valley portion of San Bernardino County based on the ratio of each jurisdiction's population to the total Valley population, as specified by Ordinance.
4. Disburse Measure I Local Pass-through funds to Mountain/Desert jurisdictions and the Mountain/Desert portion of San Bernardino County with a formula based 50 percent on sales and use tax generated at point of generation in each Subarea and 50 percent on population, as specified by Ordinance.

This task represents only funding allocations and pass-through payments. All administrative costs are budgeted in Task 0500 Fund Administration.

Product

Fiscal Accounting. Disbursements that support the delivery of locally-funded projects in San Bernardino County.

Contract Information

a. Existing Contracts
   i. Various, Jurisdictional Master Agreements, Valley Arterial Sub-Program, Amount Budgeted $25,000,000.
   ii. 22-1002717, Highland, State Route 210/5th Street Interchange, Amount Budgeted $363,350.
   iii. 22-1002725, Rialto, Interstate 10/Riverside Avenue Interchange Phase 2, Amount Budgeted $4,687,490.
   iv. 23-1002975, Adelanto, Bellflower Street Widening, MLH, Amount Budgeted $2,000,000.
   v. 23-1002978, Adelanto, El Mirage Road Widening, MLH, Amount Budgeted $2,300,000.
   vi. 22-1002754, Apple Valley, Bear Valley Road Bridge, Amount Budgeted $2,000,000.
   vii. 24-1003077, Apple Valley, Yucca Loma Road Widening, Amount Budgeted $1,350,000.
   viii. 17-1001692, Hesperia, Ranchero Road Widening, MLH, Amount Budgeted $9,912,000.
   ix. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted $3,050,000.
   x. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted $2,388,000.
   xi. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted $46,624.
   xii. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted $1,026,360.
   xiii. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted $749,000.
   xiv. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted $2,928,060.

Task 0550 Allocations/Pass-through

xv. 19-1002192, Big Bear Lake, Moonridge Road Advanced Expenditure Agreement, MLH, Amount Budgeted $500,000.
xvi. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted $2,991,770.
xvii. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted $312,560.
xviii. 24-1003045, Twentynine Palms, State Route 62 Phase 2B, MLH, Amount Budgeted $495,000.
xix. 22-1002711, San Bernardino County, Needles Highway Segment 1C Advanced Expenditure Agreement, Amount Budgeted $275,000.

b. New Contracts
i. TBD, Ontario, State Route 60/Euclid Avenue Interchange, Amount Budgeted $360,000, Total Estimated Contract Amount $3,347,000.
ii. Anticipated Victor Valley MLH Allocations, Amount Budgeted $12,000,000, Total Estimated Contract Amount to be based on services provided.
iii. Anticipated North Desert MLH Allocations, Amount Budgeted $500,000, Total Estimated Contract Amount to be based on services provided.
iv. Anticipated Morongo Basin MLH Allocations, Amount Budgeted $1,500,000, Total Estimated Contract Amount to be based on services provided.
v. Anticipated Colorado River MLH Allocations, Amount Budgeted $80,000, Total Estimated Contract Amount to be based on services provided.

Manager

Andrea Zureick, Director of Fund Administration

Task 0550 Allocations/Pass-throughs

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Pass-through Payments	83,881,951	68,818,491	75,156,320	69,107,640
Major Street Payments	8,376,059	3,554,326	25,000,000	25,000,000
Major Local Highway Payments	3,967,161	4,188,306	36,052,040	46,404,374
Other Service Charges	5,950	-	-	-
Total Expenditures	96,231,120	76,561,122	136,208,360	140,512,014
Funding Sources				
MSI Valley Fund-Fwy Interchange				3,376,140
MSI Valley Fund-Arterials				25,000,000
MSI Valley Fund-Local Street				41,115,600
MSI Victor Valley Fund-Major Local Hwy				12,000,000
MSI Victor Valley Fund-Local Street				15,278,300
MSI North Desert Fund-Major Local Hwy				5,250,044
MSI North Desert Fund-Local Street				3,035,000
MSI Colorado River Fund-Major Local Hwy				355,000
MSI Colorado River Fund-Local Street				257,700
MSI Morongo Basin Fund-Major Local Hwy				2,307,560
MSI Morongo Basin Fund-Local Street				1,859,500
MSI Mountain Fund-Major Local Highway				3,491,770
MSI Mountain Fund-Local Street				2,150,700
Valley Project Fund				2,034,700
Victor Valley Project Fund				23,000,000
Total Funding Sources				140,512,014

An aerial view of eastbound Interstate 10 in the eastern valley of San Bernardino County showcases expanding development in a once rural portion of the County.

DEBT SERVICE

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest, and fiscal charges attributed to the outstanding bonded indebtedness of SBCTA. The Fiscal Year 2025/2026 Budget includes the 2022A Sales Tax Revenue Refunding Bond and the 2023A Sales Tax Revenue Refunding Bond debt service expenditures.

Goals and Objectives

1. Record and account for all trustee activity, including interest earnings and debt service costs.
2. Manage outstanding debt ensuring compliance with applicable laws and regulations.
   a. Comply with continuing disclosure requirements of the Debt Service Program.
   b. Prepare arbitrage calculation, as required.

Allocation of bond proceeds and debt service:

	Actual				Budget			
	2023		2024		2025		2026	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2014/2023 Bond Issue**								
Freeway Interchange	490,000	955,573	605,000	1,104,995	477,000	818,700	530,000	794,850
Valley Major Streets	877,100	1,710,475	1,082,950	1,977,941	853,830	1,465,473	948,700	1,422,782
Rail	551,250	1,075,018	680,625	1,243,118	536,625	921,037	596,250	894,205
Victor Valley Major Local Highway	122,500	238,893	151,250	276,249	119,250	204,675	132,500	198,713
Cajon Pass	409,150	797,904	505,175	922,671	398,295	683,615	442,550	663,700
	2,450,000	4,777,863	3,025,000	5,524,974	2,385,000	4,093,500	2,650,000	3,974,250
2012/2022 Bond Issue*								
Valley Major Streets	1,276,080	1,189,495	1,276,080	1,192,276	1,364,015	1,063,543	1,374,240	995,342
Victor Valley Major Local Highway	670,800	625,284	670,800	626,746	717,025	559,075	722,400	523,224
Cajon Pass	1,173,120	1,093,521	1,173,120	1,096,078	1,253,960	977,732	1,263,360	915,034
	3,120,000	2,908,300	3,120,000	2,915,100	3,335,000	2,600,350	3,360,000	2,433,600
Bond Issue Totals	5,570,000	7,686,163	6,145,000	8,440,074	5,720,000	6,693,850	6,010,000	6,407,850

* The 2012 Bond Issue was refunded in Fiscal Year 2022. This section shows the issues combined.

** The 2014 Bond Issue was refunded in Fiscal Year 2024. This section shows the issues combined.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Debt Service:				
Principal	$5,570,000	$6,145,000	$5,720,000	$6,010,000
Interest	$7,6686,163	$8,440,074	$6,693,850	$6,407,850
Arbitrage Calculation	YES	YES	NO	NO
Debt continuing disclosure requirements	YES	YES	YES	YES
Bond refunding	NO	YES	NO	NO

Task 0967 2022A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payments for interest, principal, and trustee fees for the Debt Service on the 2022A Sales Tax Revenue Refunding Bond.

Accomplishments

The Finance Department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2022A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2012A Sales Tax Revenue Bonds resulted in reduction of interest cost of over $21 million through 2040, or $16.9 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2022A Sales Tax Revenue Refunding Bond.

The task contains the accounting of the principal, interest, and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Lisa Lazzar, Chief Financial Officer

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Bond Principal	3,120,000	3,275,000	3,335,000	3,360,000
Bond Interest	2,905,100	2,749,100	2,585,350	2,418,600
Fiscal Agent Fees	3,200	9,250	15,000	15,000
Total Expenditures	6,028,300	6,033,350	5,935,350	5,793,600
Funding Sources				
Sales Tax Revenue Bonds 2022A Fund				5,793,600
Total Funding Sources				5,793,600

Task 0968 2023A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payment for interest, principal, and trustee fees for the Debt Service on the 2023A Sales Tax Revenue Refunding Bond.

Accomplishments

The Finance Department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2023A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2014A Sales Tax Revenue Bonds resulted in a reduction of interest cost of $17.4 million through 2040, or $14 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2023A Sales Tax Revenue Refunding Bond.

This task contains the accounting of the principal, interest, and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Lisa Lazzar, Chief Financial Officer

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Bond Principal **	2,450,000*	98,425,000	2,385,000	2,650,000
Bond Interest	4,771,813	5,662,888	4,078,500	3,959,250
Fiscal Agent Fees	6,050	-	15,000	15,000
Total Expenditures	7,227,863	104,087,888	6,478,500	6,624,250
Funding Sources				
Sales Tax Revenue Bonds 2023A Fund				6,624,250
Total Funding Sources				6,624,250

* Includes amounts from Task 0966 2014A Sales Tax Revenue Bond that was refunded with the 2023A Sales Tax Revenue Bond.

** Includes amounts from refunding transaction.

Developing a bus rapid transit line in the West Valley comes with a number of construction staging needs. Holt Blvd. in Ontario will see center running lanes as part of the Bus Rapid Transit (BRT).

ENTERPRISE

Express Lanes Budget

Description

The Express Lanes Department is responsible for the development, management, and operation of the San Bernardino (SB) Express Lanes. In addition to operations and maintenance, Express Lanes Department responsibilities include express lanes system design, implementation, violations enforcement, customer service, public education, marketing, outreach, as well as traffic and incident management.

The Express Lanes Department provides direct oversight to the roadside express lanes Toll Service Provider (TSP), the back office customer service center and administers contracts with the California Highway Patrol (CHP) for express lanes enforcement, California Department of Transportation (Caltrans) for facility maintenance, and vendors to provide express lanes Freeway Service Patrol (FSP). The Express Lanes Department also supports express lanes project development by providing comprehensive input to the express lanes concept of operations, design, contractor procurements, agency agreements, public outreach, express lanes policies, and business rules.

The Finance Department is responsible for the financial accounting of the express lanes activities relating to the Interstate 10 (I-10) and Interstate 15 (I-15) Express Lanes.

Goals and Objectives

The Express Lanes team is responsible for monitoring and reporting on express lanes operations, performance, transactions, and related expenditures and revenues.

1. Operate the I-10 Express Lanes Contract 1 segment based on express lanes policy and business rules approved by the Board and incorporated into the SBCTA Transportation Infrastructure Finance and Innovation Act (TIFIA) agreement financial assumptions. Ensure express lanes revenue is sufficient to support operations, maintenance, and debt services.
2. Maintain the I-10 Express Lanes Contract 1 segment consistent with the guidelines in the I-10 Express Lanes Toll Facility Agreement with Caltrans.
3. Provide effective communication of express lanes operations to the Board, Caltrans, the United States Department of Transportation, the Federal Highway Administration, and bondholders.
4. Maintain financial stability through proactive management that will allow the SB Express Lanes to offer dependable, predictable, and safe travel alternatives in San Bernardino County.
5. Assist in the accounting, budgeting, establishment of policies and procedures, and TIFIA loan reporting/compliance for the I-10 Express Lanes Contract 1.

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Budget	2025/2026 Budget
I-10 Contract 1 Express Lanes Annual Express Lanes Transactions	N/A	N/A	12,100,000	14,100,000
I-10 Contract 1 Express Lanes Annual Express Lanes Revenue	N/A	N/A	$13,828,000	$19,300,000
I-15 Contract 1 Express Lanes	N/A	Express Lanes Collection System Final Design	Express Lanes Collection System Final Design and Implementation	Express Lanes Collection System Implementation
I-10 Contract 2 Express Lanes	N/A	Express Lanes Collection System Preliminary Design	Express Lanes Collection System Final Design	Express Lanes Collection System Final Design

Express Lanes Budget

Performance/Workload Indicators

	2022/2023 Actual	2023/2024 Actual	2024/2025 Budget	2025/2026 Budget
Submit requisition requests to TIFIA to fund the Construction phase of the I-10 Corridor	YES	YES	YES	N/A
Express Lanes Quarterly Report	N/A	N/A	YES	YES

Express Lanes Operation

Task 0750 Express Lanes Operation

Purpose

Management of Express Lanes Operation

Accomplishments

The Interstate 10 (I-10) Contract 1 Express Lanes opened to traffic in August 2024. SBCTA is responsible for the management of the facility operations and maintenance. SBCTA's express lanes Toll Service Provider, TransCore, has transitioned from the Design and Development phase of their contract to the first year of the Operation and Maintenance phase of the express lanes facility. The Transportation Corridor Agencies (TCA) has been providing express lanes customer service, revenue collection, and violation processing services to SBCTA. The SBCTA Finance Department will continue to manage the United States Department of Transportation (USDOT) loan covenants for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. The loan, which was secured to assist in constructing the facility, will be repaid from revenue collected from I-10 Express Lanes operations. The Express Lanes Department has been providing quarterly reports to the General Policy Committee and the Board. The report is used as a tool to evaluate express lanes performance and communicate with the Board on operational issues.

Work Elements

Ongoing tasks for express lanes operations include:

1. Express lanes daily operations and maintenance.
2. California Department of Transportation (Caltrans) express lanes civil maintenance and incident management.
3. California Highway Patrol express lanes enforcement.
4. Express lanes Freeway Service Patrol service.
5. Express lanes public outreach, marketing, and education.
6. Effective management of express lanes consultant support and staff.
7. Develop and implement goals, objectives, and policies to support the effective and efficient operation of the express lanes.
8. Oversee work performed by outside agencies and vendors, such as back office/customer service center operations, express lanes collection system, and communication equipment maintenance.
9. Participate in the California Toll Operators Committee (CTOC) and other state or national toll industry organizations that provide for information exchange and strategic policy development.
10. Repay Measure I investment contribution for the capital cost of the I-10 Express Lanes Contract 1 per the TIFIA Loan requirements.
11. Express lanes revenue and expenditures reconciliation.
12. Express lanes asset management.
13. Express lanes traffic operations quarterly report development.

Product

1. Operation and maintenance of I-10 Express Lanes Contract 1.
2. Revenue collection, accounting, and audit of the I-10 Express Lanes Operations.
3. Recording of TIFIA debt service payments.
4. Express lanes traffic operations quarterly report.

Contract Information

a. Existing Contracts
   i. 17-1001617, Express Lanes Service Provider Operations and Maintenance, Amount Budgeted $2,300,000.
   ii. 23-1002854, Administrative Hearing Agreement, Amount Budgeted $3,000.
   iii. 22-1002819, Freeway Service Patrol Services, Amount Budgeted $220,000.
   iv. 18-1001833, Traffic Operations Agreement, Amount Budgeted $36,000.
   v. 22-1002815, Freeway Maintenance Agreement, Amount Budgeted $250,000.
   vi. 18-1001854, Back Office Services Agreement, Amount Budgeted $5,200,000.
   vii. 23-1002944, Consultant Support Services, Amount Budgeted $1,100,000.

Task 0750 Express Lanes Operation

viii. 19-1002000, Public Outreach Services, Amount Budgeted $200,000.
ix. 21-1002555, Legal Services, Amount Budgeted $10,000.
x. 16-1001355, I-10 Corridor Traffic and Revenue Services, Amount Budgeted $100,000.
xi. 23-1002833, Financial and Operations Model, Amount Budgeted $120,000.
xii. 21-1002607, Rating Agency Agreement, Amount Budgeted $28,500.
xiii. 22-1002704, Rating Agency Agreement, Amount Budgeted $28,500.
xiv. 23-1002953, San Bernardino (SB) Express Lanes Walk-In Center Cooperative Agreement, Amount Budgeted $6,500.
xv. 23-1002972, California Highway Patrol Express Lanes Enforcement Services, Amount Budgeted $420,000.
xvi. 21-1002547, California Highway Patrol Freeway Service Patrol Support Service, Amount Budgeted $80,000.
xvii. 24-1003128, Underground Service Alert of Southern California (Dig Alert), Amount Budgeted $1,600.
xviii. Contract Task Order, Labor Compliance, Amount Budgeted $10,000.

Manager

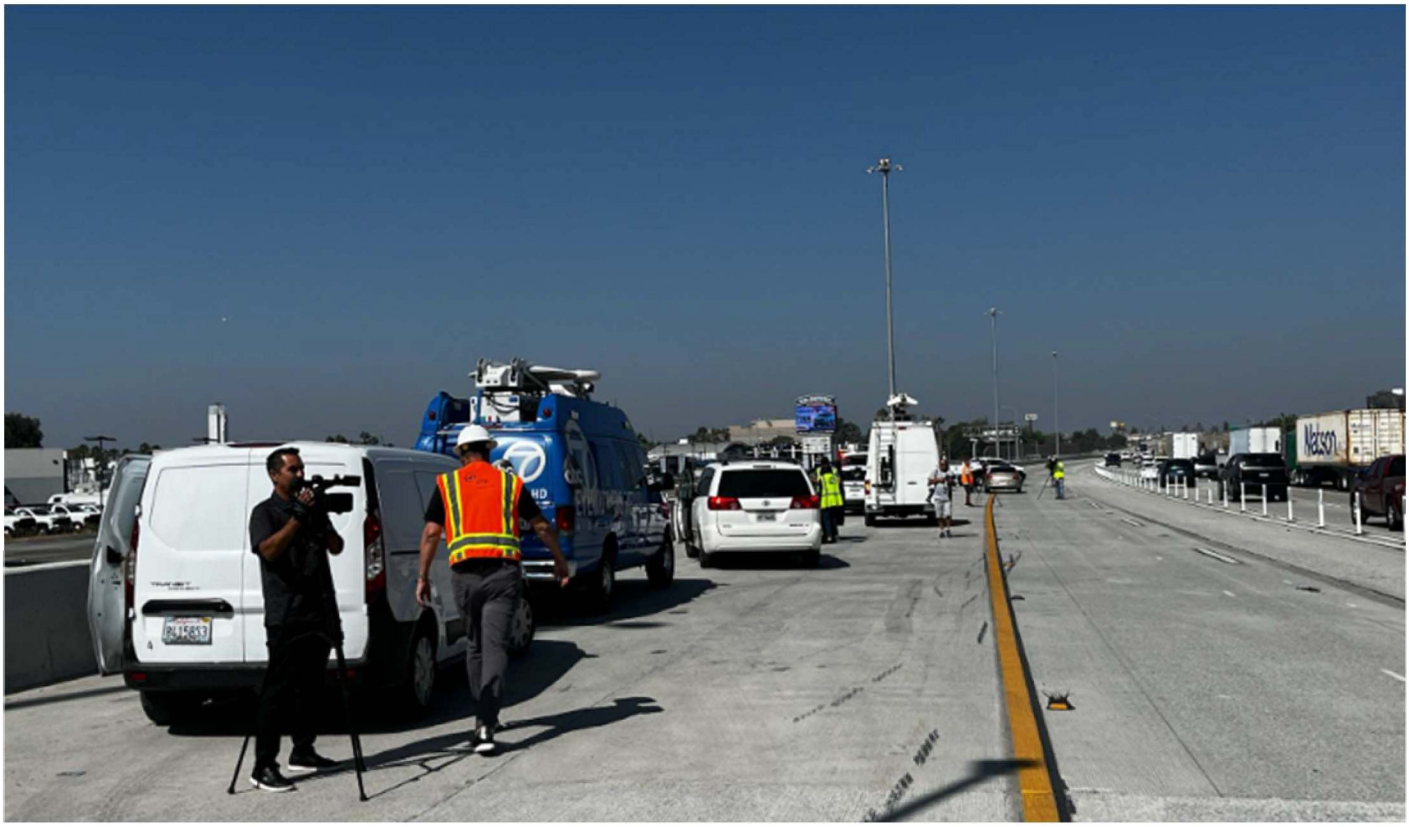
Philip Chu, Deputy Director of Express Lanes

Express Lanes Operations

Task 0750 Express Lanes Operations

Expenditures	2022/2023 Actual	2023/2024 Actual	2024/2025 Revised Budget	2025/2026 Budget
Regular Full-Time Employees	-	-	526,432	375,029
Fringe Allocation-General	-	-	389,033	235,481
Construction Capital	-	-	-	100,000
Professional Services	-	-	650,000	1,213,000
Consulting Services	2,393,756	369,602	4,476,900	3,181,945
Construction Support	28,877	4,125	-	400,000
Legal	-	-	15,000	10,000
Marketing/Advertising	-	-	101,400	200,000
Rent	-	-	36,000	42,500
Utilities	-	-	101,000	76,600
Insurance Premiums - Gen Liab	-	-	1,000,000	650,000
Insurance Premiums - Property	-	-	100,000	-
TCA - Processing Costs - ETC	-	-	4,310,000	5,200,000
Collection Processing Expense Costs	-	-	3,000	-
CHP Patrol Services	-	-	470,000	420,000
Freeway Service Patrol	-	36,003	310,000	222,200
Express Lane Surface Maintenance	-	-	300,000	260,000
Training/Registration	-	-	6,000	6,000
Travel - Employee	-	-	2,000	6,000
Travel - Mileage Employee	-	-	2,300	4,000
Dues/Memberships	-	-	1,000	4,000
Office Supplies	-	-	2,117	10,000
Printing	-	-	1,000	500
Postage/Mailing	-	-	500	500
Financing Fee (TIFIA Annual) - Debt Fee	-	-	20,000	22,700
Interest Expense on TIFIA Loan	2,617,076	4,479,938	5,065,000	5,182,000
Depreciation Exp - Infrastructure	-	1,892	-	-
O&M - CHP - FSP Oversight	-	-	20,000	80,000
Meeting Expense	-	-	83	-
Total Expenditures	5,039,710	4,891,561	17,908,765	17,902,455
Funding Sources				
I-10 Express Lanes Contract 1				16,726,455
I-15 Express Lanes Contract 1				1,176,000
Total Funding Sources				17,902,455

Note: Toll operation on the Interstate 10 Express Lanes Contract 1 began in August 2024.



Media outlets from throughout Southern California were on hand to celebrate the first installment of Express Lanes in San Bernardino County. The lanes offer a new option for the busy corridor.

SUPPLEMENTAL INFORMATION SECTION

Indirect Cost Fund
Fiscal Year 2025/2026

Policy No. 20600 delineates how indirect costs will be funded and establishes reserves for general purposes and capital improvements. The policy establishes a fund to account for the indirect costs and the allocated revenue as well as any fund balance and reserves. Fund balance in the Measure I Administration Fund may be used to buy down the amount of indirect costs allocated to Measure I programs. It also requires adoption of a five-year capital improvement plan as part of the annual budget to identify and plan accordingly for building improvements of the Santa Fe Depot, maintenance, and information technology needs.

Furthermore, the policy establishes a fund balance reserve policy for capital costs and general purposes such as emergencies and unexpected costs. The General Purpose Reserve shall be at least $500,000 and shall not exceed 20 percent of indirect costs budgeted for the next budgetary fiscal year. A Capital Improvement Reserve will be established for capital costs related to the Santa Fe Depot and SBCTA information technology systems anticipated in the capital improvement plan. The fund balance will be available to pay for unexpected costs or cost increases due to cyclical activities.

Indirect costs are recorded in a fund that is categorized as General Fund. The following tasks are included as indirect costs:

1. Executive Administration and Support – accounts for services to the Board, management staff, and records management.
2. General Counsel – accounts for legal representation.
3. Financial Management – accounts for procurement, and strong fiscal stewardship in administering SBCTA, and SBCOG funds.
4. Risk Management – accounts for risk management functions.
5. Management Services – accounts for costs attributed to information technology and the computer network.
6. Fund Administration – assist with securing and monitoring funding for projects and updating the 10-Year Delivery Plan.
7. Human Resources – accounts for costs associated with personnel activity.
8. Legislation – accounts for representation of SBCTA's interests at Federal and State levels.
9. Public Affairs – accounts for project/program outreach and media relations as well as enhancing and modernizing external communications opportunities.
10. Building Operation – accounts for management and maintenance of the Santa Fe Depot.

Reserves of $1,102,618 for Fiscal Year 2025/2026 are comprised of $500,000 for emergencies (General Purpose Reserve) and $602,618 for capital projects, including the Santa Fe Depot (Capital Improvements Reserve).

In accordance with Policy No. 20600, the revenue allocated to fund indirect costs for Fiscal Year 2025/2026 is $8,945,791 which is funded by Measure I, Transportation Development Act-Local Transportation Fund, Service Authority for Freeway Emergencies (SAFE), Council of Governments (COG), Express Lanes, and San Bernardino County Housing Trust.

Indirect Cost Fund
Fiscal Year 2024/2025

The Business to Business Expo event is budgeted at $85,000 in the Indirect Fund.

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	$ 900,000
Local Transportation Fund – Planning	1,474,900
Service Authority for Freeway Emergencies Fund	303,857
COG – Assessment Dues	120,378
COG – Regional Energy Network	480,804
COG –San Bernardino County Housing Trust	106,735
Sales Tax MSI – Administration	2,000,000
Sales Tax MSI – Valley Freeway	1,629,140
Sales Tax MSI – Valley Interchange	1,545,766
Sales Tax MSI – Valley Grade Separation	78,970
Sales Tax MSI – Valley Arterial	52,308
Sales Tax MSI – Valley Rail	(149,180)
Sales Tax MSI – Valley Bus Rapid Transit	98,997
Sales Tax MSI – Victor Valley Major Local Highway	6,732
Sales Tax MSI – North Desert Major Local Highway	(54,480)
Sales Tax MSI – Colorado River Major Local Highway	24,963
Sales Tax MSI – Morongo Basin Major Local Highway	14,775
Sales Tax MSI – Mountain Major Local Highway	27,616
Sales Tax MSI – Cajon Pass	71,286
Express Lanes	212,224
Total Revenue allocation per Policy No. 20600 to Cover Indirect Costs	**$ 8,945,791**

Budgeted Tasks to Indirect Fund

Object Code		0200	0206	0312	0313	0350	0400	0430	0450	0470	0500	0501	0503	0605	0805	Fiscal Year 2025/2026 Budget	Fiscal Year 2024/2025 Budget
51010	Salaries	$ 489,217	$ 624	$ 6,803	$ 2,274	$ 269,645	$ 836,484	$ 58,330	$ 174,603	$ 132,617	$ 1,971	$ 57,464	$ 245,981	$ 86,866	$ 149,802	**$ 2,512,681**	**$ 2,432,094**
51030	Overtime	14,850	-	-	-	-	14,850	-	-	-	-	-	-	-	-	**29,700**	**29,885**
51990	Fringe	316,504	392	4,272	1,428	169,310	534,552	36,624	109,633	83,270	1,238	36,082	154,451	54,543	94,061	**1,596,360**	**1,819,400**
52001	Professional Services	30,000	-	-	-	10,470	174,260	60,000	320,400	29,855	-	502,500	286,496	120,000	11,625	**1,545,606**	**1,023,928**
52005	Consulting Services	20,000	-	-	-	-	20,000	-	-	-	-	50,000	-	-	-	**90,000**	**290,000**
52015	County Fees	-	-	-	-	-	100,000	-	-	-	-	-	-	-	-	**100,000**	**100,000**
52100	Auditing & Accounting	-	-	-	-	-	315,000	-	-	-	-	-	-	-	-	**315,000**	**315,000**
52200	Legal Fees	-	-	-	-	90,000	-	25,000	25,000	25,000	-	-	-	-	10,000	**175,000**	**135,000**
52300	Claims	-	-	-	-	-	-	85,000	-	-	-	-	-	-	-	**85,000**	**50,000**
52500	Security	-	-	-	-	-	-	-	-	-	-	-	-	-	249,786	**249,786**	**242,510**
53120	Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	190,550	**190,550**	**185,000**
53400	Maintenance-Buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	1,070,551	**1,070,551**	**998,528**
53450	Maintenance-Motor Vehicles	-	-	-	-	-	-	-	2,500	-	-	-	-	-	-	**2,500**	**2,500**
53465	Maintenance-Office Equipment	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,000**	**1,000**
53670	Rentals-Office Equipment	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	**5,000**	**5,000**
54010	General Liability Insurance	-	-	-	-	-	-	275,000	-	-	-	-	-	-	-	**275,000**	**250,000**
54020	Umbrella Liability Insurance	-	-	-	-	-	-	135,000	-	-	-	-	-	-	-	**135,000**	**120,000**
54030	Property Insurance	-	-	-	-	-	-	80,000	-	-	-	-	-	-	-	**80,000**	**64,209**
54040	Crime Insurance	-	-	-	-	-	-	16,500	-	-	-	-	-	-	-	**16,500**	**12,000**
54060	Automotive Insurance	-	-	-	-	-	-	2,000	-	-	-	-	-	-	-	**2,000**	**1,500**
54070	Cyber Insurance	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	**50,000**	**26,400**
54100	Dues/Memberships	35,000	-	-	-	2,090	13,000	400	-	2,680	-	-	2,000	10,000	-	**65,170**	**64,670**
54200	Training/Registration	7,500	-	-	-	6,200	20,000	3,750	8,000	65,030	-	-	3,000	14,000	-	**127,480**	**96,150**
54300	Postage	1,250	-	-	-	100	2,000	100	3,500	200	-	-	-	-	200	**7,350**	**7,350**
54410	Travel Expense - Employee	8,000	-	-	-	6,000	8,000	3,000	1,000	7,500	-	-	1,500	10,000	-	**45,000**	**44,000**
54430	Travel Expense-Mileage-Employee	1,500	-	-	-	500	4,000	500	200	500	-	-	2,000	2,500	-	**11,700**	**11,400**
54500	Advertising	1,000	-	-	-	-	2,000	750	-	21,100	-	-	-	-	-	**24,850**	**18,800**
54520	Public Information Activities	-	-	-	-	-	-	-	-	-	-	-	-	60,000	-	**60,000**	**60,000**
54590	Printing - External	5,000	-	-	-	-	2,000	-	-	-	-	-	-	-	-	**7,000**	**10,000**
54595	Printing - Internal	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	**5,000**	**5,000**
54640	Communications	-	-	-	-	-	-	-	57,660	-	-	-	-	-	8,600	**66,260**	**50,000**
54655	Record/Equipment Storage	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	**20,000**	**20,000**
54900	Bank charges	-	-	-	-	-	1,000	-	-	-	-	-	-	-	-	**1,000**	**1,000**
55005	Office Expense	15,000	-	-	-	-	500	-	1,500	1,000	-	-	-	-	14,763	**32,763**	**32,139**
55410	Meeting Expense	3,000	-	-	-	500	500	125	200	25,000	-	-	1,000	2,500	-	**32,825**	**29,200**
56200	Improvements OTBS	-	-	-	-	-	-	-	-	-	-	-	-	-	550,000	**550,000**	**744,618**
56600	Office Furniture & Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000	**40,000**	**65,000**
56650	Office Equipment/Software-Inventorial	15,000	-	-	-	-	-	-	448,832	-	-	-	-	-	23,500	**487,332**	**442,186**
56700	Computer Hardware & Software	-	-	-	-	-	-	-	300,000	-	-	-	-	-	-	**300,000**	**225,000**
	Total	$ 993,821	$ 1,016	$ 11,075	$ 3,702	$ 554,815	$ 2,048,146	$ 832,079	$ 1,453,028	$ 393,752	$ 3,209	$ 646,046	$ 696,428	$ 360,409	$ 2,413,438	**$ 10,410,964**	**$ 10,030,467**

Task Descriptions:

0200 - Executive Administration and Support
0206 - Data Program Management
0312 - Right of Way Management
0313 - Transit
0350 - General Counsel
0400 - Planning
0430 - Project Delivery
0450 - Management Services
0470 - Human Resources
0500 - Intergovernmental
0501 - Legislation
0503 - Legislation
0605 - Public Affairs
0805 - Building Operation

Increase from Fiscal Year 2024 Budget	$ 380,497

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2025/2026	Migration to Microsoft Teams as a Phone System	40,000
	Sharepoint Migration from OnPremise to Office 365	75,000
	Applicant Tracking System (Could be part of Enterprise Resource Planning (ERP) system)	25,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase III	170,000
	Retrofit (LED) East Lot Parking Lights and SBCTA Interior Lights	150,000
	SBCTA Interior Paint	150,000
	Upgrade Existing CCTV Cameras	50,000
	Total Fiscal Year 2025/2026	$ 660,000
2026/2027	Irrigation System Upgrade for All Landscaping (Drip System and Install a Smart Controller)	50,000
	Exterior Painting	200,000
	Lift (2) Modernization	100,000
	Paint Lobby and Restroom Walls/Partition Doors Estimate Cost	67,618
	Tile Lobby Restrooms Upgrade	20,000
	Switch infrastructure replacement	50,000
	Total Fiscal Year 2026/2027	$ 487,618
2027/2028	Workstation Rotation Plan Group A	75,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim	25,000
	Pump House Chemical Treatment Equipment Upgrade	15,000
	Total Fiscal Year 2027/2028	$ 115,000
2028/2029	Workstation Rotation Plan Group B	75,000
	Replace Depot's Roof	150,000
	Total Fiscal Year 2028/2029	$ 225,000
2029/2030	Parking Lot Slurry Seal/Stencil	200,000
	Total Fiscal Year 2029/2030	$ 200,000
	Total Capital Projects	$ 1,687,618

Beginning Fund Balance	$	2,567,791
Estimated Revenues:		
Measure I (MSI)		5,346,893
Transportation Development Act (TDA)		2,374,900
Service Authority for Freeway Emergencies (SAFE)		303,857
Council of Governments (COG)		707,917
Express Lanes		212,224
Total revenues to fund indirect		8,945,791
Indirect expenditures		10,410,964
Amount available for Reserves	$	1,102,618
Reserve for Emergencies	$	500,000
Reserve for Capital Projects	$	602,618

General Assessment Dues Calculation
Fiscal Year 2025/2026 Budget

Jurisdiction	Population 2024	Population Allocation %	Assessed Value Fiscal Year 2024/2025	% OF TOTAL VALUE	AVG. % POP. & VALUE	FY2024/2025 TOTAL AMOUNT	Original Assessment (2)	COG AMOUNT Assessment (3)	Additional Monetary Obligation Assessment (4)	OTHER MONETARY OBLIGATIONS AMOUNT (3)+(4)	Total Current Assessments (2)+(3)+(4)	Base Sales Tax + Property Tax Revenues (1)	Tax Revenues Allocation %	Population & Revenues Allocation %	New Assessment 50% Population/ 50% Revenue	Total Current Assessments + New Assessment (5)
Adelanto	36,131	1.656%	$3,596,818,315	1.053%	1.355%	$20,880	$1,930	$5,337	$8,000	$13,337	$15,267	12,936,726	0.525%	1.090%	$11,167	26,434
Apple Valley	74,322	3.407%	$8,578,695,941	2.511%	2.959%	$29,314	$4,216	$5,337	$8,000	$13,337	$17,553	28,720,359	1.165%	2.286%	$23,409	40,962
Barstow	24,669	1.131%	$1,977,739,250	0.579%	0.855%	$19,619	$1,218	$5,337	$8,000	$13,337	$14,555	20,456,918	0.830%	0.980%	$10,038	24,593
Big Bear Lake	4,958	0.227%	$5,118,077,854	1.498%	0.863%	$17,038	$1,229	$5,337	$8,000	$13,337	$14,566	18,206,508	0.738%	0.483%	$4,944	19,510
Chino	92,585	4.244%	$20,993,047,254	6.145%	5.194%	$39,772	$7,402	$5,337	$8,000	$13,337	$20,739	77,986,285	3.162%	3.703%	$37,926	58,665
Chino Hills	76,414	3.503%	$15,767,964,296	4.615%	4.059%	$31,555	$5,784	$5,337	$8,000	$13,337	$19,121	33,248,135	1.348%	2.426%	$24,840	43,961
Colton	52,778	2.419%	$5,764,831,403	1.687%	2.053%	$25,949	$2,926	$5,337	$8,000	$13,337	$16,263	33,010,263	1.339%	1.879%	$19,243	35,506
Fontana	214,223	9.820%	$33,066,765,383	9.678%	9.749%	$64,616	$13,892	$5,337	$8,000	$13,337	$27,229	116,384,679	4.720%	7.270%	$74,451	101,680
Grand Terrace	12,771	0.585%	$1,563,327,798	0.458%	0.522%	$16,199	$743	$5,337	$8,000	$13,337	$14,080	5,870,302	0.238%	0.412%	$4,217	18,297
Hesperia	100,087	4.588%	$9,656,837,400	2.826%	3.707%	$32,905	$5,283	$5,337	$8,000	$13,337	$18,620	23,850,539	0.967%	2.778%	$28,446	47,066
Highland	55,676	2.552%	$5,334,528,141	1.561%	2.057%	$25,285	$2,931	$5,337	$8,000	$13,337	$16,268	23,393,445	0.949%	1.750%	$17,926	34,194
Loma Linda	24,965	1.144%	$3,147,294,285	0.921%	1.033%	$18,855	$1,472	$5,337	$8,000	$13,337	$14,809	10,580,088	0.429%	0.787%	$8,057	22,866
Montclair	37,211	1.706%	$4,795,405,392	1.404%	1.555%	$22,912	$2,215	$5,337	$8,000	$13,337	$15,552	28,348,995	1.150%	1.428%	$14,621	30,173
Needles	4,769	0.219%	$563,063,232	0.165%	0.192%	$15,087	$273	$5,337	$8,000	$13,337	$13,610	8,681,718	0.352%	0.285%	$2,922	16,532
Ontario	181,224	8.308%	$43,132,248,729	12.625%	10.466%	$76,124	$14,913	$5,337	$8,000	$13,337	$28,250	253,318,392	10.272%	9.290%	$95,138	123,388
Rancho Cucamonga	173,316	7.945%	$36,926,344,299	10.808%	9.377%	$56,441	$13,361	$5,337	$8,000	$13,337	$26,698	90,082,114	3.653%	5.799%	$59,387	86,085
Redlands	72,696	3.332%	$14,185,198,431	4.152%	3.742%	$34,528	$5,332	$5,337	$8,000	$13,337	$18,669	69,733,638	2.828%	3.080%	$31,543	50,212
Rialto	103,097	4.726%	$15,919,004,372	4.659%	4.693%	$44,823	$6,687	$5,337	$8,000	$13,337	$20,024	120,450,943	4.884%	4.805%	$49,210	69,234
San Bernardino	226,541	10.385%	$22,557,291,883	6.602%	8.494%	$66,014	$12,103	$5,337	$8,000	$13,337	$25,440	132,042,144	5.354%	7.870%	$80,593	106,033
Twentynine Palms	25,346	1.162%	$1,348,598,932	0.395%	0.778%	$18,656	$1,109	$5,337	$8,000	$13,337	$14,446	11,580,509	0.470%	0.816%	$8,354	22,800
Upland	78,285	3.589%	$12,849,950,347	3.761%	3.675%	$32,525	$5,236	$5,337	$8,000	$13,337	$18,573	45,322,169	1.838%	2.713%	$27,786	46,359
Victorville	138,202	6.335%	$14,345,329,960	4.199%	5.267%	$44,360	$7,505	$5,337	$8,000	$13,337	$20,842	68,906,666	2.794%	4.565%	$46,748	67,590
Yucaipa	53,810	2.467%	$6,386,522,866	1.869%	2.168%	$24,972	$3,089	$5,337	$8,000	$13,337	$16,426	21,095,411	0.855%	1.661%	$17,011	33,437
Yucca Valley	21,594	0.990%	$2,676,164,456	0.783%	0.887%	$18,088	$1,263	$5,337	$8,000	$13,337	$14,600	9,032,004	0.366%	0.678%	$6,944	21,544
County	295,763	13.558%	$51,403,449,130	15.045%	14.302%	$195,354	$20,379	$5,330	$8,000	$13,330	$33,709	1,202,778,000	48.774%	31.166%	$319,170	352,879
	2,181,433	**100.000%**	**$341,654,499,349**	**100.00%**	**100.00%**	**$991,873**	**$142,491**	**$133,418**	**$200,000**	**$333,418**	**$475,909**	**2,466,016,950**	**100%**	100.000%	**$1,024,091**	**1,500,000**

NOTES:

(1) Base sales tax (7.75%) and property tax amounts obtained from financial statements for FY 2023, except for Town of Apple Valley FY 2022, City of Adelanto FY 2022, City of Needles FY 2022, and Town of Yucca Valley FY 2022. Additional local tax is deducted for Barstow, Colton, Montclair, Ontario, Redlands, San Bernardino, Vict Yucca Valley.

(2) Original assessment based on 50% population and 50% assessed value. Amounts are adjusted every fiscal year.

(3) In FY2015/2016, the Board of Directors approved an additional $133,418 every fiscal year for Council of Government (COG) activities.

(4) In FY2021/2022, the Board of Directors approved additional monetary obligations for COG activities: $66,675 for FY22-23, $133,350 for FY23-24, $200,000 for FY24-25.

GANN Appropriations Limit

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIIIB of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the "proceeds of taxes."

In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year's limit adjusted for population changes and changes in the California per capita income.

SBCTA is subject to the requirements of Article XIIB. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. 25-071 on June 4, 2025, establishing appropriation for San Bernardino County Transportation Authority at $1,791,431,927.

The calculation for the Fiscal Year 2025/2026 appropriations limit is as follows:

Fiscal Year 2024/2025 Appropriations Limit		$1,675,670,948
Fiscal Year 2025/2026 adjustment:		
Change in California per capita personal income	=	6.44 %
Change in Population, San Bernardino County	=	0.44%
Per Capita Cost of Living converted to a ratio:		
$\frac{6.44 + 100}{100}$	=	1.0644
Population converted to a ratio:		
$\frac{0.44 + 100}{100}$	=	1.0044
Calculation of factor for Fiscal Year 2025/2026: 1.0644 x 1.0044 = 1.06908336		
$1,675,670,948 x 1.06908336 = $1,791,431,927		
Fiscal Year 2025/2026 Appropriations Limit		$1,791,431,927

Source: California per capita income - California Department of Finance
Population, San Bernardino County - California Department of Finance

Funds/Funding Sources
Fiscal Year 2025/2026

General Fund

General Funds

- Amtrak
- EV Charging Stations Fund
- Indirect Cost Allocation Fund
- Indirect Cost Fund
- Local Transportation Fund - Admin
- Local Transportation Fund - Planning
- Local Transportation Fund - Rail
- Local Transportation Fund-ART 3 Bicycle
- Modeling Fees
- MSI Administration
- Rail Assets
- State of Good Repair – SBCTA
- State Transit Assistance Fund - Rail

Special Revenue Funds

Federal Fund:

- Active Transportation Program - Federal
- Congestion Mitigation and Air Quality
- Environmental Protection Agency
- Federal One-Time Awards
- Highway Bridge Program
- Highway Infrastructure Program
- Project National and Regional Significance
- Surface Transportation Program

Federal Transit Administration Fund:

- Federal Transit Administration 5307
- Federal Transit Administration 5307-CMAQ
- Federal Transit Administration 5309
- Federal Transit Administration 5339 Bus and Bus Facilities Formula Program

State Fund:

- Planning, Programming, and Monitoring
- Regional Improvement Program
- State Highway Operations & Protection Program
- Transit and Intercity Rail Capital Program
- Transit and Intercity Rail Capital Program-SB125
- Zero Emission Transit Capital Program-SB125

Proposition 1B Fund:

- Public Utilities Commission

Senate Bill 1 Fund:

- Freeway Service Patrol (SAFE)-SB1
- Local Partnership Program-Formula-SB1
- Solutions for Congested Corridors Program-SB1
- Trade Corridor Enhancement Program

Local Transportation Fund:

- Local Transportation Fund-Pass-through

State Transit Assistance Fund:

- State Transit Assistance Fund-Pass-through
- State of Good Repair Fund-Pass-through

Debt Service Fund:

- Sales Tax Revenue Bonds 2022A Fund
- Sales Tax Revenue Bonds 2023A Fund

Measure I 1990-2010 Fund:

- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-TMEE

Measure I 2010-2040 Fund:

- MSI Cajon Pass Fund
- MSI Colorado River Fund-Local Street
- MSI Colorado River Fund- Major Local Hwy
- MSI Colorado River Fund-Senior and Disabled
- MSI Colorado River Fund-Traffic Management System
- MSI Morongo Basin Fund-Local Street
- MSI Morongo Basin Fund- Major Local Hwy
- MSI Morongo Basin Fund-Senior and Disabled
- MSI Morongo Basin Fund- Traffic Management System
- MSI Mountain Fund-Local Street
- MSI Mountain Fund- Major Local Highway
- MSI Mountain Fund-Senior and Disabled
- MSI Mountain Fund- Traffic Management System
- MSI North Desert Fund-Local Street
- MSI North Desert Fund-Major Local Hwy
- MSI North Desert Fund-Senior and Disabled
- MSI North Desert Fund- Traffic Management System
- MSI Valley Fund-Arterials
- MSI Valley Fund-Express Bus/Rapid Trans
- MSI Valley Fund-Freeway Projects
- MSI Valley Fund-Fwy Interchange
- MSI Valley Fund-Grade Separations
- MSI Valley Fund-Local Street
- MSI Valley Fund-Metrolink/Rail Service
- MSI Valley Fund-Senior and Disabled
- MSI Valley Fund-Traffic Management System
- MSI Victor Valley Fund-Local Street
- MSI Victor Valley Fund-Major Local Hwy
- MSI Victor Valley Fund-Senior and Disabled
- MSI Victor Valley Fund-Traffic Management System

Nonmajor Funds:

- Active Transportation Program - State
- Affordable Housing & Sustainable Communities Program
- Climate Adaptation Planning
- Council of Governments Fund
- Federal Railway Administration
- Freeway Service Patrol
- General Assessment Dues
- Greenhouse Gas Fund
- Low Carbon Transit Operations Program
- Property Assessed Clean Energy Fund
- SAFE Vehicle Registration Fees
- SCAQMD/Mobile Source Review Committee
- State One-time Awards

Capital Projects Funds

- Commercial Paper (Short-Term Borrowing)
- Local Projects Fund
- Valley Project Fund
- Victor Valley Project Fund

Enterprise Fund:

- I-10 Express Lanes Contract 1
- I-15 Express Lanes Contract 1

Task Listing
Fiscal Year 2025/2026

Task	Title	Mgr
General Government Program		
0100	Board of Directors	MR
0200	Executive Administration and Support	MR
0350	General Counsel	JT
0400	Financial Management	LL
0430	Risk Management	SK
0450	Management Services	CF
0470	Human Resources	CF
0501	Intergovernmental	SS
0503	Legislation	OG
0605	Public Affairs	OG
0805	Building Operation	CF
Environment and Energy Conservation		
0101	Environment	SS
Commuter and Motorist Assistance		
0406	Traveler Services & Intelligent Transportation Systems	SS
0702	Call Box System	SS
0704	Freeway Service Patrol/State	SS
Regional and Sub-Regional Planning Program		
0110	Regional Planning	SS
0203	Congestion Management	SS
0206	Data Program Management	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	SS
Council of Governments		
0511	Council of Governments	SS
Transit Program		
0309	Transit Operator Support	VL
0310	Transit Allocations/Pass-throughs	AZ
0312	General Transit	VL
0313	Transit Right of Way Management	VL
0314	Transit Operations	VL
0315	Transit	VL
0383	Vanpool Program	VL
Project Delivery Program		
0815	Measure I Program Management	KH
0820	Freeway Projects	KH
0821	Express Lanes Project Development	PC
0830	Interchange Projects	KH
0840	Grade Separation Projects	KH
0860	Arterial Projects	KH
0870	Active Transportation Projects	
Fund Administration Program		
0500	Fund Administration	AZ
0550	Allocations/Pass-throughs	AZ
Debt Service Program		
0967	2022A Sales Tax Revenue Bond	LL
0968	2023A Sales Tax Revenue Bond	LL
Express Lanes Operations Program		
0750	Express Lanes Operation	PC

Sub-Task Listing
Fiscal Year 2025/2026

Sub-Task	Title	Mgr
	Environment	
0102	Air Quality Activities	SS
	Regional Planning	
0114	Emergency Evacuation Network Resilience	SS
0115	Evacuation and Resilience Center Design Study	SS
	Subregional Planning	
0406	Sidewalk Inventory Project	SS
0406	Regional Conservation Investment Strategy	SS
0411	Colton City Hub	SS
0412	Fontana Complete Streets	SS
0413	Ontario Complete Streets	SS
0414	Rancho Cucamonga Complete Streets	SS
0415	Rialto Downtown Plan	SS
0416	Twentynine Palms Complete Streets	SS
0417	Upland Complete Streets	SS
0418	VMT Mitigation Bank	SS
0419	CTC Project Admin	SS
	Intergovernmental	
0222	SBCTA/SBCOG Engagement Framework	SS
1904	Small Business Vendor Fairs	SS
	Transit Operator Support	
0309	Transit Support	VL
0501	Federal Transit Act Programming	VL
	Transit Allocations/Pass-throughs	
0310	MSI S and D and Other Grants Pass-throughs	AZ
0506	LTF Apportionment	AZ
0507	STAF Apportionment	AZ
	General Transit	
0352	Regional Representation	VL
0353	Program Management	VL
	Transit Right of Way Management	
0105	EV Infrastructure Planning	VL
0360	Right of Way Property Management	VL
0361	Maintenance of Way	VL
0362	Plan Reviews	VL
	Transit Operations	
0320	Ride Share and Park & Ride	VL
0340	Multimodal Mobility	VL
0341	Sante Fe Depot Bus Stop Improvements	VL
0371	Arrow Service	VL
0377	Metrolink Operating and Maintenance Subsidy	VL
	Transit Capital	
0326	Gold Line Extension to Montclair	VL
0328	Lilac to Rancho Double Track	VL
0334	West Valley Connector	VL
0336	DMU to ZEMU Vehicle	VL
0337	Tunnel to ONT	VL
0338	SCORE Rancho Cucamonga Siding ROW Support	VL
0339	Brightline-High Desert Stations Project	VL
0379	Metrolink Capital Subsidy	VL
0380	Metrolink Station Improvement Capital Projects	VL

Sub-Task	Title	Mgr
	Risk Management	
0427	Claims Management	SK
0429	Insurance Management	SK
0430	Safety	SK
	Freeway Patrol Service/State	
0170	Restrictive	SS
0171	Unrestrictive	SS
	Fund Administration	
0373	Federal/State Fund Administration	AZ
0502	TDA Administration	AZ
0517	MSI Administration	AZ
0609	Strategic Planning/Delivery Planning	AZ
	Council of Governments	
0224	SRP Project Admin	SS
0225	Subregional Partnership Program	SS
0226	HIPP Pilot Program	SS
0231	NOFA SBCTA	SS
1901	Street Vendor Toolkit	SS
1902	Speaker Series	SS
1903	Forum	SS
1905	Homelessness Strategic Plan	SS
1906	Regional Small Business Certification	SS
1904	Small Business Vendor Fairs	SS
1905	Homelessness Strategic Plan	SS
1906	Regional Small Business Certification	SS
7101	Public-Tech/Strategic Energy Plan Prg(Admin)	SS
7102	Public-Tech/Strategic Energy PlanPrg(Direct)	SS
7103	Public-Tech/Strgic Enrgy PlanPrg(Market)	SS
7111	Pub Sec-Norm Meter Energy Consump(Admin)	SS
7112	Pub Sec-Norm Meter Energy Consump(Direct)	SS
7113	Pub Sec-Norm Meter Energy Consump(Market)	SS
7201	Workforce Ed/Train -Train/Ed Prg(Admin)	SS
7202	Workforce Ed/Train-Train/Ed Prg(Direct)	SS
7203	Workforce Ed/Train-Train/Ed Prg(Market)	SS
7211	Workforce Ed/Train-WF Develop Prg(Admin)	SS
7212	Workforce Ed/Train-WFDevPrg(Direct)	SS
7213	Workforce Ed/Train-WFDevelop Prg(Market)	SS
7301	Code/Stand-Train/Education Program (Admin)	SS
7302	Code/Stand-Train/Education Prg(Direct)	SS
7303	Code/Stand-Train/Education Prg(Market)	SS
7311	Code/Stand-Train/Education Prog(Admin)	SS
7312	Code/Stand-Tech Support Prg(Direct)	SS
7313	Code/Stand-Tech Support Prog(Market)	SS
	Allocations/Pass-throughs	
0515	MSI Valley Apportionment and Allocation	AZ
0516	MSI Mt/Desert Apportionment and Allocation	AZ
0918	Measure I Local Pass-through	AZ
	Express Lanes Operations	
0831	I-15 Corridor Express Lanes Improvements Contract 1	PC

Sub-Task Listing
Fiscal Year 2025/2026

Sub-Task	Title	Mgr
	Freeway Projects	
0801	Hydrogen Truck Fueling Station City of Victorville	KH
0802	Zero-Emission Truck Charging Station Expansion	KH
0821	I-10 Corridor Contract 2A	KH
0823	I-10 Corridor Contract 1	KH
0831	I-15 Corridor Express Lanes Improvements Contract 1	KH
0838	I-215 Construction	KH
0839	I-215 Bi-County HOV Gap Closure Project	KH
0840	I-215 Barton Road Interchange	KH
0844	US-395 Phase 2 Widening Project	KH
0854	I-10 EB Truck Climb/Live Oak/County	KH
0857	I-15 Cajon Pass Project	KH
0859	ST-18 Median Widening and Re-Profiling	KH
0873	Hydrogen Truck Fueling Station City of Colton	KH
0887	SR-210 Lane Addition	KH
	Express Lanes Project Development	
0821	I-10 Corridor Contract 2	PC
0831	I-15 Corridor Contract 1	PC
	Interchange Projects	
0803	SR-210 Baseline Road Interchange	KH
0808	I-10 Wildwood Interchange	KH
0814	SR-10 Waterman Avenue	KH
0842	I-10 Tippecanoe Avenue	KH
0853	I-215 University Pkwy/State St. Interchange	KH
0893	SR-60 Central Avenue Interchange	KH
0894	SR-60 Archibald Avenue Interchange	KH
0895	I-10/Alabama Street Interchange	KH
0897	I-10 Cedar Avenue Interchange	KH
0898	I-10 Mount Vernon Avenue Interchange	KH
	Grade Separation Projects	
0868	Monte Vista Grade Separation	KH
	Arterial Projects	
0701	Valley Signal Coordination	KH
0810	Metrolink ATP - Phase 2	KH
0811	N.1st Ave Bridge Over-BNSF	KH
0813	N.1st Ave Bridge Over-Mojave River-Overflow	KH
0827	Mount Vernon Avenue Viaduct	KH
0860	SR-62 Sage Ave to Airway Ave Town of Yucca Val	KH
	Active Transportation Projects	
8001	Highland/Redlands Gap Connector	KH

Sub-Task	Title	Mgr
	Administrative	
0920	Financial Management	ADM
0921	Management Services	ADM
0922	Intergovernmental Relations	ADM
0923	Legislation	ADM
0924	Public Affairs	ADM
0925	Building Operation	ADM
0926	Environment and Energy Conservation	ADM
0927	Vanpool Program	ADM
0928	Traveler Services	ADM
0929	Call Box System	ADM
0930	Freeway Patrol Service/State	ADM
0931	Planning	ADM
0932	Mt./Desert Planning and Project Development	ADM
0933	General Transit	ADM
0934	Transit Capital	ADM
0935	General Commuter Rail	ADM
0936	Project Delivery	ADM
0937	Fund Administration	ADM
0938	Executive Administration and Support	ADM
0939	General Counsel	ADM
0940	Board Meeting	ADM
0941	GPC Meeting	ADM
0942	Transit Meeting	ADM
0943	MVSS Meeting	ADM
0944	1-10/I-15 Sub Committee	ADM
0945	Mtn./Desert	ADM
0946	Public Records Request	ADM
0947	Intergovernmental – CTA	ADM
0949	Risk Management	ADM
0950	Loan Admin Fee (Revenue Only)	ADM
0951	Transit Right of Way	ADM
0952	Operations (Rideshare)	ADM
0953	Transit Operators Support	ADM
0954	Air Quality Activities	ADM
0955	Continuity Planning	ADM
0956	Legislative Policy Committee	ADM
0957	Records Retention	ADM
0958	Enterprise Resource Planning	ADM
0959	Procurement	ADM
0960	Council of Governments	ADM
0961	MSI Extention	ADM
0980	Property Rental Fees	ADM
0981	Station Host Services	ADM
0982	Metrolink Corporate Partner Program	ADM

Object Category List
Fiscal Year 2025-2026

Capital Outlay
Land
Land Easements and Improvements
Buildings and Structures
Improvements Other than Building and Structures
Electric Vehicle Charging Stations
Motor Vehicles
Office Furniture and Equipment
Office Equipment/Software-Inventorial
Computer Hardware and Software

Debt Service
Bond Principal
Bond Interest
Lease Principal
Lease Interest
Fiscal Agent Fees
Amortized Debt Discount
Amortized Debt Premium
Amortized Issuance Expense
Advance Refunding Escrow
Arbitrage Rebate

Express Lanes Operations
CHP Patrol Services
Construction Support
Consulting Services
Dues/Memberships
Express Lane Surface Maintenance
Financing Fee (TIFIA Annual) - Debt Fee
Freeway Service Patrol
Insurance Premiums - Gen Liab
Interest Expense on TIFIA Loan
Legal
Marketing/Advertising
O&M - CHP - FSP Oversight
Office Supplies
Operating Transfer to General Fund
Operating Transfer to MSI Fund
Postage/Mailing
Printing
Professional Services
Rent
TCA - Processing Costs - ETC
Training/Registration
Travel - Employee
Travel - Mileage Employee
Utilities

Other Services and Charges
Advertising
Automotive Insurance
Bank Charges
Communications
Contributions/Subsidies
Crime Insurance
Cyber Liability Insurance
Dues/Memberships
Employee Commuter Subsidy
General Liability Insurance
Motor Vehicles
Other Service Charges
Postage
Printing - External
Printing - Internal
Property Insurance
Public Information Activities
Record/Equipment Storage
Training/Registration
Travel Expense - Employee
Travel Expense - Non-Employee
Travel Expense-Mileage-Employee
Travel Expense-Mileage-Non-Employee
Travel Expense-Other-Metrolink Tickets
Umbrella Liability Insurance

Pass-throughs and Allocations
Pass-through Payments
Major Street Payments
Major Local Highway Payments

Professional and Technical Services
Attendance Fees
Auditing and Accounting
Claims
Consulting Services
County Fees
Grant Writing
Information Technology Services
Investment Management Fees
Legal Fees
Professional Services
Program Management Fees
Program Management Fees OFS
Project Controls (Planning-COG)
Security

Object Category List (continued)

Property Services
Construction Capital
Construction Support
Maintenance-Buildings
Maintenance-Call Boxes
Maintenance-Motor Vehicles
Maintenance-Office Equipment
Rail Maintenance of Way
Rental Office Equipment
Right of Way Capital
Utilities
Utilities Capital
Utility Relocation Costs

Salaries and Benefits
Administrative Leave
Administrative Leave-Cash Out
Auto Allowance
Blood Donation
Cellular Allowance SANBAG
Deferred Compensation
Deferred Compensation-Part-time
Election Voting
Flex Spending Account
Fringe Allocation-General
Group Benefit
Group Flex Benefits
Group Life Insurance
Group LTD Insurance
Group STD Insurance
Group Vision Insurance
Holiday Pay
Internet Stipend
Jury Duty
Longevity/Retention Pay 2%
Medicare Contribution
Military Leave Pay
Overtime
Regular Full-Time Employees
Regular Part-Time Employees
Retirement Cash-Excess
Retirement Contribution-Employee
Retirement Contribution-Employer
Retirement Medical-Employer
Sick Leave Pay
Survivor Benefits Retire-Employer
Tuition Reimbursement
Unemployment Compensation
Vacation Leave Pay
Vacation Leave Pay- Cash Out
Workers' Compensation

Supplies
Office Expense
Meeting Expense

Acronym List

AB	Assembly Bill
ACFR	Annual Comprehensive Financial Report
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AEA	Advance Expenditure Agreement
AFFA	Affirmatively Furthering Fair Housing
AFFH	Affirmatively Furthering Fair Housing
AHSCP	Affordable Housing & Sustainable Communities Program
AMF	Arrow Maintenance Facility
AQMP	Air Quality Management Plan
ARP	American Rescue Plan
ATP	Active Transportation Program
B2B	Business to Business
BBF	Bus and Bus Facilities
BNSF	Burlington Northern Santa Fe Railroad
BUC	Building Upgrade Concierge
BRT	Bus Rapid Transit
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Adaptation Planning
CARB	California Air Resources Board
CCR	California Code of Regulations
CCMTAC	City/County Manager's Technical Advisory Committee
CDFW	California Department of Fish and Wildlife
CDTFA	California Department of Tax and Fee Administration
CEQA	California Environmental Quality Act
CFAC	California Freight Advisory Committee
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIG	Capital Investment Grants
CIP	Construction in Progress
CMAQ	Congestion Mitigation and Air Quality
CMCP	Comprehensive Multimodal Corridor Plan
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
COLA	Cost of Living Adjustment
COOP	Continuity of Business Operations Planning
COVID-19	Coronavirus Disease
CP	Control Point
CPA	Certified Public Accountant
CPI	Consumer Price Index
CPNA	Capital Project Needs Analyses
CPRG	Climate Pollution Reduction Grant
CPUC	California Public Utilities Commission
CRP	Carbon Reduction Program
CTC	California Transportation Commission
CTOC	California Toll Operators Committee
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTTA	California Tow Truck Association
CVAG	Coachella Valley Association of Governments

Acronym List (*Continued*)

DAO	Data and Analytics Office
Depot	Santa Fe Depot
DDI	Diverging Diamond Interchange
DIF	Development Impact Fee
DMAR	Development Mitigation Annual Report
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
EEP	Establish Existing Planting
EPA	Environmental Protection Agency
ERP	Enterprise Resource Planning
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principles
GAGAS	Generally Accepted Government Auditing Standards
GFOA	Government Finance Officers Association
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HBP	Highway Bridge Program
HERO	Home Energy Retrofit Opportunity
HCD	California Department of Housing and Community Development
HIP	Highway Infrastructure Program
HIPP	Housing Infill on Public and Private Lands
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HRIS	Human Resources Information System
HVAC	Heating, Ventilation, & Air Conditioning
I-REN	Inland Regional Energy Network
IE511	Inland Empire 511
IETMC	Inland Empire Transportation Management Center
IFB	Invitation for Bid
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IT	Information Technology
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LA SAFE	Los Angeles County Service Authority for Freeway Emergencies
LCTOP	Low Carbon Transit Operations Program
LNG	Liquefied Natural Gas
LPP	Local Partnership Program
LRMTP	Long Range Multimodal Transportation Plan
LTF	Local Transportation Fund
MAAC	Member Agency Advisory Committee
MDAQMD	Mojave Desert Air Quality Management District

Acronym List (*Continued*)

MLH	Major Local Highway
MOU	Memorandum of Understanding
MSI	Measure I
MSRC	Mobile Source Air Pollution Reduction Review Committee
MU	Multiple Unit
NEPA	National Environment Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NIMS	National Incident Management System
NHS	National Highway System
NOFA	Notice of Funding Avaliability
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
OPR	Office of Planning and Research
PACE	Property Assessed Clean Energy
PA/ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordination Council
PCS	Project Control System
PDTF	Planning and Development Technical Forum
PD/TMS	Project Development/Traffic Management Systems
PEP	Population Estimates Program
PII	Personally Identifiable Information
PNRS	Project National and Regional Significance
PPM	Planning, Programming, and Monitoring
PS&E	Plans, Specifications & Estimates
PTA	Public Transportation Account
PTC	Positive Train Control
QA/QC	Quality Assurance/Quality Control
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCIS	Regional Conservation Investment Strategy
RCTC	Riverside County Transportation Commission
REAP	Regional Early Action Planning
REN	Regional Energy Network
RFP	Request for Proposals
RFQ	Request for Qualifications
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right-of-Way
RPRP	Redlands Passenger Rail Project
RSTAC	Rail Station Technical Advisory Committee
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFE	Service Authority for Freeway Emergencies
SB	San Bernardino
SB (with number)	Senate Bill
SBCOG	San Bernardino Council of Governments
SBL	San Bernardino Line
SBTAM	San Bernardino County Transportation Analysis Model
SBTAM+	San Bernardino Transportation Analysis Model Plus
SBTC	San Bernardino Transit Center
SBCTA	San Bernardino County Transportation Authority

Acronym List (*Continued*)

SBRHT	San Bernardino Regional Housing Trust
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCG	Sustainable Communities Grants
SCO	State Controller's Office
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCMP	Smart County Master Plan
SGR	State of Good Repair Program
SHOPP	State Highway Operation and Protection Program
SoCal 511	Southern California 511
SR	State Route
SRTP	Short Range Transit Plan
SRTS	Safe Routes to School
STA	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
SUV	Sports Utility Vehicle
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TCA	Transportation Corridor Agencies
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund
TDA	Transportation Development Act
TIA	Traffic Impact Analysis
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIRCP	Transit and Intercity Rail Capital Program
TLSP	Traffic Light Synchronization Program
TSP	Toll Service Provider
TTAC	Transportation Technical Advisory Committee
TTY	Tele (text) Type
UPRR	Union Pacific Railroad
USDOT	US Department of Transportation
VCTC	Ventura County Transportation Commission
VMT	Vehicle Miles Traveled
VVTA	Victor Valley Transit Authority
WET	Workforce Education and Training
WRCOG	Western Riverside Council of Governments
WVC	West Valley Connector
ZETCP	Zero-Emission Transit Capital Program
ZEMU	Zero-Emission Multiple Unit Vehicle
ZETI	Zero-Emission Truck Infrastructure
ZEV	Zero-Emission Vehicle

Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis
Method of accounting that recognizes the financial effect of transactions, events, and inter-fund activities when they occur, regardless of the timing of related cash flows. On an accrual basis, revenues are recorded when earned and expenses are recorded when incurred.

Amortization
To systematically reduce a balance over time of a loan or an intangible asset over a set period of time.

Annual Budget
A budget that is applicable to a single Fiscal Year. ***Refer to Budget.***

Arbitrages
Is the term used to define the profits gained by investing proceeds derived from low-interest-rate debt into higher-yielding investments or securities.

Audit
A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. ***Refer to Financial Audit.***

Balanced Budget
A budget where estimated revenues and fund balance equal appropriations.

Basis of Accounting
A term used to refer to when revenues, expenditures, expenses, and transfers and the related assets and liabilities are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond
Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget
A plan of financial operation embodying an estimate of a proposed expenditure for a given period and the proposed means of financing that expenditure. Used without any modifier, the term usually indicates a financial plan for a single Fiscal Year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. ***Refer to Annual Budget.***

Budgetary Control
The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document
The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Capital Expenditure
Expenditures incurred construct, purchase, or improve, capital assets that have a useful life of more than two years. This includes outlays for major projects as detailed in the Program Expenditure Detail Section for Transit and Project Delivery when SBCTA may or may not own or operate the finished project.

Capital Projects Fund
A governmental fund that accounts for local reimbursements and contributions, commercial paper, and sales tax revenue bond proceeds for transportation and transit improvement projects.

Commercial Paper
A short-term debt security generally sold at a discount and redeem at full value. The gain is considered interest payment. Most commercial paper matures within 270 days.

Debt
An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Discount
When a bond is sold for less than its face amount, it is said to have been sold at a discount. The discount is the difference between the amounts received.

Debt Service Fund
A fund that accounts for the accumulation of resources that are restricted, committed, or assigned for the payment of principal and interest on the sales tax revenue bonds.

Debt Coverage Ratios
Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Debt Premium
When a bond is sold for more than its face amount, it is said to have been sold at a premium. The premium is the difference between the amounts received.

Encumbrance
Commitments related to unperformed contracts for goods and services.

Enterprise Fund
Proprietary fund that provides goods and services to the public for a fee that makes the entity self-supporting.

Expenditures
Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor
In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit
Audits designed to provide independent assurance of the fair presentation of financial information.

Fiscal Year
A twelve month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund
A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance
The difference between assets and liabilities reported in a governmental fund.

General Fund
It is the primary fund of the organization and is used to record all resource inflows and outflows that are not associated with special-purpose funds. Activities being paid for through the General Fund constitute the core administrative and operational tasks of the organization.

Generally Accepted Accounting Principles (GAAP)
Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)
Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)
Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the "Yellow Book."

Independent Auditor
Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Joint Powers Authority
Any organization formed by two or more public entities that have agreed in a contract or agreement to jointly exercise any power common to them.

Joint Venture
A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain 1) an ongoing financial interest or 2) an ongoing financial responsibility.

Loan Receivable
An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Measure I Sales Tax
A one-half of one cent transaction and use tax applicable in the incorporated and unincorporated territory of San Bernardino County for a period of thirty (30) years, commencing in April 2010, for local transportation purposes and the Transportation Expenditure Plan.

Modified Accrual Basis
Basis of accounting used in conjunction with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due. Furthermore, revenues are considered to be available when they are collected within the current period or soon thereafter to pay liabilities of the current period.

Operating Transfers
All inter-fund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended).

Other Financing Sources
An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses
A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect
Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal
In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program
Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget
A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order
A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance
Portion of a governmental fund's net assets that is not available for appropriation.

Special Revenue Fund
Fund that is used to account for specific revenue sources that are restricted, committed, or assigned to expenditures for particular purposes.

Trustee
A fiduciary holding property on behalf of another.