

AGENDA
Board of Directors Meeting
January 4, 2023

*******Start Time: 10:00 a.m. (CLOSED SESSION)*******
1170 W. 3rd Street, San Bernardino, CA 92410, 2nd Fl. (The Super Chief)

****Convene Regular Meeting immediately following Closed Session****

LOCATION
San Bernardino County Transportation Authority
Santa Fe Depot – First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Vice-President

Dawn Rowe, Supervisor
County of San Bernardino

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Paul Courtney, Mayor
City of Barstow

Rick Herrick, Mayor
City of Big Bear Lake

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Council Member
City of Chino Hills

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Sylvia Robles, Council Member
City of Grand Terrace

Rebekah Swanson, Council Member
City of Hesperia

Larry McCallon, Mayor
City of Highland

Rhodes "Dusty" Rigsby, Council Member
City of Loma Linda

John Dutrey, Mayor
City of Montclair

Vacant
City of Needles

Alan Wapner, Mayor Pro Tem
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Paul Barich, Mayor
City of Redlands

Deborah Robertson, Mayor
City of Rialto

Helen Tran, Mayor
City of San Bernardino

Joel Klink, Council Member
City of Twentynine Palms

Carlos A. Garcia, Council Member
City of Upland

Debra Jones, Mayor
City of Victorville

Vacant
City of Yucaipa

Rick Denison, Mayor Pro Tem
Town of Yucca Valley

Paul Cook, Supervisor
County of San Bernardino

Jesse Armendarez, Supervisor
County of San Bernardino

Curt Hagman, Supervisor
County of San Bernardino

Joe Baca, Jr., Supervisor
County of San Bernardino

Rebecca Guirado, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Julianna Tillquist, *General Counsel*

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

**Board of Directors
January 4, 2023**

*****10:00 a.m. (CLOSED SESSION)***
1170 W. 3rd St., 2nd Fl. (The Super Chief)
San Bernardino, CA**

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

(Threatened) Pursuant to Government Code Section 54956.9(d)(2)--1 case

SBCTA--Claim filed by The Lane-Security Paving Joint Venture

Based on existing facts and circumstances there is a significant exposure to litigation.

****Convene Regular Meeting immediately following Closed Session****

1170 W. 3rd Street, 1st Floor Lobby Board Room, San Bernardino

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional <i>“Meeting Procedures”</i> and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Art Bishop)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
 Calendar of Event
- iv. Agenda Notices/Modifications

Pg. 18

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Pg. 19

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared for review by Board of Directors and Committee Members.

CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. These items have been discussed at Policy Committee meetings and made available for public review as noted in the agenda. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

Consent - Administrative Matters

- 2. November 2022 Procurement Report** Pg.31

Receive the November 2022 Procurement Report.
Presenter: Beatriz Valdez

This item was received by the General Policy Committee on December 14, 2022.
- 3. Revisions to Policies No. 11000, 20000, and 34509** Pg. 47

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

 - A. Approve modifications to Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, as indicated in this report.
 - B. Approve revisions to Financial Policy No. 20000 to modify Section VII, Revenue Policies, to remove the Executive Director authority to approve and execute funding/revenue agreements or amendments as this is now incorporated into Policy 11000, minor changes to Section VI budget adjustments, and Section X, to update recording of donated assets at acquisition value.
 - C. Approve minor revisions to Policy No. 34509 to be consistent with classification changes created in January 2021 reorganization and to remove the Executive Director’s authority to approve amendments to cooperative agreements and memorandum of understanding as this is now incorporated into Policy 11000.

Presenter: Beatriz Valdez

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022. SBCTA General Counsel and Procurement Manager have reviewed this item and the proposed policy revisions.
- 4. Budget to Actual Report for first Quarter Ending September 30, 2022** Pg. 98

Receive and file Budget to Actual Report for the first quarter ending September 30, 2022.
Presenter: Lisa Lazzar

This item was received by the General Policy Committee on December 14, 2022.
- 5. Fiscal Year 2023/2024 Budget Schedule** Pg. 108

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

Approve the Fiscal Year 2023/2024 Budget Schedule.
Presenter: Lisa Lazzar

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

6. Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date Pg. 110

That the Board, acting as the San Bernardino County Transportation Authority:

Approve Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP to exercise the second option year, extending the termination date to April 30, 2024, and increase the contract amount by \$138,000, for a revised not-to-exceed amount of \$980,083.

Presenter: Lisa Lazzar

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

7. Reassignment of the Deputy Director of Planning to Senior Management Group Pg. 117

That the Board, acting as the San Bernardino County Transportation Authority:

Approve reassignment of the Deputy Director of Planning from the Administrative/Professional Staff group to Senior Management group.

Presenter: Colleen Franco

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

8. Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report Pg. 120

Receive the Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report.

Presenter: Raymond Wolfe

This item was received by the General Policy Committee on December 14, 2022.

Consent - Project Delivery

9. I-215 Segment 5 Landscape Project California Department of Transportation Design Cooperative Agreements Pg. 131

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Amendment No. 1 to Cooperative Agreement No. 00-1000602, with the California Department of Transportation (Caltrans) to remove Interstate 215 (I-215) Segment 5 Landscape Project from the agreement and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

B. Approve Cooperative Agreement No. 23-1002873, with Caltrans to define roles and responsibilities for the I-215 Segment 5 Landscape Project, identify SBCTA as the lead agency for the Plans, Specifications and Estimates (PS&E) for the project and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

Presenter: Juan Lizarde

This item was reviewed and recommended for approval (13-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item, the draft amendment and the draft agreement.

10. Active Transportation Program Cycle 6 Award List and Twenty Points Allocation

Pg. 160

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Adopt the Metropolitan Planning Organization (MPO) portion of the State Active Transportation Program (ATP) Cycle 6 project award list (Attachment A), specifically for:

- City of Upland – City of Upland Mobility Master Plan
- County of San Bernardino – San Bernardino Valley Safe Routes to School Plan (21 schools)
- City of Montclair – Montclair Safe Routes to School Implementation Project
- **County of San Bernardino – Bloomington Area Schools Pedestrian Safety Improvements**
- Town of Apple Valley – Powhatan Road Complete Streets, Apple Valley
- City of Twentynine Palms – Sullivan Road/Hatch Road Side Path/Bicycle Lanes
- City of Rialto – Rialto Pacific Electric Trail Extension
- City of Yucaipa – 15th Street (Avenue D to Yucaipa Blvd)
- City of Adelanto – Adelanto Safe Routes to School
- City of Needles – City of Needles Schools and Seniors Sidewalk Project
- City of Barstow – Pedestrian, Bicyclist, and Safety Improvements (Partial)
- City of Fontana – Foothill Boulevard Active Transportation Improvement (Partial)

B. Adopt an additional 20 points allocation in the grant evaluation process to all projects in the MPO portion of the ATP as they have been determined to be consistent with regional plans, which is consistent with the methodology adopted by the SBCTA Board of Directors for ATP Cycles 1 through 5.

Presenter: Ginger Koblasz

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

11. Right-of-Way Property Updates

Pg. 164

Receive and file the updated list of Right-of-Way property acquisitions for Project Delivery Department projects, which includes changes to the Board of Directors’ authorized property lists and provides the current listing of San Bernardino County Transportation Authority Project Delivery Eminent Domain actions.

Presenter: Tracy Escobedo

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022.

12. Interstate 10 Corridor Contract 1 Project - Landscape Design Contract Request for Proposals

Pg. 183

That the Board, acting as the San Bernardino County Transportation Authority:

Approve the release of Request for Proposals No. 23-1002903 for Landscape Design Services for the Interstate 10 Corridor Contract 1 Project.

Presenter: Sal Chavez

This item was reviewed and recommended for approval (13-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft RFP.

13. Interstate 10 Slover Mountain California Department of Transportation Cooperative Agreement and Union Pacific Railroad Preliminary Engineering Agreement Pg. 199

That the Board, acting as the San Bernardino County Transportation Authority:

A. Approve Cooperative Agreement No. 23-1002892 with the California Department of Transportation (Caltrans), to define the roles and responsibilities for the Plans, Specifications and Estimates (PS&E) for the Interstate 10 (I-10) Slover Mountain Underpass Project, including \$290,000 for Caltrans' Quality Management of PS&E activities, and authorize the Executive Director, or his designee, to execute Cooperative Agreement No. 23-1002892 with Caltrans upon approval as to form by SBCTA General Counsel.

B. Approve Preliminary Engineering Agreement No. 23-1002888 with Union Pacific Railroad (UPRR) for the I-10 Slover Mountain Underpass Project and Kaiser Spur Overhead, which is related to the I-10 Corridor Contract 2 Project, in the amount of \$450,000, and authorize the Executive Director, or his designee, to execute Preliminary Engineering Agreement No. 23-1002888 with UPRR upon approval as to form by SBCTA General Counsel.

Presenter: Sal Chavez

This item was reviewed and recommended for approval (12-0-1; Abstain: Hagman) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel and Risk Manager have reviewed this item and the draft agreements.

Consent - Regional/Subregional Planning

14. Transportation Development Act Article 3 Extension Request - Rialto Fiscal Year 2017/2018 Cedar Railroad Crossing Improvement Pg. 230

That the Board, acting as the San Bernardino County Transportation Authority:

Approve the City of Rialto's extension request from December 31, 2022 to December 31, 2023 for their Fiscal Year 2017/2018 Cedar Avenue Railroad Crossing Pedestrian Improvements Project Transportation Development Act Article 3 award.

Presenter: Ginger Koblasz

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

15. 2024 Regional Transportation Plan/Sustainable Communities Strategy Project List Update Pg. 234

Receive information on the 2024 Regional Transportation Plan/Sustainable Communities Strategy project list.

Presenter: Ginger Koblasz

This item was received by the General Policy Committee on December 14, 2022.

16. San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Final Report Pg. 239

Receive information relating to the completion of the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Project.

Presenter: Tricia Vivian

This item was received by the General Policy Committee on December 14, 2022.

17. State Route 71 Corridor - Project Updates

Pg. 245

Receive an update on the roadway improvement efforts along the State Route 71 corridor.

Presenter: Josh Lee

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022.

Consent - Transit

18. Transit and Rail On-Call Right-of-Way Services Contract Amendments

Pg. 250

That the Board, acting as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 2 to Contract No. 18-1001924 with Epic Land Solutions, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs increasing the contract amount in accordance with Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

B. Approve Amendment No. 2 to Contract No. 19-1002007 with Bender Rosenthal, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 11, 2023 to June 30, 2026, with two one-year options.

C. Approve Amendment No. 2 to Contract No. 19-1002008 with Overland, Pacific & Cutler, LLC for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

D. Approve Amendment No. 2 to Contract No. 19-1002009 with Paragon Partners Consultants, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

E. Approve a total not-to-exceed amount of \$2,000,000.00 for Epic Land Solutions, Inc. (No. 18-1001924), Bender Rosenthal, Inc. (No. 19-1002007), Overland, Pacific & Cutler, LLC (No. 19-1002008), and Paragon Partners Consultants, Inc. (No. 19-1002009), increasing the total Contract authority to be shared among these contracts from \$5,500,000 to \$7,500,000.

Presenter: Joy Buenaflor

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft contract amendments.

19. Allocate Funding for Free Fare Activities for Fiscal Year 2022/2023

Pg. 264

That the Board, acting as the San Bernardino County Transportation Authority:

Allocate funding for countywide free fare activities for Fiscal Year 2022/2023 in an amount not-to-exceed \$200,000 to be funded with \$150,000 in Local Transportation Funds in the Valley and \$50,000 in State Transit Assistance Funds in the Mountain/Desert areas.

Presenter: Nancy Strickert

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022.

20. Approval of Agreement No. 23-1002928 and No. 23-1002929 for Metrolink's Corporate Partner Program Pg. 267

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Agreement No. 23-1002928 with Southern California Regional Rail Authority (Metrolink) for SBCTA's participation in the Metrolink Corporate Partner Program;

B. Approve Agreement No. 23-1002929 with Metrolink for SBCTA's IE Commuter rideshare program participation in the Metrolink Corporate Partner Program; and

C. Approve an amendment to the Fiscal Year 2022/2023 budget to increase Task No. 0314 – Transit Operations in the amount of \$200,000 with Low Carbon Transit Operations Program funds to support SBCTA's IE Commuter rideshare program.

Presenter: Nicole Soto

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel and Risk Manager have reviewed this item and the draft agreements.

21. Release of Request for Proposals No. 23-1002920 for On-Call Railroad Property Maintenance of Way Services Pg. 276

That the Board, acting as the San Bernardino County Transportation Authority:

Authorize the Executive Director, or his designee, to release Request for Proposals No. 23-1002920 for Railroad Property Maintenance of Way Services, upon finalization of the scope of services subject to approval as to form by General Counsel.

Presenter: Ryan Aschenbrenner

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel and Procurement Manager have reviewed this item.

22. Release Invitation for Bids 23-1002922 for the Arrow Maintenance Facility Hydrogen Fuel Upgrade: Facility Retrofit and ZEMU Project Update Pg. 277

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize the Executive Director, or his designee, to release Invitation for Bids No. 23-1002922 for construction of the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project: Facility Retrofit, upon approval of the Plans, Specifications, and Estimates by the City of San Bernardino and County of San Bernardino Fire District, and subject to final approval as to form by General Counsel.

B. Approve increasing the Zero Emission Multiple Unit Project budget by \$15.722 million, bringing the total project budget to \$53.214 million, and update the funding plan approved by the 2021 Update to the 10-Year Delivery Plan as shown under Table 1.

C. Authorize staff to submit an application for additional Transit and Intercity Rail Capital Program (TIRCP) funds, and authorize the Executive Director, or his designee, to execute a funding agreement should SBCTA be successful in securing the TIRCP funds.

Presenter: Joy Buenaflor

This item has been reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item.

Consent - Council of Governments

- 23. Report on Regional Equity Study** Pg. 280

Receive a report on the results of the Regional Equity Study for San Bernardino County.

Presenter: Monique Reza-Arellano

This item was received by the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022 and the Mountain/Desert Policy Committee on December 16, 2022.

Consent - Transportation Programming and Fund Administration

- 24. Summary Report of the Measure I Five-Year Capital Improvement Plans of Member Agencies** Pg. 405

That the Board, acting as the San Bernardino County Transportation Authority:

Accept the Summary Report of the Measure I Five-Year Capital Improvement Plans for Local Pass-Through Funds for Member Agencies for Fiscal Year (FY) 2022/2023 through FY 2026/2027.

Presenter: Marc Lucius

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

- 25. Corrective Action for Federal Formula Funds** Pg. 477

Receive information on the Corrective Action required by Southern California Association of Governments regarding Federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds.

Presenter: Andrea Zureick

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022, and the Mountain/Desert Policy Committee on December 16, 2022.

Consent - Legislative/Public Outreach

- 26. State Legislative Update** Pg. 481

Receive and file the December 2022 State Legislative Update.

Presenter: Otis Greer

This item was received by the Legislative Policy Committee on December 14, 2022.

- 27. Federal Legislative Update** Pg. 483

Receive and file the December 2022 Federal Legislative Update.

Presenter: Otis Greer

This item was received by the Legislative Policy Committee on December 14, 2022.

- 28. 2023-2024 Legislative Platforms** Pg. 485

That the Board, acting as the San Bernardino County Transportation Authority:

Adopt the 2023-2024 State and Federal Legislative Platforms.

Presenter: Otis Greer

This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on December 14, 2022.

Consent Calendar Items Pulled for Discussion

Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.

DISCUSSION ITEMS

Discussion - Project Delivery

29. Interstate 10 Corridor Contract 1 - Contract Amendments and Funding Updates

Pg. 496

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Amendment No. 4 to Contract No. 16-1001530 with HNTB, Inc. for Project and Construction Management (PCM) services for the Interstate 10 Corridor Contract 1 Project (Project) in the amount of \$8,721,019.78, for a new not-to-exceed contract amount of \$74,020,890.78, thus increasing the total PCM budget by \$11,012,063 to \$76,311,934, and extend the contract term through December 31, 2024, and authorize the Executive Director, or his designee, to approve and execute the amendment contingent upon approval as to form by SBCTA General Counsel and upon receipt of valid insurance certificates and after California Department of Transportation (Caltrans) approval of Exhibit 10-C Consultant Contract Reviewer Checklist.

B. Approve additional contingency for Contract No. 16-1001530, in the amount of \$3,000,000, for a total remaining contingency of \$3,000,129, and authorize the Executive Director, or his designee, to release the contingency as required for the completion of the project up to the authorized contingency amount.

C. Allocate \$14,012,063 in federal formula Surface Transportation Block Grant Program (STP) funds to fund the cost increases identified in Recommendations A and B.

D. Approve Amendment No. 4 to Cooperative Agreement No. 17-1001736 with Caltrans for the Design-Build and Right-of-Way (ROW) phases, increasing the funding by \$14,012,063 using STP funds, for PCM construction support services and added contingency, for a total of \$129,055,718 in STP funds; and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

Presenter: Chad Costello

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Risk Manager have reviewed this item and the draft amendments.

30. Interstate 10 / Mount Vernon Avenue Interchange Improvement Project City of Colton Cooperative Agreement Amendment and Caltrans Construction Cooperative Agreement

Pg. 511

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Second Amended and Restated Cooperative Agreement No. 18-1001904-03 between SBCTA and the City of Colton (City) for the Interstate 10 (I-10) Mount Vernon Interchange Improvement Project, to add the construction and landscape maintenance phases and increase the City Developer Impact Fee share by \$3,241,868 for a new total of 3,788,011, and increase the Measure I Valley Freeway Interchange Program Public Share by \$60,324,162 for a new total of \$69,759,646 and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

Agenda Item 30 (cont.)

B. Approve Cooperative Agreement No. 23-1002893 with the California Department of Transportation (Caltrans), to define roles and responsibilities for the Construction Phase of the I-10 Mount Vernon Interchange Improvement Project for an estimated amount of \$62,740,000, including \$751,000 for Department Furnished Materials and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

Presenter: Juan Lizarde

This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session (MVSS) on November 10, 2022. After MVSS approval, on November 17, 2022, Caltrans provided an updated cooperative agreement with substantive changes. SBCTA General Counsel has reviewed this item and revised agreements.

Discussion - Regional/Subregional Planning

31. Joint United States Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Grant Program Application – Brightline Apple Valley and Hesperia Station Pg. 551

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize staff to submit a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program application on behalf of DesertXpress Enterprises, Limited Liability Company (LLC), doing business as Brightline West, to provide federal grant funding to contribute to the building of the Hesperia station and Victor Valley station, as part of the Las Vegas to Rancho Cucamonga High-Speed Passenger Rail System.

B. Authorize the Executive Director, or his designee, to amend Memorandum of Understanding (MOU) No. 21-1002447 with DesertXpress Enterprises, LLC, to include terms associated with the submission of the RAISE grant program application identified in Recommendation A, subject to General Counsel approval as to form. SBCTA and Brightline will amend the existing MOU to guide development and administration of the RAISE grant submittal.

C. Authorize staff to negotiate an agreement with DesertXpress Enterprises, LLC, in the event that the grant program application is successful, that defines roles and responsibilities related to management of the RAISE grant according to United States Department of Transportation requirements. This agreement would be presented to the SBCTA Board of Directors for approval after submission of the grant application and before approval of the RAISE grant agreement.

Presenter: Steve Smith

This item has not received prior policy committee or technical advisory committee review.

32. Contract No. 23-1002823 with HDR Engineering, Inc. for the Long Range Multimodal Transportation Plan Pg. 554

That the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract No. 23-1002823, in the amount of \$593,894.09, with HDR Engineering, Inc., to develop a Long Range Multimodal Transportation Plan.

Presenter: Ginger Koblasz

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft contract.

Discussion - Legislative/Public Outreach

33. Agency Response to Senator Stern's Comments

Pg. 609

That the Board, acting as the San Bernardino County Transportation Authority:

Approve sending a response to California State Senator Henry Stern regarding his comments on San Bernardino County residents.

Presenter: Otis Greer

This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on December 14, 2022.

Discussion - Administrative Matters

34. Assembly Bill 2449 Teleconferencing Amendments to Brown Act

Pg. 614

Provide direction to staff to not proceed with procedural changes that would be needed to facilitate implementation of Assembly Bill 2449 amendments to the Brown Act for teleconferencing purposes.

Presenter: Carrie Schindler

This item has not received prior policy committee or technical advisory committee review.

35. Board Member Appointments

Pg. 618

A. Note the results of the East Valley and Mountain/Desert subarea caucuses to select a member from each subarea to serve on the San Bernardino County Transportation Authority (SBCTA) General Policy Committee, with a term ending June 30, 2023.

B. Note the vacancies for two (2) valley-members to serve on the SBCTA Transit Committee for a two-year term, January 1, 2023 – December 31, 2024.

C. Note the vacancy for an East Valley member to serve on the SBCTA Transportation Investment Plan (formally Measure I 3) Ad Hoc Committee.

D. Note the vacancy for a member to serve on the Emerging Technology Ad Hoc Committee.

E. Note the upcoming vacancy for one member to serve on the Southern California Association of Governments (SCAG) Energy and Environment Committee for a term expiring December 31, 2023.

F. Note the upcoming vacancy for two members to serve on the SCAG Community, Economic, and Human Development Committee for a term expiring December 31, 2023.

G. Note the vacancy for one member to serve on the Sam and Alfreda L. Maloof Foundation for Arts and Crafts for a two-year term.

Presenter: Marleana Roman

This item has not received prior policy committee or technical advisory committee review.

36. Formation of a Housing Trust Ad Hoc Committee

Pg. 620

That the Board, acting as the San Bernardino Associated Governments (SBCOG):

Approve the establishment of a Housing Trust Ad Hoc Committee composed of seven (7) Board members appointed by the San Bernardino County Transportation Authority Board President, with a term through December 31, 2023.

Presenter: Art Bishop

This item has not received prior policy committee or technical advisory committee review.

37. Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022 Pg. 621

Receive the San Bernardino County Transportation Authority's Annual Comprehensive Financial Report, Audit of the State Transit Assistance Fund of the County of San Bernardino, Audit of the Local Transportation Fund of the County of San Bernardino, and Single Audit Compliance Report for Fiscal Year 2021/2022.

Presenter: Hilda Flores

This item has not received prior policy committee or technical advisory committee review. The audit progress, procedures, and deliverables were discussed with the Executive Board on December 7, 2022.

Discussion - Transit

38. ZEMU Vehicle Update Pg. 855

Receive a video presentation of the Zero Emission Multiple Unit vehicle.

Presenter: Raymond Wolfe

This item has not received prior policy committee or technical advisory committee review.

Public Comment

Brief Comments from the General Public

Comments from Board Members

Brief Comments from Board Members

Executive Director's Comments

Brief Comments from the Executive Director

ADJOURNMENT

Additional Information

Attendance Pg. 857

Acronym List Pg. 859

Agency Reports

Mobile Source Air Pollution Reduction Review Committee Agency Report - No November Report

Committee Membership

Representatives on SCAG Committees Pg. 862

Appointments to External Agencies Pg. 863

Committee Membership Pg. 865

Mission Statement

Mission Statement Pg. 870

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s authority. Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still applies.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

**General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

The Vote as specified in the SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

*Adopted By SANBAG Board of Directors January 2008
Revised March 2014
Revised May 4, 2016*



Important Dates to Remember...

January 2023

SBCTA Meetings – Cancelled: General Policy Committee
 Legislative Policy Committee
 Transit Committee
 Metro Valley Study Session
 I-10/I-15 Corridor Joint Sub-Committee
 Mountain/Desert Policy Committee

SBCTA Meetings – Scheduled:			
General Policy Committee	CANCELLED	---	SBCTA Lobby, 1st Floor
Legislative Policy Committee	CANCELLED	---	SBCTA Lobby, 1st Floor
Transit Committee	CANCELLED	---	SBCTA Lobby, 1st Floor
Metro Valley Study Session	CANCELLED	---	SBCTA Lobby, 1st Floor
I-10/I-15 Corridor Joint Sub-Committee	CANCELLED	---	SBCTA Lobby, 1st Floor
Mountain/Desert Committee	CANCELLED	---	Mojave Desert AQMD

Other Meetings/Events:			
I-10 Cedar Interchange Groundbreaking	Jan 13	10:00 am	Bloomington, CA
North First Ave. Bridge Groundbreaking	Jan 26	10:00 am	Barstow, CA

SBCTA Offices will be CLOSED:

- **January 16, 2023 – Martin Luther King Holiday**

For additional information, please call SBCTA at (909) 884-8276

Communication: Calendar of Event (Announcements)

Minute Action

AGENDA ITEM: 1

Date: *January 4, 2023*

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:

In accordance with California Government Code 84308, members of the SBCTA Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Consent/Discussion Calendar Items

Item No.	Contract No.	Principals & Agents	Subcontractors
6	17-1001615-05	Crowe LLP <i>Brad Schelle, Partner</i>	None
9	00-1000602-01	California Department of Transportation	None
	23-1002873	California Department of Transportation	None
10	Allocation	City of Upland	None
		County of San Bernardino	None
		City of Montclair	None
		Town of Apple Valley	None
		City of Twentynine Palms	None
		City of Rialto	None
		City of Yucaipa	None
		City of Adelanto	None

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

10 Con't		City of Needles	None
		City of Barstow	None
		City of Fontana	None

Item No. 11 – ROW Property Updates	
APN#	Principals & Agents
1191-121-26	BOTTINI, STEVEN & BERTA LISA
1191-121-25	CU, DENNIS & TERESITA
1191-121-24	ROCHESTER, TERRESA M
1191-121-23	CHIEM, KATHERINE
1191-121-22	2015-2 IH2 BORROWER LP
1191-121-21	HOLLEY, MANUEL L
1191-121-36	DEJESUS TAVARES PEREZ, JOSE
1200-181-01	MDM PTS-LP
1200-421-02 1200-421-03	FOCUS BASELINE, LLC
1191-315-09, 10	PLASENCIA, GLORIA
1191-294-25	WILLOW CREEK TOWNHOUSES LLC
1191-294-26	AGOURA WILLOWCREEK LTD
1201-051-16	YN PROPERTIES LLC
1201-051-17	KOAM PROPERTY INVEST, INC
0285-176-16	HIGHLAND AND STERLING LLC
0290-271-07, 08	ROBERTSON'S READY MIX
0290-271-02	CITY OF REDLANDS / CEMEX
1191-121-34	SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
1083-011-01	KUZINA DEVELOPMENT LLC
1083-071-14	SHIL & MINAH PARK
1083-071-04	DENNYS, INC
1083-071-26	PATEL & JOSHI HOSPITALITY CORP
1083-071-10	GOLDEN ARCH LIMITED PARTNERSHIP
1083-011-05	MALKHASIAN, GARY K. & MALKHASIAN, ANDREW S.
1015-021-34, 1015-071-10	SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
1015-041-06	LUCRATIVE NETWORK LLC
1015-041-07	G6 HOSPITALITY
1015-041-12	AMTEE INVESTMENTS
1015-301-01	ELITE DYNAMICS
1015-271-05	THRIFTY OIL COMPANY
0108-381-23	MANEK HOLDINGS, LLC
0108-381-30	MISTY LAKE PROPERTIES LP
0108-381-32	REGENCY INN ONTARIO, LLC
0108-382-07	KSKB HOLDINGS LLC

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 3

APN#	Principals & Agents
0108-501-43	CUBE SMART LP
0108-501-46	W & W ONTARIO PARTNERS LLC
0110-144-68	AMBERWOOD VILLAGE
0110-172-03	CITY OF ONTARIO
0110-172-09	DE BERARD CHARLES & HELEN TR 6-21- 8
0110-172-10	HP LODGING LLC
0110-181-19	1600 E 4TH STREET LLC
0110-191-33	DS HOTEL INVESTMENTS INC
0110-191-43	ML CASA III LP
0110-202-22	GUEREQUE NORMA A
0110-202-23	AGUIRRE NICOLAS & IRMA R
0110-202-24	PADILLA JOSE A SALVADOR JUANITA
0110-202-46	SALEHRABI SHAY S
0110-311-52	CRAIG DEVELOPMENT CORP
0110-311-53	CRAIG DEVELOPMENT CORP
0110-311-54	CRAIG DEVELOPMENT CORP
0110-311-55	CRAIG DEVELOPMENT CORP
0110-321-12	PADASH INC
0110-321-70	CRAIG DEVELOPMENT CORP
0110-321-71	CRAIG DEVELOPMENT CORP
0110-321-72	CRAIG DEVELOPMENT CORP
0110-321-78	CRAIG DEVELOPMENT CORP
0110-311-55	CRAIG DEVELOPMENT CORP
0110-422-01	CORTEZ EFRAIN
0110-422-02	PEDROZA SERGIO & RAQUEL
0110-422-03	TORRES ARMANDO & MARIA ARMEN
0110-422-04	CRINER JAMES CHARLES
0110-422-05	DAGOBERTO PINEDA
0110-422-08	TAMAYO MARIA M TAMAYO ONATHON
0110-422-09	GARCIA JESUS
0110-422-10	HERNANDEZ SALVADOR HERNANDEZ ALBERTO
0110-422-11	JUANMOLINA TR
0110-422-12	CEJA JANET
0110-422-13	PURDY MARGARET E TR
0110-422-14	LUCAS JUAN T CARRIZALES LORIA RODRIGUE
0110-422-15	STANSBURY JOHN JR & BRENDA
0110-422-16	MARTINEZ MARICELA
0110-422-17	PEASE STEVEN D & CHRISTINA D
0110-422-18	GONZALES GILBERT M & ROSA L FAM TRU
0110-422-19	ELIZONDO FRANCISCA
0110-422-20	FERRERI GARY S
0110-422-21	FLORES GONZALO ANDRADE HERNANDEZ LAURA
0110-422-22	JOSE FRANCISCO AGUILAR
0110-422-23	AVILA JOSE ISABEL

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 4

APN#	Principals & Agents
0110-422-24	ALLENDE MIGUEL & JUANA (SP-IGUEL)
0110-422-25	VEGA OCTAVIO S & ROSA P
0210-191-13	SEDONA COURT ADJACENT LLC
0210-191-15	AP-TRANSPARK LLC
0210-191-16	REXFORD INDUSTRIAL REALTY, LP
0210-192-21	ONTARIO AIRPORT BUSINESS CENTER LLC
0210-192-22	ONTARIO AIRPORT BUSINESS CENTER LLC
0210-192-23	ONTARIO AIRPORT BUSINESS CENTER LLC
0210-192-24	ONTARIO AIRPORT BUSINESS CENTER LLC
0210-193-20	SOUTHWEST REGIONAL COUNCIL OF CARPEN
0210-211-50	PLAZA CONTINENTAL GROUP, LLC
0210-212-20	HEARTHSTONE PROPERTIES POMONA
0210-212-28	LARO PROPERTIES LP
0210-212-29	CITIZENS BUSINESS BANK
0210-212-30	CITIZENS BUSINESS BANK
0210-212-31	CITIZENS BUSINESS BANK
0210-212-32	501 PONDEROSA LLC
0210-212-47	LBA RV-COMPANY, LLC
0210-212-55	ONTARIO REAL PROPERTY HOLDINGS LLC
0210-212-60	PRIME A INVESTMENTS LLC
0210-551-01	CARVANA
0210-551-09	DLR HOLDINGS 4 LLC
0210-551-12	CENTRELAKE HOSPITALITY INC
0210-551-13	OSAKA-PANDA ONTARIO LTD
0210-551-14	CHAMPANA DEVELOPMENT GROUP
0210-551-16	W E ONTARIO LLC
1008-181-07	5060 MONTCLAIR PLAZA LANE HOLDINGS L
1008-191-01	5060 MONTCLAIR PLAZA LANE HOLDINGS L
1008-191-04	5060 MONTCLAIR PLAZA LANE HOLDINGS L
1008-191-05	CITY OF MONTCLAIR
1008-201-01	MORENO STREET PROP LLC
1008-201-20	BLANCHE CAHVIN FAMILY LTD PARTNERSHIP
1008-201-22	MONTCLAIR PLAZA PARTNERS, LLC
1008-211-05	CANBEMORE, LLC
1008-211-06	MORENO ST LLC
1008-211-04	BBNE INVESTMENTS MONTCLAIR, LLC
1008-211-07	BBNE INVESTMENTS MONTCLAIR, LLC
1008-242-07	CT RETAIL PROPERTIES FINANCE II C
1008-261-10	WITT VIRGINIA R WITT DARWIN E
1008-261-45	CHURCH OF CHRIST INLAND VALLEY INC
1008-272-08	MOUNTAIN SIXTH ASSOCIATES LLC
1008-283-31	BERNAL ARMANDO & MARIA R
1008-283-32	MARTIN, BENEDICTO & RUBY T
1008-301-25	OBREGON FRANCISCO A & ROSA A

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 5

APN#	Principals & Agents
1008-301-26	COVERT FAMILY LIVING TRUST (09/03/02)
1008-301-27	SBCTA-OWNED
1008-301-28	KENNON SHARON
1008-301-34	RYNEER JAMES
1008-301-35	SBCTA-OWNED
1008-311-01	MAKI DONALD
1008-311-04	MALETTO ANNETTE R
1008-311-05	GABRIEL ALEJANDRE & KAREN ALEJANDRE
1008-311-06	CITY OF MONTCLAIR
1008-311-16	PENIEL CHURCH
1008-311-17	CITY OF MONTCLAIR
1008-311-18	CITY OF MONTCLAIR
1008-311-19	COX COMMUNICATIONS PCS LP
1008-331-07	FORMOSA RENTALS LLC
1008-331-08	9645 ASAHI LLC
1008-331-16	PACIFIC MONTE VISTA, LP
1008-341-08	PACIFIC MONTE VISTA, LP
1008-332-03	CITY OF MONTCLAIR
1008-332-04	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC
1008-341-04	A & R MANAGEMENT AND DEV CO NO 3 LP BLACK STANLEY & JOYCE FAM
1008-344-06	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC
1008-344-07	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC
1008-351-07	A & R MANAGEMENT AND DEV CO NO 3 LP BLACK STANLEY & JOYCE FAM
1008-651-15	PEACEMAKERS INTERNATIONAL; AGAPE RENEWAL MINISTRY
1009-142-01	MONTE VISTA COUNTY WATER DISTRICT
1009-144-43	THE ANDEN GROUP
1009-153-58	CITY OF MONTCLAIR
1009-153-60	CITY OF MONTCLAIR
1047-172-02	916 DEODAR STREET LLC
1047-172-03	SPANGLER, JEFFREY & DENISE FAM TR 9
1047-172-13	BNL LAND, LLC
1047-172-15	BNL LAND, LLC
1047-172-17	T & S ALLIED INVESTMENTS/ TZYH-DER SUN (PREV: ACOSTA ROSA H)
1047-172-19	WALLACE KIRK & ELENA
1047-192-61	HEMPHILL LEWIS E TR BIGGS CYNTHIA L TR
1047-202-01	REED DENISE R
1047-202-16	MALDONADO LUIS M & BEATRIZ A
1047-202-17	THANH VIET LA PHAM GIANG MINH T
1047-202-18	FLORES ANTONIO & BLANCA
1047-211-01	MULLIS CHESTER JR & MARY E
1047-211-02	RUVALCABA MANUEL & HERMINIA

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 6

APN#	Principals & Agents
1047-211-06	OPRAC
1047-221-47	WU, ROBERT
1047-221-48	CITY OF UPLAND
1047-231-02	PARYS HOLDINGS LLC
1047-231-05	WSSC MANAGEMENT, LLC
1047-243-10	BUSH, MICHAEL & SUSAN
1047-252-02	RAMOS, JEANETTE R; FIERRO, MARISA N
1047-252-03	DELGADO JOAQUIN B & CECILIA
1047-252-04	RAMOS GILBERT R & EVANGELINA
1047-252-05	CAVALLO DONALD A
1047-252-08	PALICKI FAMILY TRUST 7/8/14
1047-252-10	ESPINOSA ERASMO JR & MARY L
1047-252-11	ALVIN WILSON BROWN (PREV. FLORES, ALEX RENE)
1047-252-12	LEE TIMOTHY RANDALL DAVID & STACIA
1047-252-13	MATULIONIS MARGIS & KATHLEEN
1047-252-18	CEJA MARY A
1047-252-19	HOLMES GLENN R & MARY JANE
1047-252-20	PRATT MARY A FAMILY PROVISIONS TR
1047-252-21	HALL CHRISTENSEN MARLYS G
1047-252-30	MCBRIDE BRIAN T & LINDA J
1047-252-31	SHIRELY ESTELLE
1047-262-11	EPPS MARY E
1047-262-12	MUKHTI INVESTMENT GROUP LLC
1047-262-26	THE STEWART GROUP
1047-262-27	STEWART GROUP LLC THE
1047-272-03	KOKUGA RONALD H & KAREN A
1047-272-04	SOTELO NORBERTO & LISA
1047-272-05	HAYLER DANIEL & LETICIA
1047-281-07	HERRERA ISIDRO R & IRENE F
1047-281-08	HERRERA ANTONIO JR
1047-281-22	GONZALEZ, JOE H
1047-281-23	OSBORN MARVIN & SANDRA FRAMILY TRU
1047-281-37	COPELAND CAROLE J LIVING TRUST – ES
1047-281-38	ARVIZO TILLIE IRREVOACABLE TR
1047-281-54	BANG, MICHAEL
1047-281-55	JONES CHARLES & SANDY
1047-281-56	CADENA MICHAEL A JR & BERENICE
1047-281-57	REYES DAVID J & ROSITA
1047-281-58	JOHN REYES AND ELIZABETH T. KOSSMAN; AND DAVID J. REYES
1047-292-10	L2 GROUP LLC
1047-293-01	CHILDERS BEVERLY TRUST 10/10/12
1047-294-01	NEVILLE JON PAUL & GAYLEAN
1047-294-02	ESPEJEL LUIS & ANGELES

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 7

APN#	Principals & Agents
1047-294-03	ANDRADE ALBERT A & SHEILA M
1047-294-04	POULTON JIM & SHARON REV TR 11/11/0
1047-294-15	HOTALING NICHOLE C BECERRA ALBERT
1047-294-16	COGNET GUY BECERRA MARYLN VELAZ
1047-393-15	SANCHEZ REBECCA A
1047-393-16	BAEZ JOSE A CERVANTES-BAEZ NORMA
1047-394-01	CORRALES M JONAVI
1047-394-02	PIRRO, WILLIAM F. III & SANDOVAL, DESERIE A.
1047-394-03	BRADSHAW FAMILY TRUST 7-20-00
1047-394-24	OJEDA MARIO
1047-394-25	RUIZ IRENE
1047-394-26	FLORES JUAN A FLORES BLANCA E
1047-424-01	PEREZ 2003 FAMILY TRUST
1047-424-02	CHEN, LI JUN; CHEN, WEN BIN
1047-424-03	PHAM, TRAC NGOC
1047-424-04	SAN ANTONIO WATER CO
1047-424-05	LIMON LAMERTO & MIRNA
1047-424-06	MEDINA RICARDO & MARIA D
1047-424-61	EUCLID GARDEN PARTNERSHIP
1047-431-34	ARAIN, MOHAMMAD HASSA SEP PROP FAM TR
1047-443-01	ZHU HUILI
1008-331-06	CRYSTAL RIDGE INVESTMENT
1047-242-13	CITY OF ONTARIO
1047-242-14	CITY OF ONTARIO
1047-242-15	CITY OF ONTARIO
1047-242-16	CITY OF ONTARIO
1047-242-17	CITY OF ONTARIO
1047-242-18	CITY OF ONTARIO
1047-242-19	CITY OF ONTARIO
1047-262-10	LARRY AND LETICIA SCHROEDER (PREV. COBBOLD FAMILY TRUST 2-20-03)
1047-411-14	MACIAS, ANA
1047-411-30	GONZALEZ, MARIA DE JESUS
1008-201-19	CHAVIN FAMILY PARTNERSHIP
1008-371-19	GERSHMAN PROPERTIES/ LMW INVESTMENTS, ET AL
1009-145-92	CITY OF MONTCLAIR
1008-651-09	WU, XIAO BING; 2016 XIAO BING WU REVOCABLE TRUST
0110-321-12	DWAA P PETROLEUM PROPERTY, LLC
0110-321-79	ONTARIO CAPITAL PARTNERS, LLC
0210-192-18	SW ONTARIO, LLC
0210-192-19	SW ONTARIO, LLC
0210-192-20	SW ONTARIO, LLC
0210-193-29 (prev 0210-193-16)	ADMINSURE

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 8

APN#	Principals & Agents
0138-174-01	FRANCISCO & ROSA LANDEROS
0138-174-02	JOSEPH LOPEZ
0138-174-05	ALBA RECINOS
0138-174-06	STEVEN & JULIANNE TORRIJOS
0138-174-07	ROBERT & MARILYN ALCANTAR
0138-174-08	VIVIAN TRAN
0138-174-11	SERGIO LOPEZ
0138-174-12	LUPE BECERRA & LUISA VARGAS
0138-174-18	ANTONIO & MARIA OCHOA
0138-174-20	CHRISTINE LEVARIO
0138-174-19	CHRISTINE LEVARIO
0138-174-24	MP OPPORTUNITY PARTNERS I LYC
0138-174-25	MARIA TORO
0138-174-26	JUAN CAMEY
0138-182-01	CHRISTOPHER MUNOZ
0138-182-02	LUIS SOLIS & CONSUELO DIAZ
0138-182-03	DESIDERIO & EULALIA TORRES
0138-182-04	ENRIQUE QUEZADA
0138-182-34	BENJAMIN GONZALES
0138-182-05	BENJAMIN GONZALES
0138-182-07	RAMON MONTECINO & REBECCA RODRIGUEZ
0138-182-08	RAMON MACIEL
0138-182-09	JUAN CHAVARIN
0138-182-10	ANA LOPEZ
0138-182-11	GUADALUPE LOPEZ
0138-182-12	ISIDRO LEDESMA
0138-182-13	VIJAY PHARAR
0138-182-35	AGAPITA & LEON ALVAREZ
0138-182-36	KINGSLEY MONTCALIR LP
0138-182-37	DAVID & TERESA NUNEZ
0138-182-38	RAUL TEJEDA
0138-174-22	NORA MENDOZA
0138-251-04	BANUELOS, NICOLAS
0138-251-05	ROMERO, RAMON
0138-251-06	OBEZO, MARCO
0138-251-07	TORBINER, KENNETH & ASYA
0138-251-08	LABSVIR, ARNIA
0138-251-09	LABSVIR, ARNIA
0138-181-25	DESAI, MAHESHKUMAR V & ANUP
0138-181-24	DESAI, MAHESHKUMAR V & ANUP
0138-181-23	DESAI, MAHESHKUMAR V & ANUP
0138-181-22	DESAI, MAHESHKUMAR V & ANUP
0138-182-19	JLM ENTERPRISE
0138-182-20	JLM ENTERPRISE

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 9

APN#	Principals & Agents
0138-182-21	JLM ENTERPRISE
0138-211-01	AT&SF (BNSF)
0138-221-06	AT&SF (BNSF)
0138-283-40	GUZMAN, ARTURO
0138-283-16	HERNANDEZ, ERASMO
0138-283-17	JFM TRUST
0138-283-18	JFM TRUST
0138-291-01	AGUINALDO, FERDINAND
0138-291-02	MERUELO, ALEX
0138-291-03	MERUELO, ALEX
0138-291-04	MERUELO, ALEX
0138-291-05	MERUELO, ALEX
0138-291-19	MERUELO, ALEX
0138-291-01	CLEAR CHANNEL (VACANT LOT)
0138-182-21	OUTDOOR ADVERTISING (JFM PROP)
0253-171-16	BORUCHIN , JOHN TR
0253-052-23	WILLIAMS, DENNIS, R JR.
0253-052-24	JIMENEZ, ROBERT E & RACHEL R FAM. TR.
0253-052-25	ALVARADO, EDUARDO R
0253-052-26	BOECHE, HAROLD A TR.
0253-052-27, 0253-052-28	O AND R FOUR WHEEL DRIVE CENTER
0253-192-30, 0253-192-32	GOMES, AMANDA K
0253-203-35	PEREZ, REGGIE
0253-203-32	RAMIREZ, RAMON
0253-203-36	MOJICA, HECTOR L
0252-161-08	LOPEZ, JAVIER O
0252-161-09, 0252-161-10	BLOOMINGTON PARK & RECREATION DIST
0252-161-11	OWENS, WILLIAM H TESTAMENTARY TRUST
0252-161-12	CAMPGROUNDS OF AMERICA LLC
0252-161-36	TOMAN, MARY A TR
0252-161-61	COFRANCESCO, LOUIS K & EVELYN LIV TR
0252-161-65	HAMULA, KIRK D & ORALIA Z REV TR 9-1
0252-161-57, 0252-161-58	LOG CABIN MOBILE HOME PARK LLC
0253-205-01	HERNANDEZ, FREDDIE S
0253-205-21	DEL RIO, VICTOR M
0253-241-07	SECURE RV STORAGE INC.
0253-205-23	GARCIA, ALFREDO P
0253-205-25	GOMEZ, GEORGE & ALICE A REV TR 12-9-
0253-205-26, 0253-205-27	SANCHEZ, FRANCISCO JAVIER CESENA

Board of Directors Agenda Item

January 4, 2023

Page 10

APN#	Principals & Agents
0253-205-28	COTA, GREGORIO
0253-205-29	GARCIA, STEVE
0253-205-24	JAHNKE, NATALIE C
0253-211-50, 0254-232-05, 0253-171-07	SOUTHERN PACIFIC CO (UPRR)
0266-072-33	Kaymaz, Jimmi
0266-072-32	Choi, Junghwan and Elaine
0266-591-08	San Bernardino Scottish Rite Building Association
0266-561-23	G&M GAPCO, LLC
0266-561-03	SB Hotel North

Item No.	Contract No.	Principals & Agents	Subcontractors
13	23-1002892	California Department of Transportation	None
	23-1002888	Union Pacific Railroad <i>Kenneth Tom</i>	Benesch
14	TDA Extension	City of Rialto	None
18	18-1001924-02	Epic Land Solutions, Inc. <i>Karen Starr</i>	Colliers International David Evans & Associates Psomas Santolucito Dore Group Donna Desmond Associates Desmond, Marcello & Amster Partner Engineering and Science, Inc. J&G Industries
	19-1002007-02	Bender Rosenthal, Inc. <i>David Wraa</i>	Nv5-Butsko Utility Design Commonwealth Land Title Company David Evans & Associates Donna Desmond Associates Hendrickson Appraisal Company Rincon Consultants Santolucito Dore Group Hjelmstrom and Associates
	19-1002008-02	Overland, Pacific & Cutler, LLC <i>Brian Everett</i>	Santolucito Dore Group Hennessey & Hennessey LLC Integra Realty Resource R.P. Laurain & Associates Desmond, Marcello & Amster, LLC Donna Desmond Associates Hodges Lacey & Associates Coast Surveying, Inc Psomas

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 11

18 Con't			Commonwealth Land Company Interior Demolition Inc. Converse Consultants JM Diaz, Inc. JMD
	19-1002009-02	Paragon Partners Consultants, Inc. <i>Neilia LaValle</i>	BRI Appraisal Commonwealth Land Title Company Del Richardson & Associates, Inc.
20	23-1002928	Southern California Regional Rail Authority	None
	23-1002929	Southern California Regional Rail Authority	None
29	16-1001530-04	HNTB, Inc. <i>Kevin Haboian</i>	Advanced Civil Technologies, Inc. Environmental Science Associates GCAP Services, Inc. HDR Engineering, Inc. Leighton Consulting, Inc. Overland, Pacific & Cutler, Inc. Psomas Safework, Inc. Syrusa Engineering, Inc.
	17-1001736-04	California Department of Transportation	None
30	18-1001904-03	City of Colton	None
	23-1002893	California Department of Transportation	None
31	21-1002447	DesertXpress Enterprises, LLC <i>Sarah Watterson</i>	None
32	23-1002823	HDR Engineering, LLC <i>Thomas T. Kim</i>	None

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

This item is prepared for review by Board of Directors and Committee Members.

Responsible Staff:

Board of Directors Agenda Item
January 4, 2023
Page 12

Approved
Board of Directors
Date: January 4, 2023
Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: *January 4, 2023*

Subject:

November 2022 Procurement Report

Recommendation:

Receive the November 2022 Procurement Report.

Background:

The Board of Directors adopted the Procurement and Special Risk Assessment Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on October 6, 2021. The Board of Directors authorized the Executive Director, or his designee, to approve: a) contracts and purchase orders up to \$100,000; b) Contract Task Orders (CTO) up to \$500,000 and for CTOs originally \$500,000 or more, increasing the CTO amount up to \$250,000; c) amendments with a zero dollar value; d) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract or purchase order value or \$100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by the Board of Directors; and g) release Request for Proposals (RFP), Request for Qualifications (RFQ), and Invitation for Bids (IFB) for proposed contracts from which funding has been approved and the solicitation has been listed in the Annual Budget, and are estimated not-to-exceed \$1,000,000.

The Board of Directors further authorized General Counsel to award and execute legal services contracts up to \$100,000 with outside counsel as needed, and authorized Department Directors to approve and execute Contingency Amendments that do-not-exceed contingency amounts authorized by the Board of Directors.

Lastly, the Board of Directors authorized CityCom Real Estate Services, Inc. (CityCom) to issue contracts and purchase orders.

Below is a summary of the actions taken by SBCTA authorized staff:

- One (1) new contract was executed in the amount of \$23,500.00.
- Five (5) contract amendments were executed in the amount of \$535,689.00.
- Thirteen (13) contract CTOs were executed for a total cost of \$2,161,108.45.
- One (1) CTO amendment was executed in the amount of \$3,189,589.00.
- Three (3) Contingency Amendments were executed for a total cost of \$1,630,730.38.
- Six (6) purchase orders were executed for a total cost of \$70,195.00.
- One (1) purchase order amendment was executed in the amount of \$513.00.
- One (1) RFP was released.

Below is a summary of the actions taken by CityCom:

- One (1) contract was executed in the amount of \$6,822.50.
- No purchase orders.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, General Counsel, and/or CityCom during the month of November 2022 are presented herein as Attachment A, all RFPs and IFBs are presented in Attachment B, and all CityCom's contracts and purchase orders are presented in Attachment C.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget. Presentation of the monthly procurement report demonstrates compliance with the Procurement and Special Risk Assessment Policy.

Reviewed By:

This item was received by the General Policy Committee on December 14, 2022.

Responsible Staff:

Beatriz Valdez, Director of Special Projects/Strategic Initiatives

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Attachment A

November Contract Actions

New Contracts Executed:

Contract No.	Description of Services	Vendor Name	Contract Amount
23-1002880	On -call services for FSP AVL and GPS installation and removal services.	Emergency Vehicle Specialties, Inc.	\$23,500.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Attachment A

November Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (Include a Description of the Amendment)	Vendor Name	Contract History	Contract Amount
17-1001616 No. 3	To extend contract end date by one year through December 31, 2023 for Vanpool Leasing Services.	Enterprise Rideshare	Original	\$1,300,000.00
			Prior Amendments	\$0.00
			Current Amendment	\$50,000.00
			Total Contract Amount	\$1,350,000.00
17-1001569 No. 4	To extend contract end date by one year through January 31, 2024 and increase the contract amount to cover the additional year of expenses for professional audit services for Measure I, Transportation Development Act, and Transit Operators.	Eide Bailly LLP formerly Vavrinek, Trine, Day & Co, LLP (VTD)	Original	\$2,215,000.00
			Prior Amendments	\$537,189.00
			Current Amendment	\$477,189.00
			Total Contract Amount	\$3,229,378.00
19-1002000 No. 2	To extend contract end date by one year through January 31, 2024 for general public outreach and event management services with no change to contract amount.	Costin Public Outreach Group	Original	\$6,000,000.00
			Prior Amendments	\$0.00
			Current Amendment	\$0.00
			Total Contract Amount	\$6,000,000.00
19-1002001 No. 1	To extend contract end date by one year through February 28, 2024 for graphic art services with no change to contract amount.	Geographics	Original	\$650,000.00
			Prior Amendments	\$0.00
			Current Amendment	\$0.00
			Total Contract Amount	\$650,000.00
22-1002814 No. 1	To extend contract end date by three months to March 31, 2023 and increase contract amount for Freeway Service Patrol technical support services.	Bernard Arroyo	Original	\$17,000.00
			Prior Amendments	\$0.00
			Current Amendment	\$8,500.00
			Total Contract Amount	\$25,500.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Attachment A

November Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
00-1000939 No. 64.3	Mott MacDonald	On-call bench - extend completion date to June 30, 2025 and increase the contract amount to cover the services during the extension period for engineering and program management services for the ZEMU Phase 3 Project.	\$33,350,000.00 (available \$4,199,253.19) Shared with WSP (00-1000940)	Original	\$687,176.00
				Prior Amendments	\$2,461,634.00
				Current Amendment	\$3,189,589.00
				Total CTO Amount	\$6,338,399.00
19-1002187 No. 15	Cambridge Systematics	On-call bench - provide transportation modeling services.	\$5,540,390.00 (available \$2,013,319.88) Shared with Alta Planning Design Inc. (19-1002103), Michael Baker International (19-1002185), Dudek (19-1002189), Fehr & Peers (19-1002186), and HDR Engineering Inc. (19-1002188)	Original	\$99,766.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$99,766.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
20-1002185 No. 16	Michael Baker International	On-call bench - to provide general project management and control support services.	\$5,540,390.00 (available \$1,913,553.88) Shared with Alta Planning Design Inc. (19-1002103), Cambridge Systematics (19-1002187), Dudek (19-1002189), Fehr & Peers (19-1002186), and HDR Engineering Inc. (19-1002188)	Original	\$497,500.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$497,500.00
19-1002189 No. 17	Dudek	On-call bench - to provide sustainability planning services.	\$5,540,390.00 (available \$1,416,053.88) Shared with Alta Planning Design Inc. (19-1002103), Michael Baker International (19-1002185), Fehr & Peers (19-1002186), Cambridge Systematics (19-1002187), and HDR Engineering Inc. (19-1002188)	Original	\$499,955.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$499,955.00

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
19-1002103 No. 18	Alta Planning Design	On-call bench - provide sustainability planning services.	\$5,540,390.00 (available \$916,098.88) Shared with Michael Baker International (19-1002185), Fehr & Peers (19-1002186), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189)	Original	\$92,540.45
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$92,540.45

19-1002186 No. 19	Fehr & Peers	On-call bench - provide SBCTA/SBCOG program and activity support.	\$5,540,390.00 (available \$823,558.43) Shared with Alta Planning Design (19-1002103), Michael Baker International (19-1002185), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189)	Original	\$383,738.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$383,738.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
19-1002186 No. 20	Fehr & Peers	On-call bench - provide SBCTA/SBCOG transportation analytical and data support.	\$5,540,390.00 (available \$439,820.43) Shared with Alta Planning Design (19-1002103), Michael Baker International (19-1002185), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189)	Original	\$188,054.00
				Prior CTOs	\$0.00
				Current CTO	\$0.00
				Total CTO Amount	\$188,054.00

22-1002768 No. 5	GCAP Services, Inc.	On-call bench - provide labor compliance services for I-10 Cedar Avenue Project and additional projects as needed through July 31, 2025.	\$500,000.00 (available \$472,500.00)	Original	\$70,000.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$70,000.00

23-1002832 No. 6	Gafcon, Inc.	On-call bench - provide labor compliance services for I-10 Express Lanes Project and additional projects as needed through July 31, 2025.	\$500,000.00 (available \$402,500.00)	Original	\$70,000.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$70,000.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
23-1002769 No. 7	Cumming Management Group, Inc.	On-call bench - provide labor compliance services for I-10 East Bound Truck Lane Project and additional projects as needed through July 31, 2025.	\$500,000.00 (available \$332,500.00)	Original	\$70,000.00
				Prior CTOs	\$0.00
				Current CTO	\$0.00
				Total CTO Amount	\$70,000.00
19-1002000 No. 30	Costin Public Outreach Group, Inc.	To provide public opinion research services.	\$6,000,000.00 (available \$630,951.78)	Original	\$181,025.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$181,025.00
23-1002880 No. 1	Emergency Vehicle Specialties, Inc.	To provide removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units.	\$23,500.00 (available \$23,500.00)	Original	\$1,650.00
				Prior CTOs	\$0.00
				Current CTO	\$0.00
				Total CTO Amount	\$1,650.00
23-1002880 No. 2	Emergency Vehicle Specialties, Inc.	To provide installation and removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units.	\$23,500.00 (available \$21,850.00)	Original	\$6,605.00
				Prior Amendments	\$0.00
				Current Amendment	\$0.00
				Total CTO Amount	\$6,605.00

Contract No. & CTO No.	Vendor Name	Description of Services	Contract Amount	CTO History	CTO Amount
23-1002880 No. 3	Emergency Vehicle Specialties, Inc.	To provide removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units.	\$23,500.00 (available \$15,245.00)	Original	\$275.00
				Prior CTOs	\$0.00
				Current CTO	\$0.00
				Total CTO Amount	\$275.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Attachment A

November Contingency Released Actions

Contingency Released Executed:

Contract No. & Contingency No.	Reason for Contingency Amendment (Include a Description of the Contingency Amendment)	Vendor Name	Contract History	Contract Amount
16-1001530 No. 3J	To design the relocation of an Inland Empire Utility Agency sewer system associated with the I-10 Corridor Contract 1 Project.	HNTB	Original	\$40,000,000.00
			Prior Amendments	\$17,300,000.00
			Prior Contingencies	\$6,496,851.00
			Current Contingency	\$356,895.00
			Amended Contract Amount	\$64,153,746.00
15-1001093 No. 6H	To provide additional traffic signal integration and testing support for the Redlands Passenger Rail Project.	HDR Engineering, Inc.	Original	\$25,196,824.00
			Prior Amendments	\$5,704,457.00
			Prior Contingencies	\$3,532,196.62
			Current Contingency	\$127,710.38
			Amended Contract Amount	\$34,561,188.00
16-1001530 No. 3J	To add additional staff for construction management services for the I-10 Corridor Contract 1 Project due to increase workload.	HNTB	Original	\$40,000,000.00
			Prior Amendments	\$17,300,000.00
			Prior Contingencies	\$6,853,746.00
			Current Contingency	\$1,146,125.00
			Amended Contract Amount	\$65,299,871.00

Attachment A

November Purchase Order Actions

Purchase Orders Executed:

PO No.	PO Posting Date	Vendor Name	Description of Services	PO Dollar Amount
4002314	11/02/2022	All the Best Tunes DJ Service	Holiday team building event.	\$995.00
4002315	11/08/2022	Southern California Association of Government	Membership dues assessment for Fiscal Year 2022-2023.	\$25,000.00
4002316	11/08/2022	Environmental Systems Research	ESRI software license renewal for GIS.	\$17,100.00
4002317	11/08/2022	Los Angeles Metropolitan Transportation Authority	Fiscal Year 2022-2023 Marketing Services for the Regional Rideshare program.	\$5,500.00
4002319	11/17/2022	Mobility 21 Transportation Coalition	Mobility 21 Annual Partner Membership dues.	\$20,000.00
4002322	11/29/2022	Oracle America, Inc.	P6 annual license renewal for project delivery scheduling system.	\$1,600.00

Attachment: November 2022 Procurement Report Attachment A (9202 : November 2022 Procurement Report)

Attachment A

November Purchase Order Amendment Actions

Purchase Order Amendments Executed:

Purchase Order No. & Amendment No.	Description of Services and Reason for Amendment	Vendor Name	Purchase Order History	Purchase Order Amount
4002101	Increase to cover final Fiscal Year 2021-2022 costs related to marketing services for the Regional Rideshare program.	Los Angeles Metropolitan Transportation Authority	Original	\$4,874.00
			Prior Amendments	\$0.00
			Current Amendment	\$513.00
			Amended PO Amount	\$5,387.00

Attachment B

November RFP's, RFQ's and IFB's

Release of RFP's, RFQ's and IFB's

Release Date	RFP/RFQ/IFB No.	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
11/01/2022	22-1002818	TBD	03/01/2023	Technical support services for the Freeway Service Patrol program.

Attachment C

November CityCom's Issued Contracts

New Contracts Executed:

Contract No.	Description of Services	Vendor Name	Contract Amount
SB Depot 47784	Labor and materials for lighting reconfiguration and installation for room 13 office build.	Creative Lighting & Electric	\$6,822.50

Attachment: November 2022 Procurement Report Attachment C (9202 : November 2022 Procurement Report)

Attachment C

November CityCom's Issued Purchase Orders

New Purchase Orders Executed:

PO No.	Vendor Name	Description of Services	PO Dollar Amount
None			

Minute Action

AGENDA ITEM: 3

Date: *January 4, 2023*

Subject:

Revisions to Policies No. 11000, 20000, and 34509

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

- A. Approve modifications to Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, as indicated in this report.
- B. Approve revisions to Financial Policy No. 20000 to modify Section VII, Revenue Policies, to remove the Executive Director authority to approve and execute funding/revenue agreements or amendments as this is now incorporated into Policy 11000, minor changes to Section VI budget adjustments, and Section X, to update recording of donated assets at acquisition value.
- C. Approve minor revisions to Policy No. 34509 to be consistent with classification changes created in January 2021 reorganization and to remove the Executive Director's authority to approve amendments to cooperative agreements and memorandum of understanding as this is now incorporated into Policy 11000.

Background:

Policies and procedures are reviewed on a routine basis to help identify any changes that will ensure the effective operations of the Agency. Staff is recommending your approval of the following policy updates.

The Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, is being updated with additional definitions, non-substantial revisions, and the following substantive changes:

- Section IV. General:
 - Allows software license and subscription agreements to be evergreen as long as identified separately in the current adopted budget.
- Section V.A.3 Goods Amendments – removed the previously approved provisions regarding re-competition.
- Section V.B.3 Construction Amendments – Added this section to clarify that amendments are allowed and for what purposes.
- Section V.C.3 Professional Services Architecture and Engineering Amendments – revised to clarify that contracts amendments are allowed following the instances listed in the policy unless it is disallowed by applicable laws or regulations.
- Section V.D.3 Professional Services for Non-Architecture and Engineering Amendments – revised to delineate when contract amendments are allowed instead of referencing to other sections of the Policy.
- Section VI.4 Uniformity Exception – revised to expand to incorporate subscriptions and brand or trade name products.
- Section VIII.B.4.a Delegation of Authority – authorizes the Executive Director to

Entity: San Bernardino County Transportation Authority

approve and execute perpetual software license and subscription agreements up to \$100,000.

- Section VIII.4.e Delegation of Authority – authorizes the Executive Director to approve and execute Non-Procurement agreements, if they meet specific criteria.
- Section VIII.4.f Delegation of Authority – authorizes the Executive Director to approve and execute amendments to Non-Procurement agreements up to a net funding change of \$100,000 and for any period of time if they meet specific criteria.
- Section VIII.7 Delegation of Authority – authorizes the Director of Management Services, or their designee, to execute software license and subscription agreements and/or online terms and conditions for any agreements approved by the Board of Directors (Board) or Executive Director via Purchase Order and/or Contract.

Financial Policy No. 20000 sets the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments (SBCOG). The Policy provides guidance on how to operate with fiscal responsibility independent of changing circumstances and conditions. The Policy states the importance of fiscal management and delineates management's responsibility to establish internal controls to safeguard SBCTA's and SBCOG's assets.

Staff recommends the following changes to Financial Policy No. 20000:

- Update Section VI, Budget Amendment Policy, to clarify that Board approval of budget amendments is required except in three specific circumstances and defines the circumstances that qualify for administrative budget amendments.
- Update Section VII, Revenue Policies, to remove the Executive Director, or designee, authority to approve and execute funding/revenue agreements or amendments as long as SBCTA is not required to incur additional cost or staff that is not budgeted. It also removes the restriction that all SBCOG funding/revenue agreements required Board of Directors' approval. This authority language has been incorporated into Policy 11000.
- Update Section X, Capital Outlay, to update recording of donated assets based on acquisition value at date of donation that complies with Statement 72 of the Governmental Accounting Standards Board.

Policy No. 34509 was initially approved by the Board in June 2013 to delegate signature authority to certain SBCTA staff to enable projects to be carried out efficiently. The Policy has been revised several times since then, most recently in November 2021. Staff recommends two further, minor, revisions: 1) update classifications due to the most recent reorganization approved by the Board on June 5, 2022 and 2) remove the Executive Director's authority to approve funding agreement changes of up to \$100,000 as this is now part of Policy 11000.

Financial Impact:

This item does not have a financial impact on the adopted Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022. SBCTA General Counsel and Procurement Manager have reviewed this item and the proposed policy revisions.

Board of Directors Agenda Item
January 4, 2023
Page 3

Responsible Staff:

Beatriz Valdez, Director of Special Projects/Strategic Initiatives

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino County Transportation Authority	Policy	11000
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<u>Contracting and Procurement and Special Risk Assessment Policy</u>	Revision No.	2526

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Table of Contents
 Purpose References Policy General Types of Procurements Exceptions Purchase Orders Delegation of Authority Authority to Act Upon Special Risks or Circumstances in Awarded Contracts, Purchase Orders, and License/Lease Agreements Standard of Ethics Revision History

I. PURPOSE

This policy establishes contracting and procurement standards to guide the selection of the most qualified ~~firms~~ vendors to perform services to the best advantage of the Agency and to acquire goods at a fair and reasonable price. It provides guidance to [San Bernardino County Transportation Authority \(SBCTA\)](#) staff with respect to policy considerations adopted by the SBCTA [and San Bernardino Associated Governments \(SANBAG or SBCOG\)](#) Board of Directors. ~~In addition, it provides additional authority to the Executive Director, Director of Special Projects and Strategic Initiatives, and the Risk Manager in regards to insurance provisions.~~

II. REFERENCES

[Policy 10025](#), Guidelines for Agenda Materials.

California Government Code § 4525 et seq.;

Public Contract Code; and Public Utilities Code §§ 130221–130239.

2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).

2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).

40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.

23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.

California Department of Transportation Local Assistance Procedures [Manual](#).

Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

III. POLICY

All procurement activity on behalf of SBCTA/[SANBAG and SBCOG](#) is required to demonstrate that the expenditure of funds is conducted in an honest, competitive, fair, and transparent manner that achieves the best value for money and protects ~~SBCTA's~~ [the agency's](#) reputation.

IV. GENERAL

A. Definitions

Awarding Authority means the Board, a Board Committee, or the Executive Director to whom the Board delegated authority to award a contract or purchase order under this Policy or by other action of the Board.

Construction (Public Works) as defined by Public Contract Code (PCC) § 22002, means construction, reconstruction, erection, alteration, renovation, demolition, painting, and repair work involving any publicly owned, leased or operated facility, building, structure, real property, street or highway, or other public improvement of any kind.

Contract means an agreement with a third party for acquisition of Goods, Services or Construction work.

Change Order is a written order issued after execution of a construction contract authorizing: (1) an addition, deletion or revision to the Work; (2) adjustment in the contract amount; and/or (3) adjustment to the performance time.

Executive Director means the Executive Director of SBCTA and shall be deemed to include any designee specified by the Executive Director to act in his or her behalf.

Goods means supplies, materials, equipment, and other movable/tangible things.

Independent Cost Estimates (ICE) means the best 'estimate' as to the cost of the Goods, services or construction work being procured. The method and degree of analysis is dependent on the complexity of the Goods, services or construction work being procured. An ICE should be prepared in advance of the receipt of any bids or proposals, amendments or ~~change orders~~ Change Orders. The United States Department of Transportation, Federal Highways Administration and Federal Transit Administration require recipients of federal dollars to "perform a cost or price analysis in connection with every procurement action, including contract modifications..." The starting point for cost or price analysis is the development of an ICE which should be used in the evaluation of the consultant's or contractor's price proposal.

Invitation for Bids (IFB) means a competitive procurement process that requires the award be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

Invitation for Quotes (IFQ) means a competitive procurement process which the award of a contract or purchase order will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

Non-Procurement Agreement refers to an agreement other than those utilized to acquire Goods, Services, and Construction work, which includes but is not limited to, a cooperative agreement, memorandum of understanding, and revenue/funding agreement.

Non-Professional Services means janitorial, maintenance, security, advertising, printing, postal, landscape maintenance, including mowing, weeding, watering, trimming/pruning, planting, and servicing of irrigation and sprinkler systems, the maintaining or servicing of Goods, and other services that are not deemed a professional service.

Procurement Professional means procurement staff responsible for overseeing the Procurement Solicitation.

Procurement Solicitation means Invitation for Bids (IFB), Request for Proposals (RFP), Request for Qualifications (RFQ), Invitation for Quotes (IFQ), or other forms of written or verbal solicitations for the procurement of Goods, Non-Professional and Professional Services, and Construction work.

Professional Services (A & E) means architectural, engineering, environmental, land surveying, construction engineering, construction project management services, or other professional services of an architectural or engineering nature that are required to be performed or approved by a person licensed, registered, or certified to provide such services.

Professional Services (Non A & E) means advisory, information technology, legal, financial, accounting, auditing, legislative advocacy, marketing, freeway service patrol, program management, and any other services which involve the exercise of professional discretion and independent

judgment based on advanced or specialized knowledge, expertise or training gained by formal studies or experience, but excludes Professional Services (A & E).

Purchase Order (PO) is a written authorization issued by a buyer committing to pay the seller for the sale of specific Goods or services to be delivered in the future.

Receivable means any agreement by in which the agency expects to receive monetary or in-kind value.

Request for Information (RFI) means a solicitation used to obtain general information about products, services, or suppliers.

Request for Proposal/Request for Qualifications (RFP/RFQ) means a competitive procurement process that requires evaluation of a consultant's proposal and qualifications.

Split Procurement means a willful splitting of a single transaction into a series of transactions for the purpose of evading the applicable procurement requirements.

B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws.
2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.
3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.
4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders ~~awarded in accordance with this Policy~~ shall be five years, ~~except for with the following exceptions: (1) Contracts or Purchase Orders for software license agreements and related maintenance and support services, which can be have a period of up to 10 years-; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.~~
5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.
6. Independent Cost ~~Estimates~~Estimate (ICE). Except for purchases under \$1,000, ~~an ICE are is~~ required for ~~allevery~~ procurement ~~actions~~action.
7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.
8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.
9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.

10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

~~10-11.~~ Written Contracts and Non-Procurement Agreements. All Contracts and Non-Procurement Agreements shall be in writing and signed by authorized representatives of all parties.

V. TYPES OF PROCUREMENTS

A. Goods – Competitive Procurement

1. Informal Procurement (PUC § 130232(b))

The following procedures will generally be used when each expected procurement for Goods is valued in excess of \$1,000, but not exceeding \$25,000:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.
- b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.
- c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document the results of all such informal procurement actions.

2. Formal Procurement (PUC § 130232(a))

The following applies to procurements valued in excess of \$25,000:

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. The Board, at its discretion, may reject any and all bids and readvertise.

3. Amendments:

~~a. Contracts and Purchase Orders may be amended to increase the not to exceed amount, quantity and/or extend the term.~~

~~b. —~~

Contracts and Purchase Orders may be amended to add additional scope of work and quantities, increase compensation, and/or extend the delivery period for additional work Goods that was not foreseen at the time were listed in the original Contract or Purchase Order was awarded pursuant to competitive procurement, if the Awarding Authority determines it is in the best interests of SBCTA to do so. The Awarding Authority shall consider cost-effectiveness, timeliness, prior quality of performance of services in determining if it is in the best interests of SBCTA.

- ~~e. Re competition for required services serves to assess the competitive market conditions relative to expertise and pricing for such services and may be prudent on a periodic basis. However, where services relate to specific on-going projects or levels of unique qualifications, skills, and experience, it may be appropriate to extend such Contracts or Purchase Order without re-competition. Staff shall analyze each Contract or Purchase Order based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director.~~
- ~~d. It may be prudent for staff to recommend against a renewed competitive process in, provided the proposed amendment complies with one or more of the following instances/circumstances.~~
- ~~i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the new work were clearly examined as part~~
- ~~a. Cumulatively, any additional quantity does not exceed 25% of the prior quantity listed in the original competitive procurement process.~~
- ~~ii. When, on the basis of a specific finding or competitive process prior to approval~~
- ~~b. An ICE prepared in advance of the original proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order, the firm was determined to be add quantities than procuring the most qualified and responsive to undertake the work addressed by the Contract or Purchase Order amendment additional quantities under a separate procurement process.~~
- ~~iii. Where the firm, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.~~

B. Construction – Competitive Procurement

1. Informal Procurement

The following generally applies to Construction procurements valued at \$25,000 or less:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.
- b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.
- c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Construction procurements in excess of \$25,000. (PUC § 130232)

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.
- e. The Board, at its discretion, may reject any and all bids and re-advertise.

3. Amendments

Contracts may be amended to extend the term, increase the not-to-exceed amount of the contract, or as otherwise needed.

C. Professional Services (A & E) – Qualifications Based Procurement

1. Informal Procurement

The following generally applies to Professional Services (A & E) procurements valued at \$25,000 or less:

- a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.
- b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.
- c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Professional Services (A & E) procurements valued at more than \$25,000:

- a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.
- b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.
- c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.
- d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.
- e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

a-b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or

federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.

~~b-c.~~ In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

~~e.~~ In certain instances, SBCTA consultants are required to work closely with other public agency partners and SBCTA member jurisdictions. When such a professional services Contract is being considered for a revised scope or extension, staff will solicit input from the representatives of those public agencies on the performance, demeanor, and timely implementation of work performed by the consultant.

~~d.~~ Based upon the demonstrated competence and on the professional qualifications of the consultant and upon the particular project needs, Professional Services Contracts may be recommended for extension or be recommended for re-competition.

~~Re-competition for required professional services serves to assess the competitive market conditions relative to expertise and pricing for such services and may be prudent on a periodic basis. However, where professional services relate to specific on-going projects or levels of unique qualifications, skills, and experience, it may be appropriate to extend such Contracts without re-competition. Staff shall analyze~~

d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.

ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.

iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

D. Non A & E Services (Non A & E Professional Services and Non-Professional Services) – Qualifications Based Procurement

1. Informal Procurement

a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.

b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.

2. Formal Consultant Selection Process

The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.

3. Amendments

a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but

typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.

c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

a.d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director:

e. It may be prudent for staff to recommend against a renewed competitive process in the following instances:

- i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the newadditional tasks were clearly examined as part of the prior competitive process.
- ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
- iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

~~f. The Board or the Executive Director may periodically approve amondments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendmets may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.~~

~~D.A. Non A & E Services (Non A & E Professional Services and Non-Professional Services) Qualifications Based Procurement~~

~~2.1. Informal Procurement~~

~~a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.~~

~~b.a. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.~~

~~3.1. Formal Consultant Selection Process~~

~~The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.~~

~~4.1. Amondments~~

~~Amendments to Contracts for Non A & E Services shall be processed in accordance with the provisions contained in Section V.A.3 or V.C.3.~~

VI. EXCEPTIONS

A. Non-Competitive Procurements

Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition based on the following standards, and any Contracts or Purchase Orders exceeding the Executive Director's authority must be presented to the Board for approval, specifically calling out the Non-Competitive finding, and shall be placed on the discussion calendar.

1. Competitive processes are not required for purchases of Goods and services under \$1,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.
2. Services – Sole Source
 - a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.
 - b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:
 - i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.
 - a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.
 - b. After solicitation of a number of sources, the competition is determined inadequate.
3. Goods – Single Source

Pursuant to Public Utilities Code § 130237, the Board may direct the purchase of any Goods without engaging in a competitive procurement process upon a finding by two-thirds (2/3) of all Board members that there is only a single source of procurement and the purchase is for the sole purpose of duplicating or replacing the supply, equipment, or material already in use.
4. Uniformity Exemption for technology related procurements

~~The~~For non-federalized purchases, the competitive process shall not apply to purchases of software licenses/subscriptions and maintenance support services that are required to maintain compatibility, functionality, or conformity with existing designs, products, equipment, facilities, systems, software, technologies, standardizations, proprietary product and the like, (i.e., an article of a specified brand or trade name is the only article that will properly meet the needs of SBCTA), or to maintain current warranties, or are the “only authorized distributor” circumstances, or contractual obligations deemed to”. All federalized technology purchases shall be in ~~the Agency's best interests in the determination of the awarding authority compliance with requirements stipulated by the associated funding source.~~

~~Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition.~~

~~Contracts or Purchase Orders exceeding the Executive Director's approval must be presented to the Board for approval specifically calling out the Non-Competitive finding and shall be placed on the discussion calendar.~~

B. Cooperative Procurements (piggybacking)

SBCTA may contract with the vendor or supplier of any federal, state or local governmental department or agency (Public Agency) that has selected the vendor or supplier after complying with the Public Agency's competitive procurement requirements, and if it is in the best interest of SBCTA to do so. SBCTA's Procurement Manager will determine whether the purchase of Goods and

services directly from the vendor or supplier of a Public Agency is in the best interest of SBCTA based upon price, quality and whether the terms and conditions of the cooperative procurement Contract meet SBCTA's procurement policy.

C. Emergency Procurements (PUC § 130234)

In the event of great public calamity, as defined by Public Utilities Code § 130234, the Board may declare and determine, by resolution adopted by two-thirds (2/3) vote of all its members, that public interest and necessity demand the immediate expenditure of funds to safeguard life, health, or property, and enter into a Contract without observance of the provisions of this policy and/or Public Utilities Code § 130232.

D. Remedial Measures (PUC § 130235)

Upon determining that immediate remedial measures are necessary to avert or alleviate damage to property, or to replace, repair, or restore damaged/destroyed property in order to ensure that SBCTA's facilities are available to serve the transportation needs of the public, and upon determining that available remedial measures are inadequate, including the procurement of Goods and services or construction in accordance with Public Utilities Code §§ 130232-130234, the Executive Director may authorize the expenditure of funds for the procurement of Goods and services without observance of the provisions of this policy and/or Public Utilities Code §§ 130232-130234. The Executive Director shall submit a report to the Board explaining the necessity of any such expenditure.

E. Prototype Equipment (PUC § 130236)

Upon a finding by two-thirds (2/3) vote by all members of the Board that a proposed competitive bid or open market purchase, in accordance with Public Utilities Code §§ 130232 and 130233, does not constitute an adequate method of procurement for the operation of SBCTA facilities or equipment, the Board may direct the procurement of prototype equipment or modifications in an amount sufficient to conduct and evaluate operational testing without further observance of the provisions of this policy and/or Public Utilities Code § 130232.

F. Specialized Equipment (PUC § 130238)

The Board may, upon a finding by two-thirds (2/3) vote by all its members, direct that the procurement of (1) specialized rail transit equipment, including rail cars, and (2) computers, telecommunications equipment, fare collections equipment, microwave equipment, and other related electronic equipment and apparatus be conducted through competitive negotiation as set forth in Public Utilities Code § 130238.

G. Open Market (PUC § 130233)

If after rejecting bids received from a formal competitive procurement process, the Board determines by a majority vote that the Goods may be purchased at a lower price in the open market, the procurement of such Goods or services may proceed without further observance of the provisions of this policy regarding Contracts, bids, advertisement, or notice.

H. Design-Build

Procurements may be authorized by the Board, pursuant to the Public Contract Code § 6820 et seq., [Public Contract Code § 222160 et seq.](#), or other applicable law, for the design and construction of eligible projects through design-build Contracts. Such procurements shall be performed in accordance with applicable state and federal laws.

I. Utilities Services

The provisions of this policy are not required for procuring utility services including but not limited to water, sewer, electricity, natural gas, waste disposal, and telecommunications (telephone and internet).

J. Venues

The provisions of this policy are not required for the selection of venues for SBCTA's events. Venues are selected based on location, size, and other specific needs as required depending on the event.

VII. PURCHASE ORDERS

Issuance of Purchase Orders shall follow the competitive and non-competitive processes set forth in this Policy, but do not require legal counsel approval as to form or written concurrence of the Procurement Manager. Purchase Orders are authorized for the following purposes only:

- A. Purchase of Goods
- B. Purchase of Services under \$10,000, when the risks to SBCTA are considered low, in the discretion of the Procurement Manager and the Risk Manager.
- C. Software license and related maintenance and support agreements, unless software customization is required.

VIII. DELEGATION OF AUTHORITY

A. Invitations for Quotes, Requests for Proposals, Requests for Qualifications, Invitations for Bids

1. The Executive Director is authorized to release and advertise Requests for Proposals (RFP), Requests for Qualifications (RFQ) and Invitations for Bids (IFB) for proposed Contracts/projects for which ~~funding the solicitation~~ has been ~~approved~~listed in SBCTA's ~~current Annual~~most recent adopted Budget and which are estimated not to exceed \$1 Million.

Board approval must be obtained prior to circulation of any RFP/RFQ/IFB if ~~funding the solicitation~~ has not been ~~approved~~listed in SBCTA's ~~current Annual~~most recent adopted Budget, or if the anticipated value of the RFP/RFQ/IFB exceeds \$1 Million.

2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.
3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed \$25,000 and Requests for Information.

B. Contracts, Purchase Orders, Non-Procurement Agreements, Amendments and Contingency Amendments

1. General Policy.
 - a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of \$100,000 require approval by the Board, unless otherwise authorized by the Board.
 - b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.
2. Board President. The Board President is the officer designated to sign Contracts on behalf of the organization, unless otherwise authorized by the Board. In the absence of the Board President, the Board Vice President is authorized to sign Contracts on behalf of the organization.
3. General Policy Committee. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, CTOsContract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.

4. Executive Director. The Executive Director is authorized to approve and execute:
- a. All Contracts ~~and~~, Purchase Orders, and Non-Procurement Agreements (not Receivable) up to \$100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.
 - b. Contract amendments ~~and~~, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:
 - i. With zero dollar value.
 - ii. For Contracts ~~or~~, Purchase Orders, or Non-Procurement Agreements originally less than \$100,000, up to 50% of the original Contract ~~or~~, Purchase Order, or Non-Procurement Agreement value.
 - iii. For Contracts ~~or~~, Purchase Orders, or Non-Procurement Agreements originally over \$100,000, amendments that cumulatively do not exceed 50% of the original Contract ~~or~~, Purchase Order, or Non-Procurement Agreement value or \$100,000, whichever is less.
 - iv. Amendments to extend ~~Contract~~ term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.
 - v. Non-Procurement Agreements that extend time for any period.
 - vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.
 - c. Contract Task Orders (CTO):
 - i. All CTOs up to \$500,000, not-to-exceed the available Contract balance.
 - ii. CTO amendments within available Contract balance:
 - With zero dollar value.
 - For CTOs originally less than \$500,000, increasing the CTO amount up to \$500,000.
 - For CTOs originally \$500,000 or more, increasing the CTO amount by up to \$250,000.
 - d. Sole source procurements for services up to \$100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of \$50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.
 - ee. Zero Dollar and Receivable Non-Procurement Agreements up to \$100,000, as long as they:
 - i. Are not the original cooperative agreement for new projects with an overall project value in excess of \$100,000;
 - ii. Do not require hiring additional staff not budgeted;
 - iii. Do not result in increased agency costs that are not reimbursed in excess of \$100,000; and
 - iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).
 - f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:
 - i. That extend time, for any period; and
 - ii. Do not exceed a net funding change of \$100,000.
 - g. Leases of real property by SBCTA: (lessee):
 - i. With a term not to exceed five (5) years.
 - ii. Total rent not to exceed \$100,000 for entire lease term.
 - iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.

(Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)

5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to \$100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.
6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and ~~change orders~~Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board, or the Executive Director. Contingency amendments and ~~change orders~~Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.
7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

IX. Delegation of Authority to Act Upon Special Risks or Circumstances related To Insurance Requirements In Awarded Contracts, Purchase Orders, and License/Lease Agreements

A. Delegation of Authority

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:
 - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.
 - b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.
 - c. Approve deductibles and self-insured retention up to \$500,000.
2. Executive Director. The Executive Director is authorized to:
 - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.
 - b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.
 - c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.
 - d. Approve deductibles and self-insured retention up to \$5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to \$1,000,000 for all other companies.

B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:
 - a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders
 - b. Insurance market-related constraints, such as type of insurers or coverage available
 - c. Change in company size
 - d. Change in number of vehicles owned by company

- e. Changes that may trigger or eliminate requirement of worker's compensation coverage
- f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added
- g. Insurance levels required are too high for company size and consequently not available in the market
- h. Company-secured insurance that requires a deductible or self-insured retention

C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.
 - a. The review will include the following steps:
 - i. Review scope of work and reassess insurance types and limits
 - ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.
 - iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:
 1. Financial statements
 2. Actuary reports for self-insured program
 3. Third Party Administrator reputation
 4. Number of claims in the past five years
 - iv. Review the insurers' financial strength and, when applicable, require an increase to their financial rating to mitigate additional risks.

D. Mechanism to Incorporate Approved Changes

1. The following will require amendments that will be approved by the Executive Director or the Board of Directors, as is appropriate under this Policy's provisions:
 - a. Changes to insurance limits.
 - b. Elimination of any coverage, limits, or other requirements.
2. The following changes can be done by preparing a memo that is provided to the vendor and a copy is filed with the Contract or Purchase Order:
 - a. Financial rating of insurers (Financial rating lower than A-VII will require Board of Directors' approval).
 - b. Deductibles and self-insured retention.
 - c. Endorsements.

X. STANDARD OF ETHICS

- A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.

XI. REVISION HISTORY

Revision No.	Revisions	Adopted
0	New Policy. Adopted by the Board of Directors	01/03/97
1	Modified Para. 11000.10	01/07/98
2	Modified Para. 11000.7.2	01/07/98
3	Deleted & replaced Para. 11000.7.3	01/07/98
4	Added Para. 11000.10 B	03/04/98
5	Modified Para. 11000.10	06/03/99
6	-Added Para. 11000.7.2.f -Modified Para. 11000.7.3.5.B -Modified Para. 11000.9.3.2	09/01/99
7	-Added new Para. 11000.5.G -Re-identified Para. 11000.5.H (was Para. 11000.5.G) and revised to add "...or the Plans and Programs Committee . . ." -Re-identified Para. 11000.5.I (was Para. 11000.5.H) -Moved Para. 11000.7.5.3 to new paragraph 11000.7.5.1.d and added "...and shall be placed on the discussion calendar." -Added Para 11000.12 REVISION HISTORY	07/05/00
8	-Revised Par. 11000.2 DEFINITIONS to REFERENCES and added Policy 10025, Guidelines for Agenda Materials. -Revised Paragraphs 11000.5.H and 11000.5.I -Re-numbered original Par. 11000.5.I to 11000.5.J -Deleted Par. 11000.10 POLICY GOVERNING DISADVANTAGED BUSINESS ENTERPRISES; re-numbered original Paragraphs 11000.11 and 11000.12 to 11000.10. and 11000.11.	01/09/02
9	Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE.	07/02/03
10	Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D.	11/07/07
11	Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from \$25,000 to \$50,000.	12/03/08
12	Revised the "Director of Freeway Construction" to "Director of Project Delivery". Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from \$25,000 to \$50,000. All other changes in language were made for clarity.	10/06/10
13	Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to \$50,000. Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs.	07/11/12
14	Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'. Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years).	08/01/12
15	Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6.	10/03/12
16	Par. VII.A.2: Added Insurance Requirements. Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5). Par. VII.D, Sole Source Process renamed to Par. VII.C..	11/07/12
17	Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements.	12/05/12
18	Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32. Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows: 1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed \$1,000,000. 2. To approve and execute all purchase orders and contracts up to \$100,000; and 3. To approve and execute contract amendments that meet at least one of the following criteria: a. Amendments with zero dollar value; b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or c. Amendments that cumulatively do not exceed 50% of the original contract value or \$100,000 individually whichever is less. Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes. Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees.	02/06/13

Attachment: Policy 11000 final - clean tracked version (9201 : Revisions to Policies No. 11000, 34509, and 20000)

Revision No.	Revisions	Adopted
19	Change approved by the Board of Directors on May 1, 2013, Agenda Item 6. VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees."	05/01/13
20	Change approved by the Board of Directors on April 9, 2014, Agenda Item 7. Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments.	04/09/14
21	Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to \$100,000.	01/04/17
22	Change approved by the Board of Directors on December 6, 2017, Agenda Item 4. Incorporated language regarding 2 CFR part 200 federal requirements.	12/06/17
23	Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6. Added in Executive Director CTO signature limit.	01/08/20
24	Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments.	06/03/20
25	Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award.	10/06/21
26	Changes approved by Board of Directors on XXXXX, Agenda Item XX. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the Uniformity Exception clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments.	1/04/23

San Bernardino County Transportation Authority	Policy	11000
Adopted by the Board of Directors January 3, 1997	Revised	01/04/23
Contracting and Procurement Policy	Revision No.	26

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Table of Contents

[| Purpose](#) | [| References](#) | [| Policy](#) | [| General](#) | [| Types of Procurements](#) | [| Exceptions](#) | [| Purchase Orders](#) | [| Delegation of Authority](#) | [| Authority to Act Upon Special Risks or Circumstances in Awarded Contracts, Purchase Orders, and License/Lease Agreements](#) | [| Standard of Ethics](#) | [| Revision History](#) |

I. PURPOSE

This policy 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. It provides guidance to San Bernardino County Transportation Authority (SBCTA) staff with respect to policy considerations adopted by the SBCTA and San Bernardino Associated Governments (SANBAG or SBCOG) Board of Directors.

II. REFERENCES

[Policy 10025](#), Guidelines for Agenda Materials.

California Government Code § 4525 et seq.;

Public Contract Code; and Public Utilities Code §§ 130221–130239.

2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).

2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).

40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.

23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.

California Department of Transportation Local Assistance Procedures Manual.

Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

III. POLICY

All procurement activity on behalf of SBCTA and SBCOG is required to demonstrate that the expenditure of funds is conducted in an honest, competitive, fair, and transparent manner that achieves the best value for money and protects the agency's reputation.

IV. GENERAL

A. Definitions

Awarding Authority means the Board, a Board Committee, or the Executive Director to whom the Board delegated authority to award a contract or purchase order under this Policy or by other action of the Board.

Construction (Public Works) as defined by Public Contract Code (PCC) § 22002, means construction, reconstruction, erection, alteration, renovation, demolition, painting, and repair work

involving any publicly owned, leased or operated facility, building, structure, real property, street or highway, or other public improvement of any kind.

Contract means an agreement with a third party for acquisition of Goods, Services or Construction work.

Change Order is a written order issued after execution of a construction contract authorizing: (1) an addition, deletion or revision to the Work; (2) adjustment in the contract amount; and/or (3) adjustment to the performance time.

Executive Director means the Executive Director of SBCTA and shall be deemed to include any designee specified by the Executive Director to act in his or her behalf.

Goods means supplies, materials, equipment, and other movable/tangible things.

Independent Cost Estimates (ICE) means the best 'estimate' as to the cost of the Goods, services or construction work being procured. The method and degree of analysis is dependent on the complexity of the Goods, services or construction work being procured. An ICE should be prepared in advance of the receipt of any bids or proposals, amendments or Change Orders. The United States Department of Transportation, Federal Highways Administration and Federal Transit Administration require recipients of federal dollars to "perform a cost or price analysis in connection with every procurement action, including contract modifications..." The starting point for cost or price analysis is the development of an ICE which should be used in the evaluation of the consultant's or contractor's price proposal.

Invitation for Bids (IFB) means a competitive procurement process that requires the award be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

Invitation for Quotes (IFQ) means a competitive procurement process which the award of a contract or purchase order will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

Non-Procurement Agreement refers to an agreement other than those utilized to acquire Goods, Services, and Construction work, which includes but is not limited to, a cooperative agreement, memorandum of understanding, and revenue/funding agreement.

Non-Professional Services means janitorial, maintenance, security, advertising, printing, postal, landscape maintenance, including mowing, weeding, watering, trimming/pruning, planting, and servicing of irrigation and sprinkler systems, the maintaining or servicing of Goods, and other services that are not deemed a professional service.

Procurement Professional means procurement staff responsible for overseeing the Procurement Solicitation.

Procurement Solicitation means Invitation for Bids (IFB), Request for Proposals (RFP), Request for Qualifications (RFQ), Invitation for Quotes (IFQ), or other forms of written or verbal solicitations for the procurement of Goods, Non-Professional and Professional Services, and Construction work.

Professional Services (A & E) means architectural, engineering, environmental, land surveying, construction engineering, construction project management services, or other professional services of an architectural or engineering nature that are required to be performed or approved by a person licensed, registered, or certified to provide such services.

Professional Services (Non A & E) means advisory, information technology, legal, financial, accounting, auditing, legislative advocacy, marketing, freeway service patrol, program management, and any other services which involve the exercise of professional discretion and independent judgment based on advanced or specialized knowledge, expertise or training gained by formal studies or experience, but excludes Professional Services (A & E).

Purchase Order (PO) is a written authorization issued by a buyer committing to pay the seller for the sale of specific Goods or services to be delivered in the future.

Receivable means any agreement by in which the agency expects to receive monetary or in-kind value.

Request for Information (RFI) means a solicitation used to obtain general information about products, services, or suppliers.

Request for Proposal/Request for Qualifications (RFP/RFQ) means a competitive procurement process that requires evaluation of a consultant's proposal and qualifications.

Split Procurement means a willful splitting of a single transaction into a series of transactions for the purpose of evading the applicable procurement requirements.

B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws
2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.
3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.
4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders shall be five years, with the following exceptions: (1) Contracts or Purchase Orders for software related maintenance and support services can have a period of up to 10 years; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.
5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.
6. Independent Cost Estimate (ICE). Except for purchases under \$1,000, an ICE is required for every procurement action.
7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.
8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.
9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.
10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

11. Written Contracts and Non-Procurement Agreements. All Contracts and Non-Procurement Agreements shall be in writing and signed by authorized representatives of all parties.

V. TYPES OF PROCUREMENTS

A. Goods – Competitive Procurement

1. Informal Procurement (PUC § 130232(b))

The following procedures will generally be used when each expected procurement for Goods is valued in excess of \$1,000, but not exceeding \$25,000:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.
- b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.
- c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document the results of all such informal procurement actions.

2. Formal Procurement (PUC § 130232(a))

The following applies to procurements valued in excess of \$25,000:

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. The Board, at its discretion, may reject any and all bids and readvertise.

3. Amendments:

Contracts and Purchase Orders may be amended to add quantities, increase compensation, and/or extend the delivery period for Goods that were listed in the original competitive procurement process, provided the proposed amendment complies with one or more of the following circumstances.

- a. Cumulatively, any additional quantity does not exceed 25% of the quantity listed in the original competitive procurement process; or
- b. An ICE prepared in advance of the proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order to add quantities than procuring the additional quantities under a separate procurement process.

B. Construction – Competitive Procurement

1. Informal Procurement

The following generally applies to Construction procurements valued at \$25,000 or less:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.
- b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.
- c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Construction procurements in excess of \$25,000. (PUC § 130232)

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.
- e. The Board, at its discretion, may reject any and all bids and re-advertise.

3. Amendments

Contracts may be amended to extend the term, increase the not-to-exceed amount of the contract, or as otherwise needed.

C. Professional Services (A & E) – Qualifications Based Procurement

1. Informal Procurement

The following generally applies to Professional Services (A & E) procurements valued at \$25,000 or less:

- a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.
- b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.
- c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Professional Services (A & E) procurements valued at more than \$25,000:

- a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.

- b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.
- c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.
- d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.
- e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

- a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.
- c. In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:
 - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
 - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
 - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

D. Non A & E Services (Non A & E Professional Services and Non-Professional Services) – Qualifications Based Procurement

1. Informal Procurement

- a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.
 - b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.
2. Formal Consultant Selection Process

The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.

3. Amendments

- a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.
- c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director:
 - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
 - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
 - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

VI. EXCEPTIONS

A. Non-Competitive Procurements

Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition based on the following standards, and any Contracts or Purchase Orders exceeding the Executive Director's authority must be presented to the Board for approval, specifically calling out the Non-Competitive finding, and shall be placed on the discussion calendar.

- 1. Competitive processes are not required for purchases of Goods and services under \$1,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.

2. Services – Sole Source

- a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.
- b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:
 - i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.
 - a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.
 - b. After solicitation of a number of sources, the competition is determined inadequate.

3. Goods – Single Source

Pursuant to Public Utilities Code § 130237, the Board may direct the purchase of any Goods without engaging in a competitive procurement process upon a finding by two-thirds (2/3) of all Board members that there is only a single source of procurement and the purchase is for the sole purpose of duplicating or replacing the supply, equipment, or material already in use.

4. Uniformity Exemption for technology related procurements

For non-federalized purchases, the competitive process shall not apply to purchases of software licenses/subscriptions and maintenance support services that are required to maintain compatibility, functionality, or conformity with existing designs, products, equipment, facilities, systems, software, technologies, standardizations, proprietary product and the like (i.e., an article of a specified brand or trade name is the only article that will properly meet the needs of SBCTA), or to maintain current warranties, or are the “only authorized distributor”. All federalized technology purchases shall be in compliance with requirements stipulated by the associated funding source.

B. Cooperative Procurements (piggybacking)

SBCTA may contract with the vendor or supplier of any federal, state or local governmental department or agency (Public Agency) that has selected the vendor or supplier after complying with the Public Agency’s competitive procurement requirements, and if it is in the best interest of SBCTA to do so. SBCTA’s Procurement Manager will determine whether the purchase of Goods and services directly from the vendor or supplier of a Public Agency is in the best interest of SBCTA based upon price, quality and whether the terms and conditions of the cooperative procurement Contract meet SBCTA’s procurement policy.

C. Emergency Procurements (PUC § 130234)

In the event of great public calamity, as defined by Public Utilities Code § 130234, the Board may declare and determine, by resolution adopted by two-thirds (2/3) vote of all its members, that public interest and necessity demand the immediate expenditure of funds to safeguard life, health, or property, and enter into a Contract without observance of the provisions of this policy and/or Public Utilities Code § 130232.

D. Remedial Measures (PUC § 130235)

Upon determining that immediate remedial measures are necessary to avert or alleviate damage to property, or to replace, repair, or restore damaged/destroyed property in order to ensure that SBCTA’s facilities are available to serve the transportation needs of the public, and upon determining that available remedial measures are inadequate, including the procurement of Goods and services or construction in accordance with Public Utilities Code §§ 130232-130234, the Executive Director may authorize the expenditure of funds for the procurement of Goods and services without observance of the provisions of this policy and/or Public Utilities Code §§ 130232-130234. The

Executive Director shall submit a report to the Board explaining the necessity of any such expenditure.

E. Prototype Equipment (PUC § 130236)

Upon a finding by two-thirds (2/3) vote by all members of the Board that a proposed competitive bid or open market purchase, in accordance with Public Utilities Code §§ 130232 and 130233, does not constitute an adequate method of procurement for the operation of SBCTA facilities or equipment, the Board may direct the procurement of prototype equipment or modifications in an amount sufficient to conduct and evaluate operational testing without further observance of the provisions of this policy and/or Public Utilities Code § 130232.

F. Specialized Equipment (PUC § 130238)

The Board may, upon a finding by two-thirds (2/3) vote by all its members, direct that the procurement of (1) specialized rail transit equipment, including rail cars, and (2) computers, telecommunications equipment, fare collections equipment, microwave equipment, and other related electronic equipment and apparatus be conducted through competitive negotiation as set forth in Public Utilities Code § 130238.

G. Open Market (PUC § 130233)

If after rejecting bids received from a formal competitive procurement process, the Board determines by a majority vote that the Goods may be purchased at a lower price in the open market, the procurement of such Goods or services may proceed without further observance of the provisions of this policy regarding Contracts, bids, advertisement, or notice.

H. Design-Build

Procurements may be authorized by the Board, pursuant to the Public Contract Code § 6820 et seq., Public Contract Code § 222160 et seq., or other applicable law, for the design and construction of eligible projects through design-build Contracts. Such procurements shall be performed in accordance with applicable state and federal laws.

I. Utilities Services

The provisions of this policy are not required for procuring utility services including but not limited to water, sewer, electricity, natural gas, waste disposal, and telecommunications (telephone and internet).

J. Venues

The provisions of this policy are not required for the selection of venues for SBCTA's events. Venues are selected based on location, size, and other specific needs as required depending on the event.

VII. PURCHASE ORDERS

Issuance of Purchase Orders shall follow the competitive and non-competitive processes set forth in this Policy, but do not require legal counsel approval as to form or written concurrence of the Procurement Manager. Purchase Orders are authorized for the following purposes only:

- A. Purchase of Goods
- B. Purchase of Services under \$10,000, when the risks to SBCTA are considered low, in the discretion of the Procurement Manager and the Risk Manager.
- C. Software license and related maintenance and support agreements, unless software customization is required.

VIII. DELEGATION OF AUTHORITY

- A. Invitations for Quotes, Requests for Proposals, Requests for Qualifications, Invitations for Bids
1. The Executive Director is authorized to release and advertise Requests for Proposals (RFP), Requests for Qualifications (RFQ) and Invitations for Bids (IFB) for proposed Contracts/projects for which the solicitation has been listed in SBCTA's most recent adopted Budget and which are estimated not to exceed \$1 Million.

Board approval must be obtained prior to circulation of any RFP/RFQ/IFB if the solicitation has not been listed in SBCTA's most recent adopted Budget, or if the anticipated value of the RFP/RFQ/IFB exceeds \$1 Million.
 2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.
 3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed \$25,000 and Requests for Information.
- B. Contracts, Purchase Orders, Non-Procurement Agreements, Amendments and Contingency Amendments
1. General Policy.
 - a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of \$100,000 require approval by the Board, unless otherwise authorized by the Board.
 - b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.
 2. Board President. The Board President is the officer designated to sign Contracts on behalf of the organization, unless otherwise authorized by the Board. In the absence of the Board President, the Board Vice President is authorized to sign Contracts on behalf of the organization.
 3. General Policy Committee. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.
 4. Executive Director. The Executive Director is authorized to approve and execute:
 - a. All Contracts, Purchase Orders, and Non-Procurement Agreements (not Receivable) up to \$100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.
 - b. Contract amendments, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:
 - i. With zero dollar value.
 - ii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally less than \$100,000, up to 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value.
 - iii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally over \$100,000, amendments that cumulatively do not exceed 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value or \$100,000, whichever is less.
 - iv. Amendments to extend term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.

- v. Non-Procurement Agreements that extend time for any period.
 - vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.
- c. Contract Task Orders (CTO):
- i. All CTOs up to \$500,000, not-to-exceed the available Contract balance.
 - ii. CTO amendments within available Contract balance:
 - With zero dollar value.
 - For CTOs originally less than \$500,000, increasing the CTO amount up to \$500,000.
 - For CTOs originally \$500,000 or more, increasing the CTO amount by up to \$250,000.
- d. Sole source procurements for services up to \$100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of \$50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.
- e. Zero Dollar and Receivable Non-Procurement Agreements up to \$100,000, as long as they:
- i. Are not the original cooperative agreement for new projects with an overall project value in excess of \$100,000;
 - ii. Do not require hiring additional staff not budgeted;
 - iii. Do not result in increased agency costs that are not reimbursed in excess of \$100,000; and
 - iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).
- f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:
- i. That extend time, for any period; and
 - ii. Do not exceed a net funding change of \$100,000.
- g. Leases of real property by SBCTA (lessee):
- i. With a term not to exceed five (5) years.
 - ii. Total rent not to exceed \$100,000 for entire lease term.
 - iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.
- (Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)
5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to \$100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.
6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board or the Executive Director. Contingency amendments and Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.
7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

IX. Delegation of Authority to Act Upon Special Risks or Circumstances related To Insurance Requirements In Awarded Contracts, Purchase Orders, and License/Lease Agreements

A. Delegation of Authority

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:
 - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.
 - b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.
 - c. Approve deductibles and self-insured retention up to \$500,000.
2. Executive Director. The Executive Director is authorized to:
 - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.
 - b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.
 - c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.
 - d. Approve deductibles and self-insured retention up to \$5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to \$1,000,000 for all other companies.

B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:
 - a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders
 - b. Insurance market-related constraints, such as type of insurers or coverage available
 - c. Change in company size
 - d. Change in number of vehicles owned by company
 - e. Changes that may trigger or eliminate requirement of worker's compensation coverage
 - f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added
 - g. Insurance levels required are too high for company size and consequently not available in the market
 - h. Company-secured insurance that requires a deductible or self-insured retention

C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.
 - a. The review will include the following steps:
 - i. Review scope of work and reassess insurance types and limits
 - ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.
 - iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:
 1. Financial statements
 2. Actuary reports for self-insured program

3. Third Party Administrator reputation
 4. Number of claims in the past five years
- iv. Review the insurers' financial strength and, when applicable, require an increase to their financial rating to mitigate additional risks.
- D. Mechanism to Incorporate Approved Changes
1. The following will require amendments that will be approved by the Executive Director or the Board of Directors, as is appropriate under this Policy's provisions:
 - a. Changes to insurance limits.
 - b. Elimination of any coverage, limits, or other requirements.
 2. The following changes can be done by preparing a memo that is provided to the vendor and a copy is filed with the Contract or Purchase Order:
 - a. Financial rating of insurers (Financial rating lower than A-VII will require Board of Directors' approval).
 - b. Deductibles and self-insured retention.
 - c. Endorsements.

X. STANDARD OF ETHICS

- A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.

XI. REVISION HISTORY

Revision No.	Revisions	Adopted
0	New Policy. Adopted by the Board of Directors	01/03/97
1	Modified Para. 11000.10	01/07/98
2	Modified Para. 11000.7.2	01/07/98
3	Deleted & replaced Para. 11000.7.3	01/07/98
4	Added Para. 11000.10 B	03/04/98
5	Modified Para. 11000.10	06/03/99
6	-Added Para. 11000.7.2.f -Modified Para. 11000.7.3.5.B -Modified Para. 11000.9.3.2	09/01/99
7	-Added new Para. 11000.5.G -Re-identified Para. 11000.5.H (was Para. 11000.5.G) and revised to add "...or the Plans and Programs Committee . . ." -Re-identified Para. 11000.5.I (was Para. 11000.5.H) -Moved Para. 11000.7.5.3 to new paragraph 11000.7.5.1.d and added "...and shall be placed on the discussion calendar." -Added Para 11000.12 REVISION HISTORY	07/05/00
8	-Revised Par. 11000.2 DEFINITIONS to REFERENCES and added Policy 10025, Guidelines for Agenda Materials. -Revised Paragraphs 11000.5.H and 11000.5.I -Re-numbered original Par. 11000.5.I to 11000.5.J -Deleted Par. 11000.10 POLICY GOVERNING DISADVANTAGED BUSINESS ENTERPRISES; re-numbered original Paragraphs 11000.11 and 11000.12 to 11000.10. and 11000.11.	01/09/02

Revision No.	Revisions	Adopted
9	Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE.	07/02/03
10	Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D.	11/07/07
11	Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from \$25,000 to \$50,000.	12/03/08
12	Revised the "Director of Freeway Construction" to "Director of Project Delivery". Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from \$25,000 to \$50,000. All other changes in language were made for clarity.	10/06/10
13	Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to \$50,000. Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs.	07/11/12
14	Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'. Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years).	08/01/12
15	Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6.	10/03/12
16	Par. VII.A.2: Added Insurance Requirements. Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5). Par. VII.D, Sole Source Process renamed to Par. VII.C..	11/07/12
17	Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements.	12/05/12
18	Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32. Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows: 1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed \$1,000,000. 2. To approve and execute all purchase orders and contracts up to \$100,000; and 3. To approve and execute contract amendments that meet at least one of the following criteria: a. Amendments with zero dollar value; b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or c. Amendments that cumulatively do not exceed 50% of the original contract value or \$100,000 individually whichever is less. Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes. Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees.	02/06/13
19	Change approved by the Board of Directors on May 1, 2013, Agenda Item 6. VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees."	05/01/13
20	Change approved by the Board of Directors on April 9, 2014, Agenda Item 7. Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments.	04/09/14
21	Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to \$100,000.	01/04/17
22	Change approved by the Board of Directors on December 6, 2017, Agenda Item 4. Incorporated language regarding 2 CFR part 200 federal requirements.	12/06/17
23	Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6. Added in Executive Director CTO signature limit.	01/08/20
24	Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments.	06/03/20
25	Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award.	10/06/21
26	Changes approved by Board of Directors on XXXXX, Agenda Item XX. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the Uniformity Exception	01/04/23

Revision No.	Revisions	Adopted
	clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments.	

Attachment: Policy 11000 final - clean version - no tracked changes (9201 : Revisions to Policies No. 11000, 34509, and 20000)

San Bernardino County Transportation Authority	Policy No.	20000
Adopted by the Board of Directors August 7, 1991	Revised	11/3/202101/04/23
Financial Policies	Revision No.	78

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

Table of Contents

[Purpose](#) | [References](#) | [Definitions](#) | [Policy](#) | [Operating Budget Policies](#) | [Budget Amendment Policy](#) | [Revenue Policies](#) | [Cash Management Policies](#) | [Debt Policies](#) | [Investment Policies](#) | [Auditing Policies](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to set the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments doing business as San Bernardino Council of Governments (SBCOG).

II. References

~~Procedure 20000-10~~ [Procedure 20000-10](#) Capital Asset Procedure

[2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.](#)

[Investment Policy, Policy No. 20100](#)

[Debt Management Policy, Policy No. 20300- SBCTA](#)

[Debt Management Policy, Policy No. 20400-SBCOG](#)

III. DEFINITIONS

None

[Encumbrance is a commitment for goods and services that reduces the budget available for the fiscal year.](#)

[Budget is a plan of financial operation of proposed expenditure for a given period, such as fiscal year, and the proposed means of financing the expenditure. The means of funding is from reserves, new revenue expected for the period covered, or issuance of short-term debt such as commercial paper or loans, or long-term debt such as sales tax revenue bonds.](#)

[Expense or Revenue Map is a document issued within the annual budget that shows the complete strings for expenditure and revenue. The string format is as follows:](#)

[Expense string format: XXXX.XX.XXXX.XXXX.XXXXXX.XXXXXXXXXX = Fund.Program.Task.Sub-Task.Object Code.Revenue Code](#)

[Revenue string format: XXXX.XX.XXXX.XXXX.XXXXXXXXXX = Fund.Program.Task.Sub-Task.Revenue Code](#)

[Fund is the first segment of an expenditure or revenue string that represents a specific fund received that is segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.](#)

[Program is the second segment of expenditure or revenue string that identifies organizational units directed to attaining specific purposes or objectives.](#)

~~Policy20000~~[Policy 20000](#)

Attachment: Policy 20000 final tracked changes (9201 : Revisions to Policies No. 11000, 34509, and 20000)

Task Manager is the person responsible for developing the detailed line item budget for the various tasks that are included in the Budget.

IV. POLICY

Operating independently of changing circumstances and conditions, the following financial policies shall assist in the decision-making process and fiscal management -of- SBCTA and SBCOG.

V. OPERATING BUDGET POLICIES

~~The Annually, the~~ Boards of Directors of SBCTA and SBCOG adopt ~~an annual~~ a fiscal year budget that includes SBCOG as a ~~blended component unit~~ separate program of the SBCTA budget. The following principles shall apply to the SBCTA and SBCOG operating budget:

- A. SBCTA and SBCOG shall utilize a decentralized operating budget process, whereby all task managers participate.
- B. The budget shall be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and funds available from proceeds of long or short-term debt.
- C. Encumbrance accounting ~~related~~ shall be available to commit goods and services purchased with a purchase orders shall be used order as an element of control in the formal budgetary integration-
process.
- ~~D. No new or expanded contracts shall be authorized for expenditure in the current year without implementing adjustments of expenses or revenues at the same time.~~
- ED. Costs of administration for Measure I 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, as prescribed in the Measure I Strategic Plan.
- FE. 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 will be made during the year.

VI. BUDGET AMENDMENT POLICY

~~When it becomes necessary to modify the adopted budget, the~~ A Board-approved budget amendment procedure shall be determined by the type of change that is needed, necessary except in the following circumstances:

A. Administrative Budget Amendment

~~An administrative budget amendment shall not increase the overall program's budget.~~

~~There are four types of administrative budget amendments:~~

1. ~~Transfers from one line item to another task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same program Fund and fund Program.~~ This amendment shall require the approval of the ~~program/task manager~~ Task Manager.
2. ~~Reallocation of budgeted salary and benefits costs, and associated revenues, from one program Fund or Program to another within the same fund or from one approved funding source/grant to another approved funding source/grant within a program 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.
3. ~~Change of sales tax revenue which affects the Measure I Pass Through allocation to the various participating agencies. This amendment shall require the approval of the Chief Financial Officer.~~
4. 3. Substitution of one approved funding source/grant Fund for another approved funding source/grant within a program 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 their designee.

B. Board Approved Budget Amendment

~~A Board-approved budget amendment shall be necessary to address changes in the total expenditures or revenue sources for a program. These changes shall include, but are not limited to:~~

- ~~1. The acceptance of additional grant monies.~~
- ~~2. The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.~~
- ~~3. The re-appropriation of monies/expenditures (excluding SBCTA staff salary costs) from one program or fund to another.~~

~~These changes shall require a budget authorization and a formal agenda item to be reviewed by the appropriate Policy Committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, in recognition of time constraints and extenuating circumstances, the authorization request may be submitted to the Board of Directors without Policy Committee review.~~

~~The agenda items requesting budget amendment shall define the expected funding source and shall adhere to the balanced budget requirements.~~

~~All budget amendments shall be documented by the Finance Department and be tracked in SBCTA's electronic financial system.~~

VII. REVENUE POLICIES

~~SBCOG establishes General Assessment Dues for all member jurisdictions based on jurisdictions' populations and net assessed property values. In addition, the~~The ~~following principles shall apply to other sources of revenue for SBCOG and SBCTA:~~

- ~~A. Aggressively seek additional federal, state, and local funding/grants.~~
- ~~B. Review and monitor changes in Measure I Sales Tax receipts.~~
- ~~C. Monitor sales tax projections to ensure use of current and relevant data and adjust amounts annually to reflect the most current economic trends.~~
- ~~D. Notwithstanding any other provision in this policy, the Executive Director, or designee, is authorized to approve and execute funding/revenue agreements, and amendments to funding/revenue agreements, as long as SBCTA is not required to incur additional cost or staff that is not budgeted. Board approval will be required in the event additional cost or staff is required. All SBCOG revenue agreements must be approved by SBCOG Board.~~

VIII. CASH MANAGEMENT POLICIES

- ~~A. All funds received shall be deposited in a timely manner at least once per week.~~
- ~~B. Measure I funds shall be electronically transferred to SBCTA's accounts to reduce any delays in depositing the funds. When possible, additional sources of revenue shall also be electronically transferred.~~
- ~~C. Revenues shall be collected in accordance with contractual requirements. For federal reimbursable agreements, ~~reimbursements~~reimbursement requests shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For federal agreements under which cash is advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in 2 C.F.R. Part 200, including, but not limited to, 2 C.F.R. 200.305, ~~which provides, inter alia:~~~~
 - ~~1. Funds must be deposited and maintained in insured accounts whenever possible and in interest-bearing accounts.~~
 - ~~Interest earned amounts up to \$500 per year may be retained for administrative expenses. Any additional interest earned will be remitted annually to the federal government.~~

- D. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
- E. Idle funds shall be invested in accordance with ~~established investment policy~~ the Investment Policy, Policy No. 20100 emphasizing, in order of priority, safety, liquidity, diversification, and a reasonable market rate of return.
- F. Wire transfers are infrequent, but when processing wires the initiator and approver must not be performed by the same person. Confirmation receipt must be obtained within minutes of processing wire. Wire information must be sent via secured method; such as encrypted e-mail or drop box.

IXIX. DEBT POLICIES

- A. SBCTA shall judiciously ~~issue bonds~~ incur debt for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden ~~(See, in accordance with the Debt Management Policy, Policy No. 20300)-.~~
- B. All ~~bond or note issues~~ incurred debt shall be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.
- C. ~~SBCTA shall publish and distribute an official statement for each bond issue. SBCTA shall meet all disclosure requirements in accordance with Generally Accepted Accounting Principles (GAAP).~~
- ~~D. SBCTA shall meet all disclosure requirements.~~
- ED. SBCTA will maintain, at a minimum, a 2.0 debt coverage ratio on all senior lien debt.
- FE. SBCOG will only issue debt in accordance with the Debt Management ~~Policy No. 20400.~~ Policy No. 20400.

X. CAPITAL OUTLAY

- A. SBCTA's capital assets, which include land, buildings, building improvements, call box network, communications, ~~computer network~~, electric vehicle charging stations, equipment, furniture, vehicles, infrastructure, rail stations, rail tracks, and train cars are recorded at historical cost or estimated historical cost when ~~purchased or constructed~~. Donated capital assets are recorded at estimated fair acquisition value at the date of donation.
1. Depreciation will be recorded based on life of assets, as provided in ~~Procedure 20000-40.~~ Procedure 20000-10.
 2. Inventory of capital assets and inventorable items will be conducted biennially.
- ~~B. B.~~ 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. CIP additions, deletions, and transfers to land, building, building improvements, and other capital assets categories will be reviewed annually.
- C. 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.

XI. INVESTMENT POLICIES

- A. SBCTA shall instruct financial institutions to make investments in accordance with the original indenture and investment policy. ~~(See Investment Policy No. (Investment Policy, Policy No 20100) 20100)~~
- B. SBCTA shall engage the services of an investment advisor who shall provide on-going advice on portfolio performances, current investment strategies, cash management and cash flow projections.
- C. SBCTA shall ~~present~~ provide a monthly and quarterly investment status report to the Board of Directors.

[D. SBCTA shall perform the above functions on behalf of SBCOG.](#)

XII. AUDITING POLICIES

Laws applicable to SBCTA and bylaws applicable to SBCOG direct that an independent audit, by a recognized Certified Public Accountant (CPA) firm, be conducted annually. In addition, the following principles shall apply:

- A. SBCTA shall produce annual financial statements in accordance with ~~Generally Accepted Accounting Principles (GAAP)~~GAAP as outlined by the Governmental Accounting Standards Board.
- B. The financial statements are the responsibility of SBCTA's ~~management~~Chief Financial Officer.
- C. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.
- D. SBCTA shall establish internal controls to provide reasonable, rather than absolute, assurances that: the financial statements are free of any material misstatements; operations are effective and efficient; and the agency has maintained compliance with applicable laws and regulations.
- E. An annual internal control assessment will be conducted to analyze the controls throughout the organization and determine if changes are required. [The Executive Director or designee shall review and approve the assessment, recommendations, and final corrective action plan, if any.](#)
~~1. The assessment and recommendations will be reviewed by the Executive Director or designee.~~
- F. The costs of internal controls should not exceed the anticipated benefits.

XII. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	08/07/91
1	Modified Section 20000.5.1 – adopted April 1, 1998)	04/01/98
2	Revised Par. X: AUDITING POLICIES to clarify the SANBAG internal control standards	08/06/08
3	Revised Section VIII (A), See Debt Management Policy, Policy No. 20300 (Agenda Item 5, 9/3/14)	09/03/14
4	Revised to reflect name change from SANBAG to SBCTA and SBCOG, include reference to Debt Management Policy, Policy No. 20400, incorporate Cash Management language to meet federal requirements, and add the Capital Outlay section.	06/07/17
5	Revised to incorporate reference to Procedure 20000-10 Capital Assets, update Section X Capital Outlay, and indicate that an annual internal control assessment will take place to analyze internal controls.	06/06/18
6	Revised Sections V and VI to modify wording for clarification and Section X to reflect inventory will be performed biennially. (Agenda Item 5, 12/4/19)	12/04/19
7	Revised Section VII to include delegation of authority to Executive Director or Designee to approve SBCTA grant/revenue contracts and amendments that do not increase additional cost that is not budgeted. SBCOG revenue agreements to be approved by SBCOG Board. Updates to Section VI to match with budget document.	11/03/21
8	Updated Section III definitions and section V to reflect current practices, revised Section VII to remove delegation of authority to Executive Director or Designee to approve grant/revenue agreements, and clarify when budget adjustments are allowed under the Executive Director, Chief Financial Officer, or Task Manager and minor change to the donated capital assets to be in conformance with GAAP.	01/04/23

San Bernardino County Transportation Authority	Policy No.	20000
Adopted by the Board of Directors August 7, 1991	Revised	01/04/23
Financial Policies	Revision No.	8

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

Table of Contents

[| Purpose |](#) [References](#) | [Definitions](#) | [Policy](#) | [Operating Budget Policies](#) | [Budget Amendment Policy](#) | [Revenue Policies](#) | [Cash Management Policies](#) | [Debt Policies](#) | [Investment Policies](#) | [Auditing Policies](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to set the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments doing business as San Bernardino Council of Governments (SBCOG).

II. References

- [Procedure 20000-10](#) Capital Asset Procedure
- 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- [Investment Policy](#), Policy No. 20100
- [Debt Management Policy](#), Policy No. 20300- SBCTA
- [Debt Management Policy](#), Policy No. 20400-SBCOG

III. DEFINITIONS

Encumbrance is a commitment for goods and services that reduces the budget available for the fiscal year.

Budget is a plan of financial operation of proposed expenditure for a given period, such as fiscal year, and the proposed means of financing the expenditure. The means of funding is from reserves, new revenue expected for the period covered, or issuance of short-term debt such as commercial paper or loans, or long-term debt such as sales tax revenue bonds.

Expense or Revenue Map is a document issued within the annual budget that shows the complete strings for expenditure and revenue. The string format is as follows:

Expense string format: **XXXX.XX.XXXX.XXXX.XXXXXX.XXXXXXXXXX** = Fund.Program.Task.Sub-Task.Object Code.Revenue Code

Revenue string format: **XXXX.XX.XXXX.XXXX.XXXXXXXXXX** = Fund.Program.Task.Sub-Task.Revenue Code

Fund is the first segment of an expenditure or revenue string that represents a specific fund received that is segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Program is the second segment of expenditure or revenue string that identifies organizational units directed to attaining specific purposes or objectives.

Task Manager is the person responsible for developing the detailed line item budget for the various tasks that are included in the Budget.

Attachment: Revised Policy 20000 Oct 2022 - Clean (9201 : Revisions to Policies No. 11000, 34509, and 20000)

IV. POLICY

Operating independently of changing circumstances and conditions, the following financial policies shall assist in the decision-making process and fiscal management of SBCTA and SBCOG.

V. OPERATING BUDGET POLICIES

Annually, the Boards of Directors of SBCTA and SBCOG adopt a fiscal year budget that includes SBCOG as a separate program of the SBCTA budget. The following principles shall apply to the SBCTA and SBCOG operating budget:

- A. SBCTA and SBCOG shall utilize a decentralized operating budget process, whereby all task managers participate.
 - B. The budget shall be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and funds available from proceeds of long or short-term debt.
 - C. Encumbrance accounting shall be available to commit goods and services purchased with a purchase order as an element of control in the formal budgetary integration process.
 - D. Costs of administration for Measure I 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, as prescribed in the Measure I Strategic Plan.
 - E. 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 will be made during the year.
-

VI. BUDGET AMENDMENT POLICY

A Board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same Fund and Program. This amendment shall require the approval of the Task Manager.
 2. 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.
 3. 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 their designee.
-

VII. REVENUE POLICIES

The following principles shall apply to sources of revenue:

- A. Aggressively seek additional federal, state, and local funding/grants.
 - B. Review and monitor changes in Measure I Sales Tax receipts.
 - C. Monitor sales tax projections to ensure use of current and relevant data and adjust amounts annually to reflect the most current economic trends.
-

VIII. CASH MANAGEMENT POLICIES

- A. All funds received shall be deposited in a timely manner at least once per week.

- B. Measure I funds shall be electronically transferred to SBCTA's accounts to reduce any delays in depositing the funds. When possible, additional sources of revenue shall also be electronically transferred.
- C. Revenues shall be collected in accordance with contractual requirements. For federal reimbursable agreements, reimbursement requests shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For federal agreements under which cash is advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in 2 C.F.R. Part 200, including, but not limited to, 2 C.F.R. 200.305.
- D. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
- E. Idle funds shall be invested in accordance with the [Investment Policy, Policy No. 20100](#) emphasizing, in order of priority, safety, liquidity, diversification, and a reasonable market rate of return.
- F. Wire transfers are infrequent, but when processing wires the imitator and approver must not be performed by the same person. Confirmation receipt must be obtained within minutes of processing wire. Wire information must be sent via secured method; such as encrypted e-mail or drop box.

IX. DEBT POLICIES

- A. SBCTA shall judiciously incur debt for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden, in accordance with the [Debt Management Policy, Policy No. 20300](#).
- B. All incurred debt shall be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.
- C. SBCTA shall meet all disclosure requirements in accordance with Generally Accepted Accounting Principles (GAAP).
- D. SBCTA will maintain, at a minimum, a 2.0 debt coverage ratio on all senior lien debt.
- E. SBCOG will only issue debt in accordance with the Debt Management [Policy No. 20400](#).

X. CAPITAL OUTLAY

- A. SBCTA's capital assets, which include land, buildings, building improvements, call box network, communications, computer network, electric vehicle charging stations, equipment, furniture, vehicles, infrastructure, rail stations, rail tracks, and train cars are recorded at historical cost or estimated historical cost when purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.
 1. Depreciation will be recorded based on life of assets, as provided in [Procedure 20000-10](#).
 2. Inventory of capital assets and inventoriable items will be conducted biennially.
- B. 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. CIP additions, deletions, and transfers to land, building, building improvements, and other capital assets categories will be reviewed annually.
- C. 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.

XI. INVESTMENT POLICIES

- A. SBCTA shall instruct financial institutions to make investments in accordance with the original indenture and investment policy. ([Investment Policy, Policy No 20100](#))

- B. SBCTA shall engage the services of an investment advisor who shall provide on-going advice on portfolio performances, current investment strategies, cash management and cash flow projections.
- C. SBCTA shall provide a monthly and quarterly investment status report to the Board of Directors.
- D. SBCTA shall perform the above functions on behalf of SBCOG.

XII. AUDITING POLICIES

Laws applicable to SBCTA and bylaws applicable to SBCOG direct that an independent audit, by a recognized Certified Public Accountant (CPA) firm, be conducted annually. In addition, the following principles shall apply:

- A. SBCTA shall produce annual financial statements in accordance with GAAP as outlined by the Governmental Accounting Standards Board.
- B. The financial statements are the responsibility of SBCTA's Chief Financial Officer.
- C. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.
- D. SBCTA shall establish internal controls to provide reasonable, rather than absolute, assurances that: the financial statements are free of any material misstatements; operations are effective and efficient; and the agency has maintained compliance with applicable laws and regulations.
- E. An annual internal control assessment will be conducted to analyze the controls throughout the organization and determine if changes are required. The Executive Director or designee shall review and approve the assessment, recommendations, and final corrective action plan, if any.
- F. The costs of internal controls should not exceed the anticipated benefits.

XII. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	08/07/91
1	Modified Section 20000.5.1 – adopted April 1, 1998)	04/01/98
2	Revised Par. X: AUDITING POLICIES to clarify the SANBAG internal control standards	08/06/08
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5	Revised to incorporate reference to Procedure 20000-10 Capital Assets, update Section X Capital Outlay, and indicate that an annual internal control assessment will take place to analyze internal controls.	06/06/18
6	Revised Sections V and VI to modify wording for clarification and Section X to reflect inventory will be performed biennially. (Agenda Item 5, 12/4/19)	12/04/19
7	Revised Section VII to include delegation of authority to Executive Director or Designee to approve SBCTA grant/revenue contracts and amendments that do not increase additional cost that is not budgeted. SBCOG revenue agreements to be approved by SBCOG Board. Updates to Section VI to match with budget document.	11/03/21
8	Updated Section III definitions and section V to reflect current practices, revised Section VII to remove delegation of authority to Executive Director or Designee to approve grant/revenue agreements, and clarify when budget adjustments are allowed under the Executive Director, Chief Financial Officer, or Task Manager and minor change to the donated capital assets to be in conformance with GAAP.	01/04/23

San Bernardino County Transportation Authority	Policy	34509
Adopted by the Board of Directors	June 5, 2013	Revised 11/03/21 1/04/23
Project Development and Program Management Signatory and Approval Authority		Revision No. 45

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Table of Contents

| Purpose | References | Definitions | Policy | Revision History |

I. PURPOSE

The intent of this policy is to define delegation of signatory and approval authority for certain documents associated with funding, right-of-way, design, and construction phases of SBCTA transportation projects, and management of SBCTA programs.

II. REFERENCES

Resolution No. 13041
 Policy 11000 Contracting and Procurement Policy
 Policy 31602 Rail Property Policy
 Policy 34507 Measure I Major Projects Program, Administrative Settlement Policy: Right-of-Way Acquisition for Measure I Major Projects
 Policy 50100 Environmental Policy and Approval Authority

III. DEFINITIONS

- ~~A. "Permit"~~ means authorization from a Federal, State, or local jurisdiction, to access certain areas, or to perform construction work, repair, maintenance, and/or mitigation.
- ~~B. "Assumption of Liability"~~ means an agreement to indemnify, defend and hold harmless the other party; such assumption may be general and broad in scope.
- ~~C. "Manager"~~ includes [Project Corridor](#) Manager, Construction Manager, Project Delivery Manager, and any other equivalent level position.
- ~~D. "Department Director," "for the purposes of this Policy, includes Chief Financial Officer" and "General Counsel" include, Assistant General Counsel, and Deputy Directors and includes~~ those individuals' designees, identified in writing, when those individuals are out of the office or otherwise unavailable. ~~For purposes of this Policy, "Department Director" includes Director of Project Delivery, Director of Toll Program and Deputy Director of Transit and Rail - Capital Delivery.~~
- ~~E. "Designee,"~~ as used in Table 1, may include appropriate project team members, including consultant staff.
- ~~F. "Inspector"~~ includes appropriate project team members, including consultant staff.
- [Executive Management Team for purposes of this Policy, includes Deputy Executive Director and all Department Directors as defined above.](#)
- [Chief includes any SBCTA Chief position.](#)

IV. POLICY

Through the life cycle of a project, SBCTA prepares various documents to initiate, study and design the project, and determine the right-of-way needs for the project. This policy will authorize certain designated persons to sign documents as specified below. This policy also authorizes certain designated persons to sign documents associated with management of SBCTA programs.

It is the policy of SBCTA to comply with all Federal, State, and local statutes and regulations. In doing so, certain documents are required. This policy defines the signature and approval authority for these documents in Table 1 below.

In all circumstances, the Executive Director is authorized to sign any listed documents. General Counsel must review any assumption of liability provision, except for those contained in Right-of-Way certifications and data sheets and manifests pertaining to hazardous materials.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors, June 5, 2013, Agenda Item 12.	06/05/13
1	Revision adds design and construction phase related delegations.	07/10/19
2	Revision adds additional delegation of signatory and approval authority.	3/3/2021
3	Revision adds delegation for amendments to Co-Ops, MOUs and Utility Agreements.	6/2/2021
4	Revision corrects title of Deputy Director of Transit and Rail – Capital Delivery and deletes "General" in footnote 1 to reflect that approval as to form may be done by outside counsel.	11/03/21
5	Revised Section III Definitions to update classifications based on recent reorganizations and remove the Executive Director's authority to approve amendments to cooperative agreements and MOUs (moved to another policy).	01/04/23

TABLE 1

Documents ¹	Signature and Approval Authority
Certificates of Acceptance For documents pertaining to property purchased by SBCTA (Deeds, Easements, Temporary Construction Easements, Agreements, etc.)	Department Director
Agreements / Documents related to SBCTA access to other property Rights of Entry, Permits to Enter, Encroachment Permits, etc.	Department Director
Agreements / Documents related to Property Acquisitions (Purchase & Sale Agreements, Possession & Use Agreements, Settlement Agreements, Temporary Easements, Stipulated Judgments, Leases, Rental Agreements, Right-of-Way Contracts, Licenses, etc.)	Executive Director or designee within the Executive Management Team, in accordance with SBCTA Policies 11000 31602 and/or 34507, as applicable.
Utility Agreements up to \$2,000,000 , so long as the cost is included in the current Board approved project, plus assumption of liability	Department Director
Documents related to SBCTA-Requested New Utility Services	Department Director
SBCTA Conveyances to Others including but not limited to: <ul style="list-style-type: none"> • Deeds of Easements (Including Permanent Easements and Temporary Construction Easements) • Fee conveyances, including but not limited to Quit Claim Deeds; <ul style="list-style-type: none"> ○ pursuant to a Utility Agreement not requiring Board approval (see “Utility Agreements” above); or ○ conveyance to another public agency of property acquired for a project, for which SBCTA no longer has a need. 	Executive Director or designee within the Executive Management Team
Right-of-Way Data Sheets, Right-Way-Requirements Maps, Appraisal Maps, and Certifications² *	Department Director or Designee
Escrow Instructions *	Department Director or Designee
Notices to Utility Owners to Relocate *	Project -Manager
Utility Agent Assignment Agreements, Non-Disclosure Agreements and Applications/Agreements for New Utility Services (including assumption of liability)	Department Director, Chief or Manager
Determination of Just Compensation*	Department Director, upon recommendation by a qualified appraiser
Permits (including cost so long as the cost is included in the current Board approved project)* Applications for and acceptance of Permits from, including but not limited to, US Army Corps, US Fish and Wild Life Service, State Water Resources Control Board, Regional Water Quality Control Board, Department of Toxic Substances Control, County, etc. Mitigation Measures and Agreements for permits up to \$2,000,000 plus assumption of liability, so long as the cost of the mitigation measures and/or agreements for permits is included in the current Board approved project.	Department Director
Manifests* pertaining to hazardous materials	Inspector
Plans, Specifications, and Estimate , including supporting documents and studies*	Department Director
Amendments to Cooperative Agreements and MOUs, that are consistent with prior SBCTA Board of Directors action, and do not exceed a net funding change of \$100,000.	Executive Director or designee

Attachment: Policy 34509 final Tracked version (9201 : Revisions to Policies No. 11000, 34509, and 20000)

TABLE 1

Planning Documents , including but not limited to, Project Initiation Documents, Feasibility Studies, Project Reports, etc.*	Department Director
Quality Assurance Manual*	Department Director or Manager
Dispute Resolution Board (DRB) Agreements*	Department Director
Change Order*	Department Director, up to the authorized contingency amount, in accordance with the SBCTA Policy No. 11000
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Disbursement Requests , including certifications as required by TIFIA Loan Agreement*	Chief Financial Officer
Funding Authorization Documents* (consistent with Board-approved allocations), including but not limited to California Transportation Commission Allocation Requests, Transportation Development Act (TDA) Allocation Instructions and Disbursements, Notices of Federal Transit Administration (FTA) Suballocations and verification of FTA balances	Director of Fund Administration
Project Authorization Documents* (consistent with Board-approved allocations), including but not limited to Requests for Authorization with associated documentation, Finance Letters, and invoicing and reimbursement documents	Chief Financial Officer, Department Director and/or Manager,
Close Out Documents*	Department Director, Chief or Manager

¹ All listed documents must be approved as to form by SBCTA's counsel, except those documents with an asterisk *.

² Resolution No. 13041 delegated authority to the Executive Director or designee to certify certain Rights-of-Way.

San Bernardino County Transportation Authority	Policy	34509
Adopted by the Board of Directors	June 5, 2013	Revised 01/04/23
Project Development and Program Management Signatory and Approval Authority		Revision No. 5

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Table of Contents
Purpose References Definitions Policy Revision History

I. PURPOSE

The intent of this policy is to define delegation of signatory and approval authority for certain documents associated with funding, right-of-way, design, and construction phases of SBCTA transportation projects, and management of SBCTA programs.

II. REFERENCES

- Resolution No. 13041
- Policy 11000 Contracting and Procurement Policy
- Policy 31602 Rail Property Policy
- Policy 34507 Measure I Major Projects Program, Administrative Settlement Policy: Right-of-Way Acquisition for Measure I Major Projects
- Policy 50100 Environmental Policy and Approval Authority

III. DEFINITIONS

Permit means authorization from a Federal, State, or local jurisdiction, to access certain areas, or to perform construction work, repair, maintenance, and/or mitigation.

Assumption of Liability means an agreement to indemnify, defend and hold harmless the other party; such assumption may be general and broad in scope.

Manager includes Corridor Manager, Construction Manager, Project Delivery Manager, and any other equivalent level position.

Department Director for the purposes of this Policy, includes Chief Financial Officer, General Counsel, Assistant General Counsel, and Deputy Directors and includes those individuals' designees, identified in writing, when those individuals are out of the office or otherwise unavailable.

Designee as used in Table 1, may include appropriate project team members, including consultant staff.

Inspector includes appropriate project team members, including consultant staff.

Executive Management Team for purposes of this Policy, includes Deputy Executive Director and all Department Directors as defined above.

Chief includes any SBCTA Chief position.

IV. POLICY

Through the life cycle of a project, SBCTA prepares various documents to initiate, study and design the project, and determine the right-of-way needs for the project. This policy will authorize certain designated persons to sign documents as specified below. This policy also authorizes certain designated persons to sign documents associated with management of SBCTA programs.

It is the policy of SBCTA to comply with all Federal, State, and local statutes and regulations. In doing so, certain documents are required. This policy defines the signature and approval authority for these documents in Table 1 below.

Attachment: Revised Policy 34509 Oct 2022 - Clean (9201 : Revisions to Policies No. 11000, 34509, and 20000)

In all circumstances, the Executive Director is authorized to sign any listed documents. General Counsel must review any assumption of liability provision, except for those contained in Right-of-Way certifications and data sheets and manifests pertaining to hazardous materials.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors, June 5, 2013, Agenda Item 12.	06/05/13
1	Revision adds design and construction phase related delegations.	07/10/19
2	Revision adds additional delegation of signatory and approval authority.	3/3/2021
3	Revision adds delegation for amendments to Co-Ops, MOUs and Utility Agreements.	6/2/2021
4	Revision corrects title of Deputy Director of Transit and Rail – Capital Delivery and deletes "General" in footnote 1 to reflect that approval as to form may be done by outside counsel.	11/03/21
5	Revised Section III Definitions to update classifications based on recent reorganizations and remove the Executive Director's authority to approve amendments to cooperative agreements and MOUs (moved to another policy).	01/04/23

TABLE 1

Documents ¹	Signature and Approval Authority
Certificates of Acceptance For documents pertaining to property purchased by SBCTA (Deeds, Easements, Temporary Construction Easements, Agreements, etc.)	Department Director
Agreements / Documents related to SBCTA access to other property Rights of Entry, Permits to Enter, Encroachment Permits, etc.	Department Director
Agreements / Documents related to Property Acquisitions (Purchase & Sale Agreements, Possession & Use Agreements, Settlement Agreements, Temporary Easements, Stipulated Judgments, Leases, Rental Agreements, Right-of-Way Contracts, Licenses, etc.)	Executive Director or designee within the Executive Management Team, in accordance with SBCTA Policies 31602 and/or 34507, as applicable.
Utility Agreements up to \$2,000,000 , so long as the cost is included in the current Board approved project, plus assumption of liability	Department Director
Documents related to SBCTA-Requested New Utility Services	Department Director
SBCTA Conveyances to Others including but not limited to: <ul style="list-style-type: none"> • Deeds of Easements (Including Permanent Easements and Temporary Construction Easements) • Fee conveyances, including but not limited to Quit Claim Deeds; <ul style="list-style-type: none"> ○ pursuant to a Utility Agreement not requiring Board approval (see “Utility Agreements” above); or ○ conveyance to another public agency of property acquired for a project, for which SBCTA no longer has a need. 	Executive Director or designee within the Executive Management Team
Right-of-Way Data Sheets, Right-Way-Requirements Maps, Appraisal Maps, and Certifications² *	Department Director or Designee
Escrow Instructions *	Department Director or Designee
Notices to Utility Owners to Relocate *	Manager
Utility Agent Assignment Agreements, Non-Disclosure Agreements and Applications/Agreements for New Utility Services (including assumption of liability)	Department Director, Chief or Manager
Determination of Just Compensation*	Department Director, upon recommendation by a qualified appraiser
Permits (including cost so long as the cost is included in the current Board approved project)* Applications for and acceptance of Permits from, including but not limited to, US Army Corps, US Fish and Wild Life Service, State Water Resources Control Board, Regional Water Quality Control Board, Department of Toxic Substances Control, County, etc. Mitigation Measures and Agreements for permits up to \$2,000,000 plus assumption of liability, so long as the cost of the mitigation measures and/or agreements for permits is included in the current Board approved project.	Department Director
Manifests* pertaining to hazardous materials	Inspector
Plans, Specifications, and Estimate , including supporting documents and studies*	Department Director

TABLE 1

Planning Documents , including but not limited to, Project Initiation Documents, Feasibility Studies, Project Reports, etc.*	Department Director
Quality Assurance Manual*	Department Director or Manager
Dispute Resolution Board (DRB) Agreements*	Department Director
Change Order*	Department Director, up to the authorized contingency amount, in accordance with the SBCTA Policy No. 11000
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Disbursement Requests , including certifications as required by TIFIA Loan Agreement*	Chief Financial Officer
Funding Authorization Documents* (consistent with Board-approved allocations), including but not limited to California Transportation Commission Allocation Requests, Transportation Development Act (TDA) Allocation Instructions and Disbursements, Notices of Federal Transit Administration (FTA) Suballocations and verification of FTA balances	Director of Fund Administration
Project Authorization Documents* (consistent with Board-approved allocations), including but not limited to Requests for Authorization with associated documentation, Finance Letters, and invoicing and reimbursement documents	Chief Financial Officer, Department Director or Manager
Close Out Documents*	Department Director, Chief or Manager

¹ All listed documents must be approved as to form by SBCTA's counsel, except those documents with an asterisk *.

² Resolution No. 13041 delegated authority to the Executive Director or designee to certify certain Rights-of-Way.

Minute Action

AGENDA ITEM: 4

Date: *January 4, 2023*

Subject:

Budget to Actual Report for first Quarter Ending September 30, 2022

Recommendation:

Receive and file Budget to Actual Report for the first quarter ending September 30, 2022.

Background:

The Fiscal Year 2022/2023 Budget for new activity was adopted by the Board of Directors (Board) on June 1, 2022. Budgetary information includes the original and revised budgets and expenditures as of September 30, 2022.

The report is broken down by Fund group and provides a percentage of the budget received or expended through September 30, 2022.

The following is an explanation for significant percentage changes by Fund type:

General Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. Interest is distributed to the appropriate funds at year-end based on ending cash balances. The positive balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures or program activities.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers to reimburse expenditures funded by the Local Transportation Fund, State Transit Assistance Fund, and State of Good Repair Fund.
2. Operating transfers out are from cash transfers within the General Fund to fund the Indirect Cost Fund.

Federal Highway Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Transit is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

Federal Transit Administration Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

State Highway Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most state grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Proposition 1B Fund

A. Revenues:

1. The revenue recognition for most Proposition 1B funds is when expenditures are incurred since the funds are received in advance.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Local Transportation Fund (LTF)

A. Revenues:

1. LTF revenue is low since July and August receipts pertain to the prior fiscal year.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date represent claims received and paid.

Board of Directors Agenda Item

January 4, 2023

Page 3

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund administrative, planning and transit activities, and transit projects. These transfers are based on a reimbursement basis.

State Transit Assistance Fund (STAF)

A. Revenues:

1. The timing for recording of revenues fluctuates based on the period of performance upon distribution from the state.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are negative due to the prior year accrual reversals being higher than actual claims thus far this year.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities, which are based on a reimbursement basis. The amount is negative due to accrual reversals being higher than actual reimbursements thus far.

Senate Bill 1

A. Revenues:

1. The timing for collection of revenue fluctuates as most state grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Measure I 1990-2010 Fund

A. Revenues:

1. Measure I 1990-2010 ended on March 31, 2010, and only interest earnings are accrued based on cash balances.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 4

2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Funds for the Transit and Fund Administration program are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Enterprise fund for draws on the Transportation Infrastructure Finance Innovation Act (TIFIA) loan.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings are not budgeted.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of debt service payments.

C. Other Financing Sources:

1. Transfers in represent cash transfers from the Measure I funds to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most projects are funded on a reimbursement basis.
2. Intergovernmental and Miscellaneous revenues are negative due to prior year accrual reversals that have been higher than actual earnings thus far this year.
3. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Transit is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers resulting from transfers within the West Valley Connector project to reflect the proper funding allocation.

Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

1. The timing for collection of revenue fluctuates as most of the state grants are on a reimbursement basis.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund.

Council of Governments Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as this program is mostly funded on a reimbursement basis.
2. Intergovernmental revenues are negative due to prior year accrual reversals being higher than actual earnings thus far this year.
3. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of program activities.
2. Environment and Energy Conservation is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund.

Financial Impact:

This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the General Policy Committee on December 14, 2022.

Responsible Staff:

Lisa Lazzar, Chief of Fiscal Resources

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Fiscal Year 2022-2023
First Quarter Budget to Actual Report
September 30, 2022

	2022-2023		2022-2023	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
GENERAL FUND							
Revenues							
Sales Tax-MSI	2,500,000	-	2,500,000	198,062	-	2,301,938	92.08%
Charges for Services	244,775	-	244,775	178,066	-	66,709	27.25%
Investment Earnings	55,200	-	55,200	1,686,942	-	(1,631,742)	-2956.05%
Miscellaneous	225	-	225	285	-	(60)	-26.67%
Total Revenues	2,800,200	-	2,800,200	2,063,355	-	736,845	26.31%
Expenditures							
General Government	12,689,941	(11,000)	12,678,941	2,383,349	174,596	10,120,996	79.83%
Environment and Energy Conservation	24,864	2,500	27,364	4,490	-	22,874	83.59%
Regional & Subregional Planning	1,465,618	-	1,465,618	105,641	-	1,359,977	92.79%
Transit	34,701,307	-	34,701,307	6,816,431	247,724	27,637,152	79.64%
Project Delivery	61,414	-	61,414	-	-	61,414	100.00%
Fund Administration	511,662	-	511,662	92,964	-	418,698	81.83%
Total Expenditures	49,454,806	(8,500)	49,446,306	9,402,875	422,320	39,621,111	80.13%
Other Financing Sources							
Transfers in	51,221,063	-	51,221,063	9,771,866	-	41,449,197	80.92%
Transfers out	(3,908,122)	-	(3,908,122)	(977,031)	-	(2,931,091)	75.00%
Total Other Financing Sources	47,312,941	-	47,312,941	8,794,835	-	38,518,106	81.41%
Revenues Over (Under) Expenditures	658,335	8,500	666,835	1,455,315	-	(366,160)	
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.							
FEDERAL HIGHWAY FUND							
Revenues							
Intergovernmental	113,465,220	-	113,465,220	(794,533)	-	114,259,753	100.70%
Miscellaneous	15,000,000	-	15,000,000	735,078	-	14,264,922	95.10%
Total Revenues	128,465,220	-	128,465,220	(59,455)	-	128,524,675	100.05%
Expenditures							
Transit	1,064,740	-	1,064,740	(641,904)	-	1,706,644	160.29%
Project Delivery	127,400,480	-	127,400,480	3,746,730	-	123,653,750	97.06%
Total Expenditures	128,465,220	-	128,465,220	3,104,826	-	125,360,394	97.58%
Revenues Over (Under) Expenditures	-	-	-	(3,164,281)	-	3,164,281	
FEDERAL TRANSIT ADMINISTRATION FUND							
Revenues							
Intergovernmental	10,011,000	-	10,011,000	(22,800)	-	10,033,800	100.23%
Total Revenues	10,011,000	-	10,011,000	(22,800)	-	10,033,800	100.23%
Expenditures							
Transit	10,011,000	51,582,155	61,593,155	7,200,085	260	54,392,810	88.31%
Total Expenditures	10,011,000	51,582,155	61,593,155	7,200,085	260	54,392,810	88.31%
Revenues Over (Under) Expenditures	-	(51,582,155)	(51,582,155)	(7,222,885)	(260)	(44,359,010)	

Attachment: Budget to Actual 1st Qtr 2023 (9227 : Budget to Actual Report - 1st Qtr. 2022/2023)

Fiscal Year 2022-2023
First Quarter Budget to Actual Report
September 30, 2022

	2022-2023		2022-2023	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
STATE HIGHWAY FUND							
Revenues							
Intergovernmental	104,310,107	-	104,310,107	(4,500)	-	104,314,607	100.00%
Total Revenues	104,310,107	-	104,310,107	(4,500)	-	104,314,607	100.00%
Expenditures							
General Government	12,462	-	12,462	257	-	12,205	97.94%
Regional & Subregional Planning	211,242	-	211,242	65,050	-	146,192	69.21%
Transit	22,100,600	-	22,100,600	812,313	100,000	21,188,287	95.87%
Project Delivery	81,141,507	-	81,141,507	9,533,949	-	71,607,558	88.25%
Fund Administration	844,296	-	844,296	153,354	-	690,942	81.84%
Total Expenditures	104,310,107	-	104,310,107	10,564,923	100,000	93,645,184	89.78%
Revenues Over (Under) Expenditures	-	-	-	(10,569,423)	(100,000)	10,669,423	
PROPOSITION 1B FUND							
Revenues							
Intergovernmental	14,733,541	-	14,733,541	-	-	14,733,541	100.00%
Investment Earnings	1,898,025	-	1,898,025	14,641	-	1,883,384	99.23%
Total Revenues	16,631,566	-	16,631,566	14,641	-	16,616,925	99.91%
Expenditures							
Transit	10,094,214	(1,000,000)	9,094,214	-	-	9,094,214	100.00%
Project Delivery	6,462,352	-	6,462,352	440,056	-	6,022,296	93.19%
Total Expenditures	16,556,566	(1,000,000)	15,556,566	440,056	-	15,116,510	97.17%
Revenues Over (Under) Expenditures	75,000	1,000,000	1,075,000	(425,415)	-	1,500,415	
LOCAL TRANSPORTATION FUND							
Revenues							
Sales Tax-LTF	133,685,831	-	133,685,831	11,009,066	-	122,676,765	91.76%
Investment Earnings	2,000,000	-	2,000,000	3,563,363	-	(1,563,363)	-78.17%
Total Revenues	135,685,831	-	135,685,831	14,572,429	-	121,113,402	89.26%
Expenditures							
Transit	113,186,500	-	113,186,500	28,428,199	327,545	84,430,756	74.59%
Total Expenditures	113,186,500	-	113,186,500	28,428,199	327,545	84,430,756	74.59%
Other Financing Sources							
Transfers out	(23,314,726)	-	(23,314,726)	(7,525,783)	-	(15,788,943)	67.72%
Total Other Financing Sources	(23,314,726)	-	(23,314,726)	(7,525,783)	-	(15,788,943)	67.72%
Revenues Over (Under) Expenditures	(815,395)	-	(815,395)	(21,381,553)	(327,545)	20,893,703	
STATE TRANSIT ASSISTANCE FUND							
Revenues							
Intergovernmental	28,640,408	-	28,640,408	-	-	28,640,408	100.00%
Investment Earnings	1,050,000	-	1,050,000	1,663,686	-	(613,686)	-58.45%
Total Revenues	29,690,408	-	29,690,408	1,663,686	-	28,026,722	94.40%
Expenditures							
Transit	26,234,448	-	26,234,448	(336,943)	-	26,571,391	101.28%
Total Expenditures	26,234,448	-	26,234,448	(336,943)	-	26,571,391	101.28%
Other Financing Sources							
Transfers out	(17,381,710)	-	(17,381,710)	383,994	-	(17,765,704)	102.21%
Total Other Financing Sources	(17,381,710)	-	(17,381,710)	383,994	-	(17,765,704)	102.21%
Revenues Over (Under) Expenditures	(13,925,750)	-	(13,925,750)	2,384,623	-	(16,310,373)	

Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.

Attachment: Budget to Actual 1st Qtr 2023 (9227 : Budget to Actual Report - 1st Qtr. 2022/2023)

Fiscal Year 2022-2023
First Quarter Budget to Actual Report
September 30, 2022

	2022-2023		2022-2023	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
SENATE BILL 1 Fund							
Revenues							
Intergovernmental	56,830,002	-	56,830,002	-	-	56,830,002	100.00%
Total Revenues	56,830,002	-	56,830,002	-	-	56,830,002	100.00%
Expenditures							
Commuter and Motorist Assistance	2,211,530	-	2,211,530	-	-	2,211,530	0.00%
Regional & Subregional Planning Program	432,000	-	432,000	6,840	-	425,160	1.58%
Transit	16,250,000	-	16,250,000	-	-	16,250,000	100.00%
Major Project Delivery	36,241,981	-	36,241,981	5,741,979	-	30,500,002	15.84%
Total Expenditures	55,135,511	-	55,135,511	5,748,819	-	49,386,692	89.57%
Revenues Over (Under) Expenditures	1,694,491	-	1,694,491	(5,748,819)	-	7,443,310	
MEASURE I 1990-2010 FUND							
Revenues							
Investment Earnings	42,000	-	42,000	48,021	-	(6,021)	-14.34%
Total Revenues	42,000	-	42,000	48,021	-	(6,021)	-14.34%
Expenditures							
Project Delivery	1,808,481	-	1,808,481	26,278	-	1,782,203	98.55%
Total Expenditures	1,808,481	-	1,808,481	26,278	-	1,782,203	98.55%
Other Financing Sources							
Gain (loss) from Sale of Assets	-	-	-	35	-	35	0.00%
Total Other Financing Sources	-	-	-	35	-	(35)	0.00%
Revenues Over (Under) Expenditures	(1,766,481)	-	(1,766,481)	21,778	-	(1,788,259)	
MEASURE I 2010-2040 FUND							
Revenues							
Sales Tax-MSI	211,209,543	-	211,209,543	19,608,140	-	191,601,403	90.72%
Intergovernmental	36,290,457	-	36,290,457	-	-	36,290,457	100.00%
Investment Earnings	3,743,000	-	3,743,000	4,980,558	-	(1,237,558)	-33.06%
Total Revenues	251,243,000	-	251,243,000	24,588,698	-	226,654,302	90.21%
Expenditures							
General Government	1,145,662	5,000	1,150,662	162,887	-	987,775	85.84%
Environment and Energy Conservation	280,232	(2,500)	277,732	13,540	-	264,192	95.12%
Commuter and Motorist Assistance	996,821	(30,000)	966,821	1,464	-	965,357	99.85%
Regional & Subregional Planning	1,407,228	-	1,407,228	139,795	-	1,267,433	90.07%
Transit	39,153,104	2,629,530	41,782,634	3,014,465	8,984,692	29,783,477	71.28%
Project Delivery	294,314,453	-	294,314,453	18,326,662	249,381	275,738,410	93.69%
Fund Administration	145,038,276	-	145,038,276	6,263,414	1,360,513	137,414,349	94.74%
Total Expenditures	482,335,776	2,602,030	484,937,806	27,922,227	10,594,586	446,420,993	92.06%
Other Financing Sources							
Transfers in	125,394,175	-	125,394,175	19,095,509	-	106,298,666	84.77%
Transfers out	(19,013,335)	-	(19,013,335)	(4,747,254)	-	(14,266,081)	75.03%
Total Other Financing Sources	106,380,840	-	106,380,840	14,348,255	-	92,032,585	86.51%
Revenues Over (Under) Expenditures	(124,711,936)	(2,602,030)	(127,313,966)	11,014,726	(10,594,586)	(127,734,106)	

Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.

Attachment: Budget to Actual 1st Qtr 2023 (9227 : Budget to Actual Report - 1st Qtr. 2022/2023)

Fiscal Year 2022-2023
First Quarter Budget to Actual Report
September 30, 2022

	2022-2023		2022-2023	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
DEBT SERVICE FUND							
Revenues							
Investment Earnings	-	-	-	13,109	-	(13,109)	0.00%
Total Revenues	-	-	-	13,109	-	(13,109)	0.00%
Expenditures							
Debt Service	13,266,915	-	13,266,915	3,838,456	-	9,428,459	71.07%
Total Expenditures	13,266,915	-	13,266,915	3,838,456	-	9,428,459	71.07%
Other Financing Sources							
Operating Transfers In	13,266,915	-	13,266,915	3,311,728	-	9,955,187	75.04%
Total Other Financing Sources	13,266,915	-	13,266,915	3,311,728	-	9,955,187	75.04%
Revenues Over (Under) Expenditures	-	-	-	(513,619)	-	513,619	
CAPITAL PROJECTS FUND							
Revenues							
Intergovernmental	90,671,461	-	90,671,461	(12,943)	-	90,684,404	100.01%
Investment Earnings	2,074,240	-	2,074,240	182,381	-	1,891,859	91.21%
Miscellaneous	7,861,675	-	7,861,675	(5,085)	-	7,866,760	100.06%
Total Revenues	100,607,376	-	100,607,376	164,353	-	100,443,023	99.84%
Expenditures							
Environment and Energy Conservation	659,500	-	659,500	-	-	659,500	100.00%
Commuter and Motorist Assistance	501,340	-	501,340	61,536	-	439,804	87.73%
Regional & Subregional Planning	251,255	-	251,255	21,900	-	229,355	91.28%
Transit	57,562,643	(51,582,155)	5,980,488	(165,384)	-	6,145,872	102.77%
Project Delivery	39,150,996	-	39,150,996	1,546,558	151,457	37,452,981	95.66%
Fund Administration	1,229,700	-	1,229,700	-	-	1,229,700	100.00%
Total Expenditures	99,355,434	(51,582,155)	47,773,279	1,464,610	151,457	46,157,212	96.62%
Other Financing Sources							
Gain (loss) from Sale of Assets	-	-	-	132	-	(132)	0.00%
Operating Transfers in	-	12,306	12,306	12,306	-	-	0.00%
Operating Transfers out	-	(12,306)	(12,306)	(12,306)	-	-	0.00%
Total Other Financing Sources	-	-	-	-	-	(132)	0.00%
Revenues Over (Under) Expenditures	1,251,942	51,582,155	52,834,097	(1,300,257)	(151,457)	54,285,679	
NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	11,243,851	-	11,243,851	-	-	11,243,851	100.00%
Investment Earnings	44,800	-	44,800	45,480	-	(680)	-1.52%
Miscellaneous	45,000	-	45,000	-	-	45,000	100.00%
Total Revenues	11,333,651	-	11,333,651	45,480	-	11,288,171	99.60%
Expenditures							
General Government	87,540	(2,000)	85,540	16,863	1,000	67,677	79.12%
Commuter and Motorist Assistance	3,849,541	30,000	3,879,541	494,439	67,575	3,317,527	85.51%
Regional & Subregional Planning	440,479	-	440,479	-	-	440,479	100.00%
Transit	4,262,000	-	4,262,000	-	-	4,262,000	100.00%
Total Expenditures	8,639,560	28,000	8,667,560	511,302	68,575	8,087,683	93.31%
Other Financing Sources							
Transfers out	(315,314)	-	(315,314)	(78,829)	-	(236,485)	75.00%
Total Other Financing Sources	(315,314)	-	(315,314)	(78,829)	-	(236,485)	75.00%
Revenues Over (Under) Expenditures	2,378,777	(28,000)	2,350,777	(544,651)	(68,575)	2,964,003	

Attachment: Budget to Actual 1st Qtr 2023 (9227 : Budget to Actual Report - 1st Qtr. 2022/2023)

Fiscal Year 2022-2023
First Quarter Budget to Actual Report
September 30, 2022

	2022-2023		2022-2023	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	2,214,477	-	2,214,477	(5,486)	-	2,219,963	100.25%
Special Assessments	331,276	-	331,276	-	-	331,276	100.00%
Investment Earnings	9,500	-	9,500	15,414	-	(5,914)	-62.25%
Miscellaneous	225,000	-	225,000	30,564	-	194,436	86.42%
Total Revenues	<u>2,780,253</u>	<u>-</u>	<u>2,780,253</u>	<u>40,492</u>	<u>-</u>	<u>2,739,761</u>	<u>98.54%</u>
Expenditures							
General Government	869,806	34,581	904,387	30,559	12,800	861,028	95.21%
Environment and Energy Conservation	1,139,753	-	1,139,753	(16,511)	-	1,156,264	101.45%
Regional & Subregional Planning	1,021,632	-	1,021,632	63,765	-	957,867	93.76%
Total Expenditures	<u>3,031,191</u>	<u>34,581</u>	<u>3,065,772</u>	<u>77,813</u>	<u>12,800</u>	<u>2,975,159</u>	<u>97.04%</u>
Other Financing Sources							
Transfers in	130,614	-	130,614	-	-	130,614	100.00%
Transfers out	(685,385)	-	(685,385)	(138,693)	-	(546,692)	79.76%
Total Other Financing Sources	<u>(554,771)</u>	<u>-</u>	<u>(554,771)</u>	<u>(138,693)</u>	<u>-</u>	<u>(416,078)</u>	<u>75.00%</u>
Revenues Over (Under) Expenditures	<u>(805,709)</u>	<u>(34,581)</u>	<u>(840,290)</u>	<u>(176,014)</u>	<u>(12,800)</u>	<u>(651,476)</u>	

Attachment: Budget to Actual 1st Qtr 2023 (9227 : Budget to Actual Report - 1st Qtr. 2022/2023)

Minute Action

AGENDA ITEM: 5

Date: January 4, 2023

Subject:

Fiscal Year 2023/2024 Budget Schedule

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

Approve the Fiscal Year 2023/2024 Budget Schedule.

Background:

The preparation of the Fiscal Year (FY) 2023/2024 Budget requires a schedule for development, consideration and adoption of the final budget appropriations. The General Policy Committee is primarily responsible for policy input for the development and review of the budget. Other policy committees are also scheduled to consider proposed tasks under their review.

A Board of Directors (Board) Budget Workshop will be scheduled in conjunction with the May 2023 Board meeting for consideration of the proposed budget. The final budget adoption for FY 2023/2024 is scheduled for the June 2023 Board meeting. The attached schedule is similar to the prior year.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

Responsible Staff:

Lisa Lazzar, Chief of Fiscal Resources

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

**Budget Schedule
Fiscal Year 2023/2024**

<u>DATE</u>	<u>ACTIVITY</u>
December 14, 2022	General Policy Committee Review and Discussion of 2023/2024 Budget Schedule
January 4, 2023	Board Approval of 2023/2024 Budget Schedule
February 9, 2023	Metro Valley Study Session General Overview by Region
February 17, 2023	Mountain/Desert Committee General Overview by Region
March 8, 2023	General Policy Committee Review of Tasks
March 9, 2023	Metro Valley Study Session Review of Tasks
March 9, 2023	Transit Committee Review of Tasks
March 17, 2023	Mountain/Desert Committee Review of Tasks
April 12, 2023	General Policy Committee Further Review of Tasks, if Required
April 13, 2023	Metro Valley Study Session Further Review of Tasks, if Required
April 13, 2023	Transit Committee Further Review of Tasks, if Required
April 21, 2023	Mountain/Desert Committee Further Review of Tasks, if Required
May 3, 2023	Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Directors' Meeting Adoption of the Council of Governments' Fiscal Year 2023/2024 Budget
June 7, 2023	Public hearing on SBCTA's recommended Budget for Fiscal Year 2023/2024 and Board of Directors Adoption of the SBCTA Fiscal Year 2023/2024 Budget

Minute Action

AGENDA ITEM: 6

Date: January 4, 2023

Subject:

Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP to exercise the second option year, extending the termination date to April 30, 2024, and increase the contract amount by \$138,000, for a revised not-to-exceed amount of \$980,083.

Background:

On April 5, 2017, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Contract No. 17-1001615 with Crowe Horwath, LLP, via a competitive process, for an amount not-to-exceed \$585,000 for a five-year term, with two (2) one-year options for a total not-to-exceed amount of \$834,000, to perform auditing services. These services include the annual audit for the Annual Comprehensive Financial Report (ACFR) and several agreed-upon procedures required for compliance purposes including Single Audit, Local Transportation Fund, State Transit Assistance Fund, GANN Limit and State Transportation Improvement Program.

On May 31, 2018, the Executive Director approved Amendment No. 1, which incorporated additional costs associated with the review of construction in-progress for prior years and also incorporated additional scope to perform separate compliance reports for the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Low Carbon Transit Operations Program funds and to add a report for the Planning, Programming and Monitoring funds. Amendment No. 1 added \$72,000 to the contract.

On December 16, 2019, the Executive Director approved Amendment No. 2, which addressed the auditing firm's name change, from Crowe Horwath, LLP, to Crowe LLP, and incorporated two additional agreed-upon procedure reports. These reports are necessary to comply with Federal Transit Administration requirements for the Vanpool Program. Amendment No. 2 increased the not-to-exceed amount by \$25,290.

On October 6, 2021, the Board approved Amendment No. 3, to increase the overall contract amount by \$8,213, for review of new Government Accounting Standards Board (GASB) pronouncement implementations that include implementation guide 2019-1 Revenue Recognition and GASB 84 Fiduciary Activities. This increased the overall contract not-to-exceed amount to \$690,503.

On April 6, 2022, the Board approved Amendment No. 4 to the Contract, extending the term to April 30, 2023 to incorporate additional auditing services, and increasing the contract amount by \$151,580.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

The current amendment is to exercise the second of two (2) one-year options, to extend the contract by one year, expiring on April 30, 2024. The overall cost of this one-year extension is \$138,000 (of which \$124,500 was approved by the Board with the original contract) for a total not-to-exceed amount of \$980,083. Additional costs included in this amendment include \$13,500 from Amendment No. 1 for additional scope to perform separate compliance reports for the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Low Carbon Transit Operations Program funds and to add a report for the Planning, Programming and Monitoring funds.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

Responsible Staff:

Lisa Lazzar, Chief of Fiscal Resources

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 17-1001615 Amendment No.: 5
 Contract Class: Payable Department: Finance
 Vendor No.: 03291 Vendor Name: Crowe LLP
 Description: Professional Auditing Services for SBCTA
 List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	585,000.00	Original Contingency	\$	-
Prior Amendments	\$	257,083.00	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	138,000.00	Current Amendment	\$	-
Total/Revised Contract Value	\$	980,083.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	980,083.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9223

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No _____ N/A _____
 Federal/Local _____ Services _____ N/A _____

Accounts Payable

Estimated Start Date: 04/05/2017 Expiration Date: 04/30/2023 Revised Expiration Date: 04/30/2024
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding:		Total Contingency:	
								\$		\$	
GL	7001	01	0400	0000	52100	43001000	Indirect	\$	980,083.00	\$	-
GL	1030	01	0400	0000	52100	43001000	LTF Admin		698,293.00		-
GL	2122	15	0383	0000	52100	42107020	FTA 5307 CMAQ		256,500.00		-
GL									25,290.00		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-

Lisa Lazzar _____ Hilda Flores _____
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 10-05-2021 1.23pm - Blank (9223 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the

AMENDMENT NO. 5 TO CONTRACT NO. 17-1001615

FOR

PROFESSIONAL FINANCIAL AUDITING SERVICES

(CROWE LLP)

This AMENDMENT No. 5 to Contract No. 17-1001615 (“Amendment”) is made by and between Crowe LLP (“CONSULTANT”) and the San Bernardino County Transportation Authority (“SBCTA”). SBCTA and CONSULTANT are each a “Party” and collectively “Parties” herein.

RECITALS:

- A. SBCTA, under Contract No. 17-1001615, engaged CONSULTANT to provide professional financial auditing services (“Contract”); and
- B. On May 7, 2018, the Parties entered Amendment No. 1 to the Contract, increasing the scope of work and adding \$72,000 to the contract amount; and
- C. On December 19, 2019, the Parties entered Amendment No. 2 to the Contract, increasing the scope of work and adding \$25,290 to the contract amount, and also acknowledging CONSULTANT’s change of name; and
- D. On October 14, 2021, the Parties entered Amendment No. 3 to the Contract, again increasing the scope of work and adding \$8,213 to the contract amount; and
- E. On April 11, 2022, the Parties entered Amendment No. 4 to the Contract, extending the term to April 30, 2023 to incorporate additional auditing services and increasing the Contract amount by \$ 151,580; and
- F. The Parties desire to exercise the second option year, extending the term to April 30, 2024, and increasing the Contract amount by \$138,000.

NOW THEREFORE, the Parties mutually agree to amend Contract No. 17-1001615 as follows:

1. Article 2, "CONTRACT TERM," is deleted in its entirety and replaced with the following:

“The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst, and shall continue in full force and effect through April 30, 2024 until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

The maximum term of this Contract, including the exercised Option Terms, will not exceed April 30, 2024.”

2. Delete paragraph 3.2 of Article 3 "COMPENSATION" in its entirety and replace with the following:

“3.2 The total Contract Not-To-Exceed Amount is Nine Hundred Eighty Thousand Eighty-Three Dollars (\$980,083.00). All Work provided under this Contract is to be performed as set forth in Exhibits A, A.1, A.2 A.3, and A.4 "Scope of Work", and shall be reimbursed pursuant to Exhibits B, B.1, B.2, B.3, B.4 and B.5 "Price Form" or "Fees". The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibits B, B.1, B.2, B.3, B.4 and B.5. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not-to-exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibits B, B.1, B.2, B.3, B.4 and B.5 or agreed to and approved by SBCTA as required under this Contract.”

3. The Price Form as contained in Exhibits B, B.1, B.2, B.3, and B.4 to the Contract is hereby amended to include the fee described in B.5, attached to this Amendment and incorporated herein by this reference. Except as to the amounts specifically added in B.5, the current Price Form shall remain in force and effect.
4. Except as amended by this Amendment No. 5, all other provisions of Contract No. 17-1001615, as previously amended, shall remain in full force and effect.
5. The Recitals set forth above are incorporated herein by this reference.
6. This Amendment No. 5 shall be effective upon execution by both Parties.

-----SIGNATURES ARE ON THE FOLLOWING PAGE-----

IN WITNESS WHEREOF, the Parties have duly executed this Amendment No. 5 below.

CROWE LLP, A CALIFORNIA GENERAL PARTNERSHIP

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: _____
Brad Schelle
General Partner

By: _____
Art Bishop
President, Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

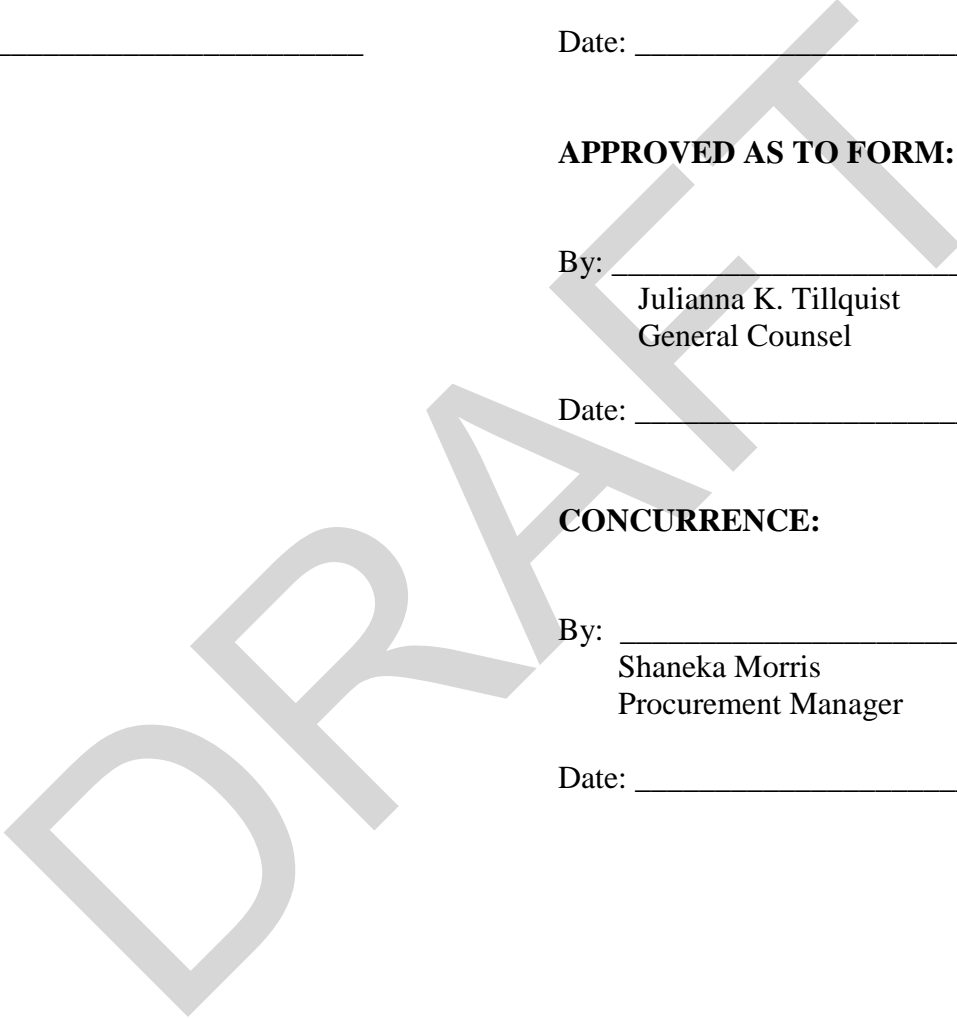
By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

Date: _____



Attachment: 17-1001615-5-PDF (9223 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date)

Price Form
Exhibit B.5 - Contract 17-1001615

						Extensions	
	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Original Agreement	117,000	117,000	117,000	117,000	117,000	124,500	124,500
Amendment 1	18,000	13,500	13,500	13,500	13,500	13,500	13,500
Amendment 2			17,400	7,890			
Amendment 3					8,213		
Amendment 4						13,580	
Total Per Year	135,000	130,500	147,900	138,390	138,713	151,580	138,000
							980,083

Minute Action

AGENDA ITEM: 7

Date: January 4, 2023

Subject:

Reassignment of the Deputy Director of Planning to Senior Management Group

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve reassignment of the Deputy Director of Planning from the Administrative/Professional Staff group to Senior Management group.

Background:

Each classification at San Bernardino County Transportation Authority falls into one of three groups: Senior Management, Administrative/Professional Staff, and Support Staff as established by the Executive Director and approved by the Board of Directors.

On April 6, 2022, the Board approved the reclassification of the Chief of Planning (Range 38) to Deputy Director of Planning (Range 40). The change in classification was to reflect the Council of Governments and Air Quality and Mobility programs being merged into an expanded Planning and Regional Programs Department. The reclassification recognized the increased tasks and staff oversight required with more staff and programs, and the complexity to manage.

At the time of the reclassification the Deputy Director of Planning position remained assigned to the Professional/Administrative Staff group. Staff is now recommending the classification be designated to the Senior Management group based on reporting relationship, the degree of independent decision-making required and the breadth of specialized knowledge and skills required to perform the functions of the position.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

Responsible Staff:

Colleen Franco, Director of Management Services

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Table of Regular Positions
Fiscal Year 2022/2023

Support Group	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023
Accounting Assistant	3	3	2	2
Accounting Assistant, Senior	1	1	2	2
Administrative Assistant	1	1	1	0
Administrative Assistant, Senior	4	4	4	5
Assistant to the Clerk of the Board	1	1	1	1
Office Assistant	1	1	1	1
Records Technician	1	1	1	1
Total Support Group	12	12	12	12
Administrative/Professional Group				
Accountant	2	2	2	3
Accounting Manager	0	0	1	1
Accounting Supervisor	1	1	1	1
Assistant Project Manager I	0	1	0	0
Assistant Project Manager II	0	1	0	0
Chief of Air Quality and Mobility Programs	1	1	1	1
Chief of Information Technology	0	0	1	1
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 Management Services	0	1	0	0
Chief of Planning	1	1	0	0
Chief of Project Controls	0	0	1	1
Chief of Toll Operations	0	0	0	1
Chief of Transit and Rail Programs	1	0	0	0
Clerk of the Board/Administrative Supervisor	1	1	1	1
Construction Manager	1	2	2	2
Corridor Manager	1	1	1	1
Council of Governments Administrator	1	0	0	0
Council of Governments and Equity Programs Manager	0	1	1	1
Deputy Clerk of the Board	1	1	1	1
Energy Project Manager	0	0	0	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services Administrator	1	0	0	0
Legislative Analyst	0	0	0	1
Management Analyst I	0	0	2	3
Management Analyst II	7	6	6	9
Management Analyst III	6	5	5	3
Mobility Analyst	0	2	0	0
Multimodal Mobility Programs Administrator	0	0	2	2
Procurement Analyst	2	2	2	2

Attachment: FY2022-2023 Staffing Section-Table of Regular Positions - dbaker - (9209 : Classification Reassignment to Senior Management

Table of Regular Positions
Fiscal Year 2022/2023

Administrative/Professional Group (continued)	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023
Procurement Manager	1	1	1	1
Program Manager	1	0	0	0
Project Controls Analyst II	0	3	3	3
Project Controls Analyst III	0	1	2	2
Project Controls Manager	1	2	1	1
Project Delivery Manager	1	1	1	1
Project Manager	0	1	0	0
Right of Way Administrator	1	1	0	0
Right of Way Manager	0	1	1	1
Right of Way Specialist	0	0	1	1
Risk Manager	1	1	1	1
Senior Accountant	1	1	1	1
Senior Planner	1	1	1	1
Toll Financial Administrator	1	1	0	0
Toll Financial Supervisor	0	0	1	1
Toll Operations Administrator	1	1	1	0
Transit Manager	0	1	1	1
Total Administrative/Professional Group	42	51	52	56
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Director of Planning	0	0	1	1
Deputy Director of Transit and Rail Programs – Capital Delivery	0	0	1	1
Deputy Executive Director	1	1	1	1
Director of Capital Delivery	0	1	0	0
Director of Fund Administration	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	0	0	1	1
Director of Planning	1	1	1	1
Director of Project Delivery	0	1	1	1
Director of Project Delivery and Toll Operations	1	1	0	0
Director of Special Projects and Strategic Initiatives	1	1	1	1
Director of Toll Operations	0	1	1	1
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	11	14	14	15
TOTAL REGULAR POSITIONS	65	77	78	83

Attachment: FY2022-2023 Staffing Section-Table of Regular Positions - dbaker - (9209 : Classification Reassignment to Senior Management

Minute Action

AGENDA ITEM: 8

Date: January 4, 2023

Subject:

Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report

Recommendation:

Receive the Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report.

Background:

The San Bernardino County Transportation Authority’s (SBCTA) Fiscal Year 2022/2023 Budget Action Plan (BAP) establish the Board of Directors priorities for the year. The Executive Director uses this as a tool with the Executive Management Team to evaluate SBCTA’s progress in achieving the Board’s priorities. The Executive Director or his designee will provide quarterly updates on the status of the goals as listed in the attached BAP.

Financial Impact:

This item is consistent with the Adopted Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the General Policy Committee on December 14, 2022.

Responsible Staff:

Raymond Wolfe, Executive Director

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Initiative #1: Transparent and Accountable Allocation Strategies				
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients				
	Action Plan	Milestones	Milestone Status	Responsibility
1A	Manage and communicate with Audit firm to plan and complete annual audits.	Q2	On Schedule	Finance
	Monitor progress of audits.	Q2	On Schedule	
	Inform Committees and Board of status of audits.	Q3	Audits will be reported to General Policy Committee by March 2023 and Board in April 2023.	
	Manage Transportation Development Act (TDA) triennial performance audits of SBCTA and transit operators.	Board approval to release request for proposals for audit services - Q4	RFP is scheduled to be released by Q4.	Fund Administration
	Notes			
Division Strategy: Update construction in progress and conduct annual inventory of capital assets				
	Action Plan	Milestones	Milestone Status	Responsibility
1B	Conduct biannual inventory of capital and inventorial assets, including updates to construction in progress (CIP).	Q2	CIP on schedule, inventory delayed to Q4.	Finance
	Notes			
Division Strategy: Use strategic programming to ensure that no funds are lost				
	Action Plan	Milestones	Milestone Status	Responsibility
1C	Manage projects closely with California Department of Transportation (Caltrans) to ensure adequate resources are available when projects are ready.	May 1 is Caltrans' deadline for guaranteed access to federal Obligation Authority – Q4	Staff will monitor the progress of projects scheduled for obligation in Federal Fiscal Year (FFY) 22/23 to encourage delivery prior to May 1.	Fund Administration, Project Delivery, Transit
		June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests – Q4	Staff will monitor the progress of projects scheduled for allocation in FY 22/23 to ensure either allocation or extension occurs prior to July 2023. Actual CTC deadline for submittal is by May 2023.	
	Manage projects to ensure funds are not lost.	Request allocation of competitive grant funds for I-10 Truck Climbing Plan project - Q3	Staff has submitted the allocation request for the I-10 Truck Climbing Lane project for the January 2023 CTC meeting.	Fund Administration
		Request allocation of competitive grant funds for West Valley Connector project - Q3	Staff has submitted the allocation request for the West Valley Connector project for the January 2023 CTC meeting.	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2023/2024 - Q4	Staff will request allocation of these funds in June 2023. Actual CTC deadline for submittal is by May 2023.	
		Program Local Partnership Program formula share funds on I-15 Express Lanes Contract 1 - Q4	Local Partnership Program formula funds were approved for programming on the I-15 Express Lanes Contract 1 project by the CTC at their August 2022 meeting.	
	Request allocation or extension of competitive grant funds awards and State Transportation Improvement Program (STIP) for I-15 Express Lanes Contract 1 - Q4	Staff will monitor the progress of the I-15 Express Lanes Contract 1 project to ensure either an allocation request or allocation extension is submitted before Q4. Actual CTC deadline for submittal is by May 2023.		
	Notes			

Attachment: FY 22_23 Budget Action Plan Quarterly Update PDF (9200 : Fiscal Year 2022/2023 Budget

Yellow shading means the work is behind schedule
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San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds				
	Action Plan	Milestones	Milestone Status	Responsibility
1D	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Ensure Obligation Authority and apportionment are available as new projects are ready while planning for implementation of the zero emission bus mandate - Q4	Staff will monitor the progress of projects scheduled for obligation in FFY 22/23 and FFY 23/24 to encourage delivery ahead of schedule while protecting funds available for future projects.	Fund Administration, Project Delivery, Transit
	Notes			
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects				
	Action Plan	Milestones	Milestone Status	Responsibility
1E	Establish plan for 2024 sales tax revenue bond program through development of the 2023 Update to the 10-Year Delivery Plan.	Monitor implementation of the 2021 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing	Ongoing. Staff monitors project cost increases and reports the expected impact of these increases to the Board as contracts are approved.	Fund Administration (Finance, Project Delivery, Transit, Planning)
		Begin process of development of the 2023 Update to the 10-Year Delivery Plan for adoption by the Board in December 2023 - Q3	On Schedule	
Notes				
Division Strategy: Manage geographic equity in fund distribution across the County				
	Action Plan	Milestones	Milestone Status	Responsibility
1F	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Work with Victor Valley Transit Authority to identify Federal funds required for implementation of the zero emission bus mandate in the North Desert and Victor Valley Subareas - Q2	A revised Congestion Mitigation and Air Quality (CMAQ) 10-Year Allocation Plan that identifies needs in the North Desert and Victor Valley Subareas separately was approved by the Board in November 2022.	Fund Administration (Transit)
		Notes		
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion				
	Action Plan	Milestones	Milestone Status	Responsibility
1G	Manage SBCTA railroad right of way in an efficient and comprehensive fashion.	Ongoing		Transit
		Notes		
Initiative #2: Engender Public Trust				
Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (CAFR)				
	Action Plan	Milestones	Milestone Status	Responsibility
2A	Plan audit meeting with Executive Board officers and Certified Public Accountant (CPA) firm.	Meet with Executive Board - Q2	Completed	Finance
		Notes		
Meeting was held in July 2022.				

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San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting				
	Action Plan	Milestones	Milestone Status	Responsibility
2B	Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report).	Q3	On Schedule	Finance
	Notes			
Division Strategy: Obtain Distinguished Budget Presentation Award				
	Action Plan	Milestones	Milestone Status	Responsibility
2C	Apply for GFOA award for annual budget.	Q1	Completed	Finance
	Notes			
Division Strategy: Complete internal control self-assessment to identify areas of improvement.				
	Action Plan	Milestones	Milestone Status	Responsibility
2D	Complete review of annual internal control self-assessment (AICA).	Q3	On Schedule	Finance
	Notes			
Division Strategy: Implement the Records Retention Schedule				
	Action Plan	Milestones	Milestone Status	Responsibility
2E	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, an annual clean up day and implementing a system that will automate disposition of documents that have passed retention.	Clean up day - Q1	Completed	Special Projects and Strategic Initiatives and Executive Administration and Support
		Identify the retention period for boxes located at SBCTA offsite storage for at least four (4) departments, one department per quarter.	Delayed until a revised retention schedule is presented for Board approval in December. One department will be completed in Q2.	
		Automate at least four (4) records series - Q4	On Schedule, one records series has been automated. New records retention system will be implemented in Q3.	
Notes				
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				
	Action Plan	Milestones	Milestone Status	Responsibility
3A	Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations.	Continue to explore a Housing Trust for our region as a way to leverage additional funds for affordable housing. Work with City/County Manager Technical Advisory Committee in Q1/Q2 and report to Board on possible actions and funding.	On Schedule	COG
	Partner with local and government agencies to improve opportunities in workforce development.	Work with state, County and cities to expand participation of our Business to Business event as a tool for improving access for smaller businesses - Event scheduled in Q2.	Delayed. This has been pushed out to 2023 Business to Business event.	
	Continue close 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.	Present Disposition and Development Agreement (DDA) and Associated Aerial Platform easement to Board for approval in October 2022.	Completed	Transit
Notes				

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San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Enhance COG role				
	Action Plan	Milestones	Milestone Status	Responsibility
3B	Organize annual City/County Conference.	In person conference set for Spring 2023.	Ongoing	COG
	Collaborate with Member Agencies through the COG Advisory Group during the decision-making process on items related to the COG work plan and any items related to the Countywide Vision.	Ongoing quarterly meetings with COG Advisory Group and periodic updates to City Managers.	Ongoing. COG Advisory Group is obsolete. The SBCOG decision-making process on items related to the COG work plan and Countywide Vision are undertaken by the CCMTAC directly and reported to the SBCOG Board for action.	
	Notes			
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding				
	Action Plan	Milestones	Milestone Status	Responsibility
3C	Host grant writing workshop for our members and other local government partners.	Q3	On Schedule	COG
	Better communicate grant opportunities to member agencies.	Provide monthly updates to member agencies on new grant opportunities.	Ongoing	
	Notes			
Division Strategy: Assist local governments with environmental and efficiency initiatives				
	Action Plan	Milestones	Milestone Status	Responsibility
3D	Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.	Include EV charging infrastructure grants when available in monthly grant updates.	Ongoing	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of a Regional Energy Network (REN).	Adopt formal REN governing documents in Q1 and begin to implement programs in three focus areas of Public Sector, Workforce Education and Training, and Codes and Standards in Q2.	On Schedule. MOU with WRCOG and CVAG executed in Q2. First Executive Committee meeting held in December and consultant RFP recommendations provided to WRCOG.	
	Notes			
Initiative #4: Accelerate Delivery of Capital Projects				
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service				
	Action Plan	Milestones	Milestone Status	Responsibility
4A	Start revenue service.	Q2	Completed	Transit
Notes				
Division Strategy: Support Delivery the West Valley Connector Phase I				
	Action Plan	Milestones	Milestone Status	Responsibility
4B	Execute full funding grant agreement with the Federal Transit Administration (FTA) for the Small Starts funding and supplemental American Recovery Plan funding.	Q1	Delayed to Q3	Transit
	Issue Invitation for Bids (IFB) for construction.	Q3	On Schedule	
	Notes			
Final application package scheduled for Q2 and anticipate final grant to be in place by Q3.				

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San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Produce Zero Emission Multiple Unit				
Action Plan	Milestones	Milestone Status	Responsibility	
4C	Begin dynamic testing in Europe.	Q2	On Schedule	Transit
	Notes			
	Static testing in Europe started in December 2022.			
Division Strategy: Deliver the Tunnel to ONT Project				
Action Plan	Milestones	Milestone Status	Responsibility	
4D	Draft Environmental Document prepared.	Q4	Delayed to Q2 FY 23/24.	Transit
	Notes			
	Environmental technical studies are currently on-going as well as coordination with FTA. NEPA/CEQA approval anticipated Q2 FY 23/24.			
Division Strategy: Delivery of Capital Projects - Project Approval and Environmental Document (PA/ED) Milestones:				
Action Plan	Milestones	Milestone Status	Responsibility	
4E	SR-210 Waterman Ave Interchange	PA/ED approval - Q4	Delayed to FY 23/24 Q1 - Due to contract cost negotiations.	Project Delivery
	Notes			
	Note that the Budget Action Plan incorrectly identified Q1 as the milestone for PA/ED approval for the SR-210 Waterman Ave Interchange, however, the Budget Master Schedule correctly identified it as Q4.			
Division Strategy: Delivery of Capital Projects - Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:				
Action Plan	Milestones	Milestone Status	Responsibility	
4F	ATP Metrolink Phase II	PS&E approval - Q1	Delayed to Q2 - Due to delays in processing the Construction and Maintenance Agreement with Southern California Regional Railroad Authority (SCRRA) and License Maintenance Agreement with the City of Montclair. Completed.	Project Delivery
	I-215 Bi-County Landscaping	PS&E approval - Q1	Delayed to FY 23/24 Q2 - Due to design revisions required to meet the newly adopted Landscape Design Policy No. 34502. Completed.	
	I-10 Eastbound Truck Climbing Lane	PS&E approval - Q1	Delayed to Q2 - Due to incorporation of new Caltrans design standards and specifications released in October 2022. Completed.	
	I-215 University Parkway IC	PS&E approval - Q2	Delayed to Q3 - Due to incorporation of new Caltrans design standards and specifications released in October 2022.	
	I-15 Corridor Freight and Express Lanes Contract 1	PS&E approval - Q4	On Schedule	
	Notes			

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Division Strategy: Delivery of Capital Projects - Construction Milestones:				
Action Plan	Milestones	Milestone Status	Responsibility	
4G	North First Avenue Bridge over BNSF	Start construction - Q1	Delayed to Q2 - Extended bid duration due to additional efforts to protect Security Sensitive Information (SSI) and address additional bidder inquiries.	Project Delivery
	I-10 Cedar Avenue Interchange	Start construction - Q1	Delayed to Q2 - Delay in approval of Right of Way Certification due to coordination with UPRR on railroad Construction and Maintenance Agreement (CMA).	
	I-215 Bi-County Landscaping	Start construction - Q3	Delayed to FY 23/24 Q4 - Due to incorporation of construction phase with I-215 Segment-5 Landscape Project.	
	ATP Metrolink Phase II	Start construction - Q3	Delayed to Q4 - Due to delays in processing the Construction and Maintenance Agreement with Southern California Regional Railroad Authority (SCRRA) and License Maintenance Agreement with the City of Montclair.	
	I-10 Eastbound Truck Climbing Lane	Start construction - Q3	Delayed to Q4 - Due to delays of processing of regulatory permits by California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB).	
	SR-60 Central Avenue Interchange	Complete for Beneficial Use - Q1	Delayed to Q3 due to coordination with adjacent Caltrans project to minimize conflicts.	
	I-10 Alabama Street Interchange	Complete for Beneficial Use - Q2	On Schedule	
	SR-210 Base line Interchange	Complete for Beneficial Use - Q4	On Schedule	
	SR-210 Lane Addition	Complete for Beneficial Use - Q4	On Schedule	
Notes				

Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments

Division Strategy: Conduct regional forums to discuss issues of importance across our region

Action Plan	Milestones	Milestone Status	Responsibility	
5A	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects.	Advocate for legislation regarding increase in federal funding for local bridges (AB 2120), CEQA exemptions for transportation projects (SB 922), and flexible use of state funds for discounted transit fares, as well as Brown Act revisions providing for remote participation. Build coalitions in support of state and federal transportation grant applications and budget items. Maintain good working relationships and communication with state and federal officials.	AB 2120 and SB 922 were passed by the legislature and signed by the Governor.	Legislative/Public Affairs
	Notes			

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Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options

Division Strategy: Build awareness of SBCTA programs and services

	Action Plan	Milestones	Milestone Status	Responsibility
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
Notes				
State of Transportation (B2B) event was held in person and with record attendance.				

Division Strategy: Leverage and grow public outreach and communication services

	Action Plan	Milestones	Milestone Status	Responsibility
6B	Continue to enhance traditional and social media presence.	Provide 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, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Provide services for Mt. Vernon Viaduct, I-10 Express Lanes, 210 freeway, Redlands Passenger Rail Project.	Outreach efforts continue on active projects.	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.	Provide assistance with presentations, graphics (i.e. Budget Book), and collateral materials.	Ongoing	Legislative/Public Affairs, Fund Administration
Notes				

Division Strategy: Highlight transit options in San Bernardino County

	Action Plan	Milestones	Milestone Status	Responsibility
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
	Support Omnitrans with implementation of pilot programs first/last mile shuttles from the Cucamonga Station and San Bernardino Transit Center that are coordinated with the Metrolink service schedule.	Q2	Completed	Transit
Notes				
ONT Shuttle (Cucamonga Station to ONT Airport) began service on 08/08/2022. SB Shuttle (SBTC to Downtown San Bernardino) started on 10/24/22 to coincide with the start of Arrow Service.				

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San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Initiative #7: Long Range Strategic Planning				
Division Strategy: Analyze long range transportation strategy in a financially constrained framework				
	Action Plan	Milestones	Milestone Status	Responsibility
7A	Prepare a Long Range Multimodal Transportation Plan (LRMTP).	Complete bus rapid transit study for Valley - Q2	On schedule. Was determined that best path is to incorporate recommendations into SCAG Dedicated Transit Lanes Study. Initial SBCTA and Omnitrans input was provided to SCAG in July.	Planning, Transit, Fund Administration
		Initiate full LRMTP - Q3	On Schedule	
	Complete San Bernardino County input on growth and projects to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	Assist SCAG with local growth distribution update - Q3	On Schedule	Planning, Fund Administration
		Provide updated list of RTP projects to SCAG - Q3	On Schedule	
Notes				
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice				
	Action Plan	Milestones	Milestone Status	Responsibility
7B	Maintain Measure I Strategic Plan Parts 1 and 2.	Ongoing	No updates in Q2	Planning, Fund Administration
Notes				
Division Strategy: Provide current, quality planning data				
	Action Plan	Milestones	Milestone Status	Responsibility
7C	Support other departments with data analysis and mapping/Geographic Information System (GIS).	Multiple analysis/mapping efforts conducted for Project Delivery, Transit, and Air Quality/Mobility.	Ongoing	Planning
		Update SBTAM modeling system.	Complete updated SBTAM for testing - Q3	
	Upgrade to new Congestion Monitoring System.	Complete Model Validation - Q4	On Schedule	
		Initiate operation - Q1	Completed	
		Prepare documentation - Q2	On Schedule	
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Ongoing	Ongoing	
Notes				
Division Strategy: Conduct subarea and modal studies				
	Action Plan	Milestones	Milestone Status	Responsibility
7D	Update Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB 1 Solutions for Congested Corridors requirements.	Complete update - Q1	Completed	Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans.	Prepare final report - Q3	On Schedule	
Notes				

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Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications				
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines				
Action Plan	Milestones	Milestone Status	Responsibility	
8A	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies.	Comments provided in July on Final Tier 1 EIS/EIR for the RCTC Coachella Valley Rail Project	Ongoing	Planning, COG
	Prepare Grant Applications for SB1 and other funding.	Senate Bill 1 (SB1) Grants submitted - Q2	On Schedule	Planning, Fund Administration
		Award announcements - Q4	On Schedule	
	Notes			
The I-10 and US 395 TCEP applications submitted November 18. Metrolink Double Track December 2.				
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies				
Action Plan	Milestones	Milestone Status	Responsibility	
8B	Begin development of Vehicle Miles Traveled (VMT) mitigation bank and/or approaches to mitigation under SB 743.	Initiation of VMT mitigation bank - Q4 (conditioned on REAP funding and Board approval)	On schedule	Planning
	Complete updated draft of the Regional Conservation Investment Strategy (RCIS).	Updated draft - Q3	On Schedule	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0.	Work with SCAG on REAP 2.0 application to California Housing and Community Development - Q2	Ongoing. Continuing assistance to local jurisdictions on Housing Elements and related matters using supplemental REAP 1.0 funds.	
Notes				
SBCTA coordinating with County on submittal of draft RCIS to California Department of Fish and Wildlife, and County staff is analyzing going to a Multiple Species Habitat Conservation Plan (MSHCP).				
Division Strategy: Prepare effective active transportation plans				
Action Plan	Milestones	Milestone Status	Responsibility	
8C	Prepare Active Transportation Plans: Safe Routes to School Program (with County).	Restart plan development following COVID - Q2	On Schedule	Planning
	Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing.	Progress continuing.	Ongoing	
	Conduct Countywide Sidewalk Inventory, Phase 2.	Complete inventory, documentation, and update active transportation website with added data - Q3	On Schedule	
Notes				
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant				
Action Plan	Milestones	Milestone Status	Responsibility	
8D	Implementation of Phase 2 of the Bicycle and Pedestrian improvements around the Metrolink Stations on the San Bernardino and Riverside Lines.	Complete final design - Q4	On Schedule	Planning, Project Delivery
Notes				

Attachment: FY 22_23 Budget Action Plan Quarterly Update PDF (9200 : Fiscal Year 2022/2023 Budget

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network				
	Action Plan	Milestones	Milestone Status	Responsibility
8E	Implement a mobile call box program.	Release RFP for call handling for program - Q3	On schedule	Air Quality/Mobility
		Target for program implementation - Q2	Delayed to FY 23/24. Needs to occur after call handling contractor has been secured and able to implement systems/program.	
	Administer Freeway Service Patrol (FSP) and call box system to improve traffic safety, reduce congestion and traffic delays.	Ongoing. Present annual report on programs to Board - Q4	Ongoing.	
	Merge IE 511 with a regional SoCal 511.	Merger expected - Q1	Delayed. The transition to merge the two systems has begun and scheduled to be completed by Q2.	
	Merge the regional rideshare database with OCTA, LA Metro, RCTC, and VCTC enhancing ride matching functionality and customer experience.	Q2	Delayed to Q4 - TripSpark, the database software company, is working on system updates and efficiencies to make sure the merged database will function properly when launched. This will be completed by the end of FY22/23.	Transit
Notes				
Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion.				
	Action Plan	Milestones	Milestone Status	Responsibility
8F	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's, to identify key activities for inclusion in the SBCTA LRMTF, and proposed SBCTA budgets, based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Ongoing. The multimodal working group has identified several projects including Free Fare Days, Countywide Marketing, Fare Capping, and Travel Training. There are other projects that discussion has begun on but will be included on the SBCTA LRMTF once this project begins.	Transit, Fund Administration, Legislative/Public Affairs, Planning
Notes				

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Minute Action

AGENDA ITEM: 9

Date: *January 4, 2023*

Subject:

I-215 Segment 5 Landscape Project California Department of Transportation Design Cooperative Agreements

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Amendment No. 1 to Cooperative Agreement No. 00-1000602, with the California Department of Transportation (Caltrans) to remove Interstate 215 (I-215) Segment 5 Landscape Project from the agreement and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

B. Approve Cooperative Agreement No. 23-1002873, with Caltrans to define roles and responsibilities for the I-215 Segment 5 Landscape Project, identify SBCTA as the lead agency for the Plans, Specifications and Estimates (PS&E) for the project and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

Background:

In February 2012, the San Bernardino County Transportation Authority (SBCTA) approved Cooperative Agreement No. 00-1000602, with the California Department of Transportation (Caltrans) to define roles and responsibilities for the Interstate 215 (I-215) Landscape Projects and have Caltrans as the lead agency for the design phase of the projects.

Cooperative Agreement No. 00-1000602 included four (4) separate landscape projects, Segments 1, 2, 3 & 5. Caltrans completed design for Segments 1, 2, & 3 in 2017 and construction for those segments was completed in 2020. The funding provided in the Agreement was not sufficient to complete the design for the I-215 Segment 5 Landscape Project (Segment 5).

Therefore, in April 2022, the Board of Directors approved Amendment No. 2 with EXP U.S. Services, Inc., Contract No. 19-1002005, for the design services of Segment 5. The design for Segment 5 is scheduled to be completed in summer 2023, with construction completion planned for summer 2024.

Recommendation A is to approve Amendment No. 1 to Cooperative Agreement No. 00-1000602, with Caltrans, to remove I-215 Segment 5 Landscape Project from the original design cooperative agreement and authorize the Executive Director, or his designee, to execute the amendment with Caltrans upon approval as to form by SBCTA General Counsel.

Recommendation B is to approve Cooperative Agreement No. 23-1002873, with Caltrans, to define the roles and responsibilities for the I-215 Segment 5 Landscape Project, identify SBCTA as the lead agency for the Plans, Specifications and Estimates (PS&E) for the project and authorize the Executive Director, or his designee, to execute the Agreement with Caltrans upon approval as to form by SBCTA General Counsel.

Staff recommends approval of these recommendations.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 2

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget under Task No. 0820 Freeway Projects, Sub-Task No. 0838 I-215 Segment-5 Landscape Project.

Reviewed By:

This item was reviewed and recommended for approval (13-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item, the draft amendment and the draft agreement.

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 00-1000602 Amendment No.: 1
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 00450 Vendor Name: California Department of Transportation
 Description: I-215 Segment 5 Landscape Design Cooperative Agreement

List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	2,440,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	2,440,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	2,440,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9195

Contract Management (Internal Purposes Only)

Other Contracts Local Sole Source? N/A No Budget Adjustment N/A
 Funding Agreement N/A

Accounts Payable

Estimated Start Date: 01/04/2012 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes QMP/QAP: Yes Prevailing Wage: N/A

								Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$	
GL	4907	40	0820	0838	52005	41100000	630	Old MSI TMEE	1,027,953.00	-
GL	4901	40	0820	0838	52005	41100000	630	Old MSI	1,412,047.00	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-

Juan Lizarde
Project Manager (Print Name)

Henry Stultz
Task Manager (Print Name)

Additional Notes: No additional Old Measure Funds will be expended for this agreement. Caltrans design concluded as of July 2018. This amendment is to remove Segment 5 from the coop. A separate design coop for Segment 5 is being processed.

Attachment: 00-1000602-01_CSS (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

Agreement 08-1523 A-1
 Project No. 0800020443, EA 0071H, 08-SBD-215-6.4/7.6
 Project No. 0800020435, EA 0071J, 08-SBD-215-7.5/8.9
 Project No. 0800020434, EA 0071K, 08-SBD-215-4.8/6.5
 SBCTA Contract No. 00-1000602-01

AMENDMENT NO.1 TO AGREEMENT NO. 08-1523 (DRAFT)

This Amendment No. 1 (AMENDMENT) to Agreement 08-1523 (AGREEMENT), effective on _____ is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

RECITALS

1. CALTRANS and SBCTA, collectively referred to as PARTIES, entered into AGREEMENT on February 24, 2012, defining the terms and conditions for Project Approval and Environmental Document, Plans, Specifications and Estimates and Right of Way for Highway Planting on I-215, segments 1, 2, 3, and 5, in the City of San Bernardino from 0.24 miles South of Orange Show Road Over Crossing to 0.05 miles South of I-215/1-210 Junction will be referred to as PROJECT.
2. The AGREEMENT established that CALTRANS is the IMPLEMENTING AGENCY for segment 1, 2, 3 and 5.
3. Parties now seek to change the IMPLEMENTING AGENCY for segment 5 from CALTRANS TO SBCTA by removing Segment 5 from agreement 08-1523. New Agreement 08-1760 will address Segment 5.

IT IS THEREFORE MUTUALLY AGREED:

1. Header will no longer include reference to Segment 5.
2. Article 2 in the AGREEMENT is replaced in its entirety to read as follows:

This agreement outlines the terms and conditions of cooperation between PARTNERS to do the Project Approval and Environmental Document, Plans, Specifications and Estimates and Right of Way for Highway Planting on Interstate 215 (I-215), segments 1,

2, and 3 in the City of San Bernardino from 0.24 miles South of Orange Show Road Over Crossing to 0.1 miles south of Massachusetts Avenue Overcrossing.

For the purpose of this agreement, Highway Planting on I-215, segments 1, 2, and 3 in the City of San Bernardino from 0.24 miles South of Orange Show Road Over Crossing to 0.1 miles south of Massachusetts Avenue Overcrossing will be referred to as PROJECT. All responsibilities assigned in this agreement to do the Project Approval and Environmental Document, Plans, Specifications and Estimates and Right of Way will be referred to as OBLIGATIONS.

This is a highway planting project. All work will be performed within the existing SHS right of way. Utility clearance has been performed under the parent projects under EA 0071V, 00717, 00719 and 4440U. District Right of Way will review Parent Projects' Right of Way Certs and re-evaluate the situation when issuing the Right of Way Certification for this project.

3. Definition of "PROJECT" under DEFINITIONS, is replaced in its entirety to read as follows:

"PROJECT- The undertaking to Highway Planting on Interstate 215 (I-215); segments 1, 2, and 3, in the City of San Bernardino from 0.24 miles South of Orange Show Road Over Crossing to 0.1 miles south of Massachusetts Avenue Overcrossing."

4. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
5. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

SIGNATURES

PARTIES are authorized by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORATION AUTHORITY
(NOT FOR SIGNATURE AT THIS TIME)

Diane Morales
Acting District Director

Raymond W. Wolfe
Executive Director

VERIFICATION OF FUNDS AND
AUTHORITY:

APPROVED AS TO FORM:

Corina Harriman
District Budget Manager

Juanda L. Daniel
Assistant General Counsel

APPROVED AS TO FORM &
PROCEDURE:

Cassandra Hoff
Attorney

Attachment: 00-1000602-01_Coop. 08-1523 A1 Final Draft_2022.09.21 (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

Contract Summary Sheet

General Contract Information

Contract No: 23-1002873 Amendment No.: _____
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 00450 Vendor Name: California Department of Transportation
 Description: I-215 Segment 5 Landscape Design Cooperative Agreement
 List Any Related Contract Nos.: 00-1000602

Dollar Amount					
Original Contract	\$	-	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	-	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	-

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9195

Contract Management (Internal Purposes Only)

Zero Dollar Contracts Local Sole Source? N/A No Budget Adjustment N/A
 MOU/COOP/JPA (zero dollar contract)

Accounts Payable

Estimated Start Date: 10/05/2022 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes QMP/QAP: Yes Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-

Juan Lizarde
Project Manager (Print Name)

Henry Stultz
Task Manager (Print Name)

Additional Notes:

Attachment: 23-1002873_CSS (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

Project No. 0800020433

EA 0071L

08-SBD-215-9.1/10.1

SBCTA Contract No. 23-1002873

COOPERATIVE AGREEMENT COVER SHEET

Work Description

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY WILL BE THE LEAD DESIGN FOR SEGMENT 5 IN THIS PROJECT. ON I-215 FROM 0.1 MILES SOUTH OF MASSACHUSETTS AVENUE TO 0.05 MILES SOUTH OF I-215/SR-210 JUNCTION, THIS PROJECT WILL PROVIDE REPLACEMENT PLANTING CONSISTING OF IRRIGATION, WOOD MULCH, MAINTENANCE ACCESS ROADS, ROCK BLANKET, TREES AND OTHER VEGETATION SUPPORTED BY THE PALMS TO PINES CONCEPT.

Contact Information

CALTRANS

Ahmad Nabulsi, Project Manager

464 West Fourth Street

San Bernardino, CA 92401

Office Phone: (562) 666-5862

Email: ahmad.nabulsi@dot.ca.gov

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Juan Lizarde, Project Manager

1170 West Third Street, 2nd Floor

San Bernardino, CA 92410

Office Phone: (909) 884-8276

Email: jlizarde@gosbcta.com

Table of Contents

COOPERATIVE AGREEMENT 1

RECITALS 1

RESPONSIBILITIES 3

 Sponsorship 3

 Implementing Agency 3

 Funding 4

 CALTRANS’ Quality Management 4

 CEQA Lead Agency 5

 Environmental Permits, Approvals and Agreements 5

 Plans, Specifications, and Estimate (PS&E) 8

 Schedule 10

 Additional Provisions 11

 Standards 11

 Noncompliant Work 11

 Qualifications 11

 Consultant Selection 11

 Encroachment Permits 12

 Protected Resources 12

 Disclosures 12

 Hazardous Materials 13

 Claims 14

 Interruption of Work 15

 Penalties, Judgements and Settlements 15

 Environmental Compliance 15

GENERAL CONDITIONS 15

 Venue 15

 Exemptions 15

 Indemnification 16

 Non-parties 16

 Ambiguity and Performance 16

 Defaults 17

 Dispute Resolution 17

Attachment: 23-1002873_Draft Coop. 08-1760 HQ APPR 101922_ Revised (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

Project No. 0800020433

SBCTA Contract No. 23-1002873

Prevailing Wage..... 18

SIGNATURES..... 19

DRAFT

COOPERATIVE AGREEMENT (DRAFT)

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.
2. This agreement outlines the terms and conditions of cooperation between PARTNERS to do the Environmental Revalidation, Plans, Specifications and Estimate and Right of Way for Highway Planting on Interstate 215 (I-215), Segment 5, in the City of San Bernardino.

For the purpose of this AGREEMENT, *San Bernardino County Transportation Authority will be the lead agency for Segment 5. On I-215 from 0.1 miles south of Massachusetts Avenue to 0.05 miles south of the I-215/SR-210 Junction, this project will provide replacement planting consisting of irrigation, wood mulch, maintenance access roads, rock blanket, trees and other vegetation supported by the Palms to Pines concept*, and will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Design Engineering Evaluation Report, or Project Report).

This is a highway planting Project. All work will be performed within the existing SHS right of way. Utility clearance has been performed under the parent projects under EA's 0071V, 00717, 00719 and 4440U. District Right of Way will review Parents' Project Certs and re-evaluate the situation when issuing the Right of Way Certification for this project.

3. Segments 1, 2 and 3 were completed and all the funding was paid in agreement 08-1523. Agreement 08-1523 is amended to remove Segment 5 for the purposes of design.

4. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:

- PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)
- PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)
- RIGHT OF WAY

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

5. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

6. The following work associated with this PROJECT has been completed or is in progress:

- SBCTA approved the Categorical Exemption on December 21, 2012.
- CALTRANS is developing the R/W Certification (Cooperative Agreement No. 1523).

7. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.

8. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

9. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

10. SBCTA is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

11. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

- SBCTA is the Project Approval and Environmental Document (PA&ED) IMPLEMENTING AGENCY.

PA&ED includes the completion of the Final Environmental Document and the Project Report (documenting the project alternative selection).

- SBCTA is the Plans, Specifications, and Estimate (PS&E) IMPLEMENTING AGENCY.

PS&E includes the development of the plans, specifications, and estimate; obtaining any resource agency permits; and the advertisement/award of the construction contract.

- SBCTA is the RIGHT OF WAY IMPLEMENTING AGENCY

RIGHT OF WAY includes coordination with utility owners for the protection, removal, or relocation of utilities; the acquisition of right-of-way interests; and post-construction work such as right-of-way monumentation/recordation, relinquishments/vacations, and excess land transactions. The RIGHT OF WAY component budget identifies the cost of the capital costs of right-of-way acquisition (RIGHT-OF-WAY CAPITAL) and the cost of the staff work in support of the acquisition (RIGHT-OF-WAY SUPPORT).

12. SBCTA will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are the IMPLEMENTING AGENCY of. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and approval.
13. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

14. The WORK does not use funds administered by CALTRANS. PARTIES will amend this AGREEMENT should this condition change.
15. Each PARTY is responsible for the costs they incur in performing the WORK.

CALTRANS' Quality Management

16. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
17. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that SBCTA's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

18. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
19. SBCTA will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.
20. The cost of CALTRANS' quality management work is to be borne by CALTRANS.

CEQA Lead Agency

21. CALTRANS is the CEQA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

- 22. SBCTA will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to SBCTA's responsibilities in this AGREEMENT.
- 23. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 24. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
401, Regional Water Quality Control Board
State Waste Discharge Requirements (Porter Cologne), Regional Water Quality Control Board

Project Approval and Environmental Document (PA&ED)

25. As the PA&ED IMPLEMENTING AGENCY, SBCTA is responsible for all PA&ED WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

Attachment: 23-1002873_Draft Coop. 08-1760 HQ APPR 101922_ Revised (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

26. CALTRANS will be responsible for completing the following PA&ED activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)
100.10.10.xx Quality Management
165.15.15.xx Essential Fish Habitat Consultation
165.15.15.xx Section 7 Consultation
165.25.25 Approval to Circulate Resolution
175.20 Project Preferred Alternative
180.10.05.05.xx CEQA Lead Final Env. Doc QA/QC and Approval
180.10.05.45 Section 7 Consultation
180.15.05 Record of Decision (NEPA)
180.15.10 Notice of Determination (CEQA)

27. Any PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

28. SBCTA will provide written notice of the initiation of environmental studies to the CEQA and NEPA Lead Agencies prior to completing any other PA&ED phase work.

California Environmental Quality Act (CEQA)

29. Environmental documentation will be prepared in compliance with the California Public Resources Code §§ 21080.3.1(d)(e). CALTRANS will provide, and SBCTA will use, a letter template and a list of California Native American tribes requesting notification. SBCTA will prepare consultation documentation for CALTRANS’ signature and transmittal in compliance with the statutorily required time frames.

30. The CEQA Lead Agency will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.
31. Any PARTY involved in the preparation of CEQA documentation will prepare the documentation to meet CEQA requirements and follow the CEQA Lead Agency's standards that apply to the CEQA process.
32. Any PARTY preparing any portion of the CEQA documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.
33. SBCTA will submit CEQA-related public notices to CALTRANS for review, comment, and approval prior to publication and circulation.
34. SBCTA will submit all CEQA-related public meeting materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to the public meeting date.

If the CEQA Lead Agency makes any changes to the materials, then the CEQA Lead Agency will allow SBCTA to review, comment, and concur on those changes at least three (3) working days prior to the public meeting date. The CEQA Lead Agency has final approval authority over all CEQA documentation.

35. The CEQA Lead Agency will attend all CEQA-related public meetings.
36. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The CEQA Lead Agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

Plans, Specifications, and Estimate (PS&E)

- 37. As the PS&E IMPLEMENTING AGENCY, SBCTA is responsible for all PS&E WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.
- 38. CALTRANS will be responsible for completing the following PS&E activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)
100.15.10.xx Quality Management

- 39. SBCTA will prepare Utility Conflict Maps identifying the accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT or that violate CALTRANS' encroachment policy.

SBCTA will provide CALTRANS a copy of Utility Conflict Maps for CALTRANS' concurrence prior to issuing the Notices to Owner and executing the utility agreement. All utility conflicts will be addressed in the PROJECT plans, specifications, and estimate.

- 40. SBCTA will determine the cost to positively identify and locate, accommodate, protect, relocate, or remove any utility facilities whether inside or outside the State Highway System right-of-way in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including but not limited to Freeway Master Contracts.
- 41. CALTRANS will not issue the Acceptance of Final Plans, Specifications, and Estimate to SBCTA until the following conditions are met:
 - Any new or amended Maintenance Agreement required for the WORK are executed.
 - Any new or amended Freeway Agreement required for the WORK are executed.

RIGHT-OF-WAY

- 42. As the RIGHT-OF-WAY IMPLEMENTING AGENCY, SBCTA is responsible for all RIGHT-OF-WAY WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

43. CALTRANS will be responsible for completing the following RIGHT-OF-WAY activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)
100.25.10.xx Quality Management

44. The selection of personnel performing RIGHT-OF-WAY WORK will be in accordance with federal and California laws and regulations, and CALTRANS’ policies, procedures, standards, practices, and applicable agreements.
45. SBCTA will make all necessary arrangements with utility owners for the timely accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT or that violate CALTRANS’ encroachment policy.
46. SBCTA will provide CALTRANS a copy of conflict maps, relocation plans, proposed notices to owner, reports of investigation, and utility agreements (if applicable) for CALTRANS' concurrence prior to issuing the notices to owner and executing the utility agreement. All utility conflicts will be fully addressed prior to Right-of-Way Certification and all arrangements for the protection, relocation, or removal of all conflicting facilities will be completed prior to construction contract award and included in the PROJECT plans, specifications, and estimate.
47. SBCTA will provide a land surveyor licensed in the State of California to be responsible for surveying and right-of-way engineering. All survey and right-of-way engineering documents will bear the professional seal, certificate number, registration classification, expiration date of certificate, and signature of the responsible surveyor.
48. Acquisition of right-of-way will not occur prior to the approval of the environmental document without written approval from the CEQA Lead Agency.
49. SBCTA will hear and adopt Resolutions of Necessity when authorized to do so by law or will work with local agencies having jurisdiction and authorized under the law to hear and adopt Resolutions of Necessity.

SBCTA will conduct and document Condemnation Evaluation Meetings and Condemnation Panel Review Meetings as required in accordance with CALTRANS policy and guidance. CALTRANS will be notified in advance of any Condemnation Evaluation Meetings and Condemnation Panel Review Meetings.

50. If SBCTA acquires any right-of-way to be incorporated into the State Highway System, SBCTA will first acquire in its own name.

No right-of-way will be acquired in CALTRANS' name.

Title to the State Highway System right-of-way will ultimately be vested in the State. CALTRANS' acceptance of title will occur after the Right-of-Way Closeout activities are complete.

51. SBCTA will utilize a public agency currently qualified by CALTRANS or a properly licensed consultant for all RIGHT-OF-WAY activities. A qualified right-of-way agent will administer all right-of-way consultant contracts.

SBCTA will submit a draft Right-of-Way Certification to CALTRANS six weeks prior to the scheduled Right-of-Way Certification milestone date for review.

SBCTA will submit a final Right-of-Way Certification to CALTRANS for approval prior to the advertising the construction contract.

52. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.

53. CALTRANS' acceptance of right-of-way title is subject to review of an Updated Preliminary Title Report provided by SBCTA verifying that the title is free of all encumbrances and liens. Upon acceptance, SBCTA will provide CALTRANS with a Policy of Title Insurance in CALTRANS' name.

Right-of-way conveyances must be completed prior to WORK completion unless PARTIES mutually agree to other arrangements in writing.

Schedule

54. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

Additional Provisions

Standards

55. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Standard Environmental Reference
- Highway Design Manual
- Right of Way Manual

Noncompliant Work

56. CALTRANS retains the right to reject noncompliant WORK. SBCTA agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

57. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

58. SBCTA will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

59. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. SBCTA, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to SBCTA, their contractors, consultants, and agents at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.
60. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

61. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

62. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

63. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

64. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

65. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.
66. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS, independent of the PROJECT will pay, or cause to be paid, the cost of HM-1 MANAGEMENT related to HM-1 found within the existing State Highway System right-of-way.

67. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SBCTA, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

68. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

SBCTA and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and SBCTA each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. SBCTA will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

69. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

70. SBCTA may accept, reject, compromise, settle, or litigate claims of any consultants or contractors hired to complete WORK without concurrence from the other PARTY.
71. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
72. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.
73. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
74. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

75. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgements and Settlements

76. The cost of awards, judgements, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.
77. The cost of legal challenges to the environmental process or documentation are considered WORK costs.
78. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

79. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

80. All portions of this AGREEMENT, including the Recitals Section, are enforceable.

Venue

81. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

82. All CALTRANS' obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

83. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SBCTA under this AGREEMENT. It is understood and agreed that SBCTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
84. Neither SBCTA nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SBCTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

85. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
86. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

87. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

88. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

89. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

90. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of SBCTA will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

91. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

92. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

(not for signature at this time)

Diane Morales
Acting District Director

Raymond W. Wolfe
Executive Director

Verification of funds and authority:

Attest:

Corina Harriman
District Budget Manager

Name Tbd
Title TBD

Approved as to form:

Juanda Daniel
Assistant General Counsel

Attachment: 23-1002873_Draft Coop. 08-1760 HQ APPR 101922_ Revised (9195 : I-215 Segment 5 Landscape Caltrans Design COOPs)

Minute Action

AGENDA ITEM: 10

Date: *January 4, 2023*

Subject:

Active Transportation Program Cycle 6 Award List and Twenty Points Allocation

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Adopt the Metropolitan Planning Organization (MPO) portion of the State Active Transportation Program (ATP) Cycle 6 project award list (Attachment A), specifically for:

- City of Upland – City of Upland Mobility Master Plan
- County of San Bernardino – San Bernardino Valley Safe Routes to School Plan (21 schools)
- City of Montclair – Montclair Safe Routes to School Implementation Project
- **County of San Bernardino – Bloomington Area Schools Pedestrian Safety Improvements**
- Town of Apple Valley – Powhatan Road Complete Streets, Apple Valley
- City of Twentynine Palms – Sullivan Road/Hatch Road Side Path/Bicycle Lanes
- City of Rialto – Rialto Pacific Electric Trail Extension
- City of Yucaipa – 15th Street (Avenue D to Yucaipa Blvd)
- City of Adelanto – Adelanto Safe Routes to School
- City of Needles – City of Needles Schools and Seniors Sidewalk Project
- City of Barstow – Pedestrian, Bicyclist, and Safety Improvements (Partial)
- City of Fontana – Foothill Boulevard Active Transportation Improvement (Partial)

B. Adopt an additional 20 points allocation in the grant evaluation process to all projects in the MPO portion of the ATP as they have been determined to be consistent with regional plans, which is consistent with the methodology adopted by the SBCTA Board of Directors for ATP Cycles 1 through 5.

Background:

The Active Transportation Program (ATP) was created by Senate Bill (SB) 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active modes of transportation, such as biking and walking. The Cycle 6 Call-for-Projects was released by the California Department of Transportation (Caltrans) on March 16, 2022, and went through a statewide review process. On October 20, 2022 the California Transportation Commission (CTC) released the staff recommended award list.

For the Cycle 6 ATP funding and review process, the CTC recommended to continue the same fund allocation calculation as in Cycles 1 through 5. Fifty percent (50%) of the total \$1,707,040,000 program funds were apportioned for the Statewide call-for-projects while forty percent (40%) of the total funds were apportioned for Metropolitan Planning Organizations (MPOs). MPO apportionment is recommended to be distributed based on their population share. In total, the Southern California Association of Governments' (SCAG) portion represents \$361,151,000. Based on population, San Bernardino County's, share of the MPO portion is \$41,856,000.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

As expected, the selection process for ATP Cycle 6 was highly competitive. Unfortunately, San Bernardino County jurisdictions fared even worse in Cycle 6 when it comes to the State portion than in Cycle 5, having secured no funding under that category. In Cycle 5, San Bernardino County local jurisdictions received two project awards (totaling nearly \$6.3 million) from the statewide portion of the ATP and four more projects were awarded through the \$10.2 million MPO portion. SBCTA staff will be meeting with the CTC in February in an attempt to better understand why San Bernardino County has been experiencing a decline in awards through the State portion and what can be done in the future to improve.

As with previous cycles, SCAG deferred project rankings to Caltrans and forfeited its option to issue a supplemental regional call-for-projects. The project scoring and rankings received during the Statewide call-for-projects will be used to determine a project award list for the MPO portion. A separate evaluation committee will not be required at the county or regional level within the SCAG region to separately score the infrastructure projects. However, for the selection of the regional MPO projects, up to 20 additional points can be given to projects based on their consistency with a regional plan. The SBCTA Board has always opted to award all supplemental points to every application submitted by our local jurisdictions and agencies and accepted scores given by the CTC review committee.

Based on the ATP project submittal list, SBCTA staff reviewed the applications from the County and determined that all of the projects are consistent with either SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SBCTA's ATP and/or local jurisdiction plans. For San Bernardino County, the SBCTA Board adopted the guideline for assigning the additional points for regional consistency in May 2014 for the ATP Cycle 1 process and the same methodology has been used for all subsequent cycles. SBCTA staff is proposing to apply the same methodology for the ATP Cycle 6 process and will assign 20 points to each of the San Bernardino County projects.

The project award list, Attachment A, will be submitted to SCAG for inclusion in the final ranking of regional projects. The adoption of the final recommended project award list will also be brought forward by SCAG staff for approval at their Regional Council meeting. SBCTA staff will continue its collaboration with SCAG staff to implement the regional projects.

Even though the application review scores from the State did not reflect it, San Bernardino County jurisdictions continue to submit many excellent active transportation project applications (21 total projects - see Attachment A for the full list of projects from San Bernardino County) and will receive over twice the amount previously awarded in any one cycle. The approval of this agenda item will pave the way for distributing nearly \$42 million for the completion of twelve (12) active transportation projects to the following eleven (11) jurisdictions: Adelanto, Apple Valley, Barstow, County of San Bernardino, Fontana, Montclair, Needles, Rialto, Twentynine Palms, Upland, and Yucaipa.

The Cities of Barstow and Fontana both scored 89 points which meant both were eligible to split a partial award. SBCTA reached out to both jurisdictions and both have expressed interest in receiving the partial funding. They have until December 20, 2022, to let SCAG know if they intend to proceed with their projects as is, with additional funding from other sources, or to submit a scope change request commensurate with the reduced funding. There have been occasions where some small amount of additional funds has been available to apply to projects for various reasons. In those rare circumstances, SBCTA staff will first use the funds to increase

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 3

the award amount for partially funded projects and then move on to awarding projects on the current contingency list. The table below is a history of ATP project submittals and awards through the first six cycles. Dollars are in \$1000s.

Cycle	SBC Funds Requested (in 1,000)	No. of SBC Applications Submitted	CTC Funding				SBC MPO Share	No. SBC MPO Awarded*	Total Amount Awarded	Total No. Projects Awarded
			Total Available	No. Project Awarded to	Amount Awarded	Share of Funds				
1 (2017)	\$ 59,746	43	\$ 181,874	7	\$ 9,925	5.46%	\$ 9,361	7	\$ 19,286	14
2 (2018)	\$ 83,649	58	\$ 179,698	6	\$ 10,163	5.66%	\$ 8,777	6	\$ 18,940	12
3 (2019)	\$ 45,961	27	\$ 140,009	6	\$ 8,868	6.33%	\$ 10,119	7	\$ 18,987	13
4 (2020)	\$ 86,154	24	\$ 237,566	2	\$ 8,852	3.73%	\$ 10,420	6	\$ 19,272	8
5 (2021)	\$ 136,046	22	\$ 245,941	2	\$ 6,273	2.55%	\$ 10,157	4	\$ 16,430	6
6 (2022)	\$ 99,797	21	\$ 853,520	0	\$ -	0.00%	\$ 41,856	11	\$ 41,856	11
Total	\$ 511,353	195	\$ 1,838,608	23	\$ 44,081	23.72%	\$ 90,690	41	\$ 134,771	64

*Includes partial awards.

Financial Impact:

There is no financial impact to the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT A

Cycle 6 Active Transportation Program (ATP) Applications
 (Totals shown in 1,000s)

Total Available Non-Infrastructure Funds \$2,093 **Original Funding** \$2,093 **Revised Total** \$800
Total Available Infrastructure Funds \$39,763 **Original Funding** \$39,763 **Revised Total** \$41,056

Jurisdiction	Projects	Total Proj Cost	ATP Rqstd	Other Funding	CTC Score	SBCTA +20	ATP Accum Total	Award Recom
Non-Infrastructure								
SBCTA	San Bernardino County Safe Routes to Schools Phase III Program (15 Schools)	\$500	\$500	\$0	86.0	106.0	\$500	Decline
Upland	City of Upland Mobility Master Plan	\$300	\$300	\$0	84.0	104.0	\$800	Full
County	San Bernardino Valley Safe Routes to School Plan (21 schools)	\$500	\$500	\$0	81.0	101.0	\$1,300	Full
Total Non-Infrastructure		\$1,300	\$1,300	\$0				
Infrastructure								
Montclair	Montclair SRTS Implementation Project	\$6,335	\$5,701	\$634	89.0	109.0	\$5,701	Full
County	Bloomington Area Schools Pedestrian Safety Improvements	\$3,383	\$3,383	\$0	84.0	104.0	\$9,084	Full
Apple Valley	Powhatan Road Complete Streets, Apple Valley	\$1,735	\$1,562	\$173	80.0	100.0	\$10,646	Full
Twentynine	Sullivan Road/Hatch Road Side Path/Bicycle Lanes	\$3,480	\$3,480	\$0	77.5	97.5	\$14,126	Full
Rialto	Rialto Pacific Electric Trail Extension	\$7,822	\$7,822	\$0	75.0	95.0	\$21,948	Full
Yucaipa	15th Street (Avenue D to Yucaipa Blvd)	\$320	\$320	\$0	75.0	95.0	\$22,268	Full
Adelanto	Adelanto Safe Routes to School	\$9,121	\$9,121	\$0	71.0	91.0	\$31,389	Full
Needles	City of Needles Schools and Seniors Sidewalk Project	\$1,658	\$1,565	\$93	71.0	91.0	\$32,954	Full
Fontana	San Sevaine Class I Multi-Use Trail: Valley to Foothill	\$16,992	\$16,992	\$0	70.0	90.0	\$49,946	Decline
Barstow	Pedestrian, Bicyclist, and Safety Improvements	\$9,939	\$9,939	\$0	69.0	89.0	\$59,885	\$4,051
Fontana	Foothill Boulevard Active Transportation Improvements	\$9,971	\$8,871	\$1,100	69.0	89.0	\$68,756	\$4,051
Fontana	Marygold Avenue Sidewalk Improvements	\$1,920	\$1,920	\$0	64.0	84.0	\$70,676	\$0
Redlands	Orange Blossom Trail Phase IV	\$1,162	\$1,162	\$0	62.0	82.0	\$71,838	\$0
San	Marshall Elementary Safe Route to School Improvements	\$3,889	\$3,889	\$0	56.0	76.0	\$75,727	\$0
Ontario	Mission Boulevard Bike Lane and Pedestrian Improvements, Ontario	\$8,363	\$8,363	\$0	55.0	75.0	\$84,090	\$0
Fontana	San Sevaine Class I Multi-Use Trail: Philadelphia to Slover	\$12,366	\$11,866	\$500	54.0	74.0	\$95,956	\$0
Colton	William McKinley Elementary ES Safe Route to School Project	\$712	\$712	\$0	36.0	56.0	\$96,668	\$0
Apple Valley	Bear Valley Road Class 1 Bike Path, Apple Valley	\$2,069	\$1,829	\$240	33.0	53.0	\$98,497	\$0
Total Infrastructure		\$101,237	\$98,497	\$2,740				
Grand Total		\$102,537	\$99,797	\$2,740				

Attachment: ATP Cycle 6 2022 - All Awards (9215 : Active Transportation Program Cycle 6 Award List and

Minute Action

AGENDA ITEM: 11

Date: January 4, 2023

Subject:

Right-of-Way Property Updates

Recommendation:

Receive and file the updated list of Right-of-Way property acquisitions for Project Delivery Department projects, which includes changes to the Board of Directors' authorized property lists and provides the current listing of San Bernardino County Transportation Authority Project Delivery Eminent Domain actions.

Background:

The San Bernardino County Transportation Authority (SBCTA) is responsible for the development and delivery of transportation projects. In the course of developing and delivering projects, the acquisition of public and private properties is often required to facilitate the implementation of projects. The intent of this agenda item is to inform the Board of Directors (Board) of SBCTA's success in avoiding costly litigation while acquiring property necessary for SBCTA's Project Delivery projects. This agenda item will also provide a listing of all properties that were approved by the SBCTA Board and properties that have been added or deleted for these projects.

On January 2, 1971, Public Law 91-646 the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," was signed into law by Congress to ensure that people whose real property is acquired, or who must move as a result of the needs of a Federal Aid project, will be treated fairly and equitably and will receive assistance in moving from the property they occupy to a location equal or better. To ensure fair and consistent treatment of property owners and those displaced as a result of the projects, SBCTA developed a Right-of-Way (ROW) Acquisition Procedures Manual compliant with all federal and state laws, statutes, and regulations as applicable, to guide staff through the property acquisition, relocation, and disposition processes. To exercise consistent treatment of property owners, this process is utilized on all property acquisitions whether or not federal funds are utilized.

SBCTA seeks to reach fair settlements with property owners based on the value of just compensation, which is derived from appraisal values. Through the acquisition process, staff is highly communicative with those affected by SBCTA's projects in order to gain a full understanding of each property owner's concerns and the factors concerning the appropriate property appraisal. While many acquisitions are either accepted based on just compensation, or with limited negotiations, there are situations where; due to schedule considerations, lack of property owner response, title issues on the property, or significant differences on the acquisition price; legal proceedings are required. In these cases, while negotiations with the property owners are continued, the Board conducts a Resolution of Necessity (RON) hearing to establish the need for the property, need for the project, and that a fair offer of just compensation has been tendered to the property owner of record.

In cases where a RON hearing occurs, the vast majority of the properties are acquired through a settlement prior to filing of litigation. Settlements occur through contracts that the SBCTA

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

Acquisition Agent negotiates directly with property owners ('Contract' column in Table 1), attorney settlement agreements that the court accepts or settlement agreements resulting from mediation by an unbiased third-party mediator ('Attorney' column in Table 1), or through a trial judgment ('Court' column in Table 1). Only a small proportion of properties actually go to trial to determine just compensation for property acquisition. Due to the cost associated with litigation, it is generally in SBCTA's best interest, and in the best interest of property owners, to settle on a fair determination of just compensation for the real property interests prior to trial. In an effort to meet the schedule and budget, and to follow state and federal requirements, staff remains committed to practicing fair and equitable treatment of those impacted by SBCTA's projects. The following table is an update to one previously provided to the Metro Valley Study Session in December 2021, showing the current status and number of properties acquired for SBCTA's projects and the ultimate disposition as to how a settlement was reached. To summarize, approximately 60% of all property acquisitions occur without a RON, and an overall 99.67% are acquired without going to trial.

Table 1

Project	Properties/Parcels						
	Number Acquired	Acquired with no RON Hearing	Resolution of Necessity (RON)				
			Total	Litigation/Pending Cases	Settlement Type		
					Contract	Attorney	Court
Interstate 10 Tiptecanoe Avenue Interchange (Caltrans performed ROW acquisition and eminent domain)	63	36	27	0	9	16	2
Interstate 15/Interstate 215 Devore Interchange (SBCTA performed ROW acquisition and Caltrans performed eminent domain)	85	56	29	0	2	27	0
Interstate 215 Barton Road Interchange	37	21	16	0	7	9	0
Lenwood Road Grade Separation	35	10	25	0	17	8	0
Laurel Street Grade Separation	29	22	7	0	6	1	0
Hunts Lane Grade Separation	26	18	8	0	0	8	0
Palm Avenue Grade Separation	9	3	6	0	3	3	0
US 395	67	19	48	0	26	22	0
State Route 210 Base Line/ Lane Addition*	25	21	4	0	1	3	0
State Route 60 Archibald*	6	0	6	3	0	3	0
State Route 60 Central*	6	1	5	2	2	1	0
Interstate 10 Corridor*	183	128	55	10	26	19	0
Mount Vernon Viaduct*	35	30	9	3	5	1	0
Interstate 10 Cedar*	31	19	12	5	0	7	0
Interstate 215 University Parkway*	5	3	2	2	0	0	0
Total	642	387	259	25	104	128	2

*Still in progress

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 3

The second part of this agenda item is to provide the Board with a complete listing of properties that were approved by the Board for these various projects, including added or deleted properties. Projects with ROW acquisition requirements are taken before the Board and approved with the following language:

“Authorize staff to appraise properties identified in Table ___ and to make offers of Just Compensation to the property owners for the acquisition of property necessary for the XXX (Project); and”

“Authorize the Director of Project Delivery to add or delete parcels in Table ___ as the Director of Project Delivery determines necessary for the Project.”

During the course of project development, minor changes to a project's ROW requirements may occur due to design refinements, construction staging revisions, or utility relocation requirements. SBCTA typically tries to minimize the property impacts on every project, but often the identified list of properties occurs relatively early in the final design and ROW phases, which is why there can be changes to these requirements as the project progresses. Attached are the tables with lists for projects which have been previously approved by the Board. While some projects have had additions or deletions from what was originally approved by the Board, others have had no changes.

Annually, complete listings of Board approved property acquisitions, including added or deleted properties, will be provided to the Metro Valley Study Session unless otherwise requested.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022.

Responsible Staff:

Tracy Escobedo, Management Analyst II

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

SR 210 Base Line and Lane Addition Project Parcel Listing

**Approved
Board of Directors
November 1, 2017**

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1191-121-26	BOTTINI, STEVEN & BERTA LISA	RESIDENTIAL	PARTIAL TCE
1191-121-25	CU, DENNIS & TERESITA	RESIDENTIAL	TCE
1191-121-24	ROCHESTER, TERRESA	RESIDENTIAL	TCE
1191-121-23	CHIEM, KATHERINE	RESIDENTIAL	TCE
1191-121-22	2015-2 IH2 BORROWER	RESIDENTIAL	TCE
1191-121-21	HOLLEY, MANUEL L	RESIDENTIAL	TCE
1191-121-36	DEJESUS TAVARES PEREZ, JOSE	RESIDENTIAL	TCE
1200-181-01	MDM PTS-LP	RESIDENTIAL	TCE
1200-421-02	FOCUS BASELINE, LLC	VACANT	PE TCE
1200-421-03			TCE
1191-315-09, 10	PLASENCIA, GLORIA	RESIDENTIAL	TCE
1191-294-25	WILLOW CREEK TOWNHOUSES LLC	RESIDENTIAL	PARTIAL TCE
1191-294-26	AGOURA WILLOWCREEK LTD	RESIDENTIAL	PARTIAL
1201-051-16	YN PROPERTIES LLC	COMMERCIAL	PE TCE
1201-051-17	KOAM PROPERTY INVEST. INC	COMMERCIAL	PARTIAL PE
0285-176-16	HIGHLAND AND STERLING LLC	COMMERCIAL	ROE
0290-271-07, 08	ROBERTSON'S READY MIX	INDUSTRIAL	ACCESS AND USE AGREEMENT
0290-271-02	CITY OF REDLANDS / CEMEX	INDUSTRIAL	ACCESS AND USE AGREEMENT
1191-121-34	SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT		PERMIT
1200-181-01	CITY OF SAN BERNARDINO	PUBLIC	PARTIAL ACQUISITION
1200-461-08	ROBERT M. HACKERD TRUST	COMMERCIAL	PARTIAL TCE
1200-461-09			PARTIAL PE TCE AC
1200-461-24		RESIDENTIAL	PE TCE
1200-461-25			PE TCE
1201-091-45	ACAA LIMITED PARTNERSHIP	COMMERCIAL	PARTIAL

Notes: Stricken properties were later deemed unnecessary and bolded properties were added.
TCE- Temporary Construction Easement
PE- Permanent Easement
ROE-Right of Entry
Partial- Partial Acquisition

Attachment: 210 Baseline (9197 : ROW Property Updates)

SR 60 Archibald Avenue Improvement Project Parcel Listing
Approved
Board of Directors
September 6, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1083-011-01	KUZINA DEVELOPMENT LLC	COMMERCIAL	TCE FEE UE
1083-071-14	SHIL & MINAH PARK	INDUSTRIAL	FEE UE
1083-071-04	DENNYS, INC	COMMERCIAL	TCE FEE UE
1083-071-26	PATEL & JOSHI HOSPITALITY CORP	COMMERCIAL	TCE RE UE
1083-071-10	GOLDEN ARCH LIMITED PARTNERSHIP	COMMERCIAL	TCE UE RE
1083-011-05	MALKHASIAN, GARY K. & MALKHASIAN, ANDREW S.	COMMERCIAL	TCE

Notes: Stricken properties were deemed unnecessary and bolded properties have been added.

TCE- Temporary Construction Easement

UE- Utility Easement

RE- Roadway Easement

Attachment: 60 Archibald (9197 : ROW Property Updates)

**SR 60 Central Project Parcel Listing
Approved
Board of Directors
July 11, 2016**

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1015-021-34, 1015-071-10	SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT	DRAINAGE CHANNEL	PERMANENT PARTIAL
1015-041-06	LUCRATIVE NETWORK LLC	COMMERCIAL	TCE PERMANENT PARTIAL
1015-041-07	G6 HOSPITALITY	COMMERCIAL	TCE PERMANENT PARTIAL
1015-041-12	AMTEE INVESTMENTS	COMMERCIAL	TCE PERMANENT PARTIAL
1015-301-01	ELITE DYNAMICS	COMMERCIAL	TCE
1015-271-05	THRIFTY OIL COMPANY	COMMERCIAL	TCE PERMANENT PARTIAL

Permanent Partial- Permanent Partial Fee
TCE- Temporary Construction Easement

Attachment: 60 Central (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0108-381-23	MANEK HOLDINGS, LLC	RESTAURANT	PARTIAL
0108-381-30	MISTY LAKE PROPERTIES LP	RETAIL SALES	EASEMENT
0108-381-32	REGENCY INN ONTARIO, LLC	DAYS INN HOTEL	EASEMENT
0108-382-07	KSKB HOLDINGS LLC	MOBILE HOME PARK	PARTIAL
0108-501-43	CUBE SMART LP	COMMERCIAL	EASEMENT
0108-501-46	W & W ONTARIO PARTNERS LLC	AUTOMOTIVE USES	PARTIAL
0110-144-63	ML-CASA III LP	MULTI-FAMILY RESIDENTIAL	PARTIAL
0110-144-68	AMBERWOOD VILLAGE	MULTI FAMILY RESIDENTIAL	EASEMENT
0110-172-03	CITY OF ONTARIO	FIRE DEPARTMENT	PARTIAL
0110-172-09	DE BERARD CHARLES & HELEN TR 6-21- 8	7 ELEVEN / GAS STATION	PARTIAL
0110-172-10	HP LODGING LLC	MOTEL 6	PARTIAL
0110-181-19	1600 E 4TH STREET LLC	PARKING LOT	PARTIAL
0110-191-33	DS HOTEL INVESTMENTS INC	HOTEL	PARTIAL
0110-191-43	ML CASA III LP	MULTI FAMILY RESIDENTIAL	EASEMENT
0110-202-22	GUEREQUE NORMA A	RESIDENTIAL	PARTIAL
0110-202-23	AGUIRRE NICOLAS & IRMA R	RESIDENTIAL	PARTIAL
0110-202-24	PADILLA JOSE A SALVADOR JUANITA	RESIDENTIAL	EASEMENT
0110-202-46	SALEHRABI SHAY S	VACANT	EASEMENT
0110-311-52	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-311-53	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-311-54	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-311-55	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-321-12	PADASH INC	COMMERCIAL	EASEMENT
0110-321-70	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-321-71	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-321-72	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-321-78	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-311-55	CRAIG DEVELOPMENT CORP	VACANT	PARTIAL
0110-351-08	MARTINEZ JUAN	RESIDENTIAL	PARTIAL
0110-375-01	PINEDA JOSE MOLINA	RESIDENTIAL	EASEMENT
0110-375-02	FOREMAN KENNETH W SR & ERICA L	RESIDENTIAL	EASEMENT
0110-375-03	CAMPBELL DANIEL & COREY	RESIDENTIAL	EASEMENT
0110-375-04	HERNANDEZ EDHY I	RESIDENTIAL	EASEMENT
0110-375-05	COURSEY WALTER L & CHERYL L	RESIDENTIAL	EASEMENT
0110-375-06	SANTANA CARLOS H	RESIDENTIAL	EASEMENT
0110-375-07	GODINEZ LEONEL GODINEZ ELIDA	RESIDENTIAL	EASEMENT
0110-375-08	MALDONADO JORGE	RESIDENTIAL	EASEMENT

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0110-375-09	SWEIDAN GREGORY B & MARIA	RESIDENTIAL	EASEMENT
0110-375-10	GUTIERREZ GABRIEL GUTIERREZ ORALI	RESIDENTIAL	EASEMENT
0110-375-11	CUEVA DEANN & JUAN	RESIDENTIAL	EASEMENT
0110-375-12	CULWELL DONALD L SR AND IRENE	RESIDENTIAL	EASEMENT
0110-381-01	CAMBIO FAMILY TRUST 1/24/97	RESIDENTIAL	EASEMENT
0110-381-02	THOMAS KADER R	RESIDENTIAL	EASEMENT
0110-381-03	CHEN WEN TU & AMANDA YU FANG	RESIDENTIAL	EASEMENT
0110-422-01	CORTEZ EFRAIN	RESIDENTIAL	PARTIAL
0110-422-02	PEDROZA SERGIO & RAQUEL	RESIDENTIAL	PARTIAL
0110-422-03	TORRES ARMANDO & MARIA ARMEN	RESIDENTIAL	PARTIAL
0110-422-04	CRINER JAMES CHARLES	RESIDENTIAL	PARTIAL
0110-422-05	DAGOBERTO PINEDA	RESIDENTIAL	PARTIAL
0110-422-06	ALCALA GUADALUPE & CARMEN	RESIDENTIAL	EASEMENT
0110-422-07	CORTEZ RAMOS JOSE M ESQUIVEL UILLERMINA	RESIDENTIAL	EASEMENT
0110-422-08	TAMAYO MARIA M TAMAYO ONATHON	RESIDENTIAL	PARTIAL
0110-422-09	GARCIA JESUS	RESIDENTIAL	PARTIAL
0110-422-10	HERNANDEZ SALVADOR HERNANDEZ ALBERTO	RESIDENTIAL	PARTIAL
0110-422-11	JUANMOLINA TR	RESIDENTIAL	PARTIAL
0110-422-12	CEJA JANET	RESIDENTIAL	PARTIAL
0110-422-13	PURDY MARGARET E TR	RESIDENTIAL	PARTIAL
0110-422-14	LUCAS JUAN T CARRIZALES LORIA RODRIGUE	RESIDENTIAL	PARTIAL
0110-422-15	STANSBURY JOHN JR & BRENDA	RESIDENTIAL	PARTIAL
0110-422-16	MARTINEZ MARICELA	RESIDENTIAL	PARTIAL
0110-422-17	PEASE STEVEN D & CHRISTINA D	RESIDENTIAL	PARTIAL
0110-422-18	GONZALES GILBERT M & ROSA L FAM TRU	RESIDENTIAL	EASEMENT
0110-422-19	ELIZONDO FRANCISCA	RESIDENTIAL	EASEMENT
0110-422-20	FERRERI GARY S	RESIDENTIAL	EASEMENT
0110-422-21	FLORES GONZALO ANDRADE HERNANDEZ LAURA	RESIDENTIAL	PARTIAL
0110-422-22	JOSE FRANCISCO AGUILAR	RESIDENTIAL	PARTIAL
0110-422-23	AVILA JOSE ISABEL	RESIDENTIAL	PARTIAL
0110-422-24	ALLENDE MIGUEL & JUANA (SP-IGUEL)	RESIDENTIAL	PARTIAL
0110-422-25	VEGA OCTAVIO S & ROSA P	RESIDENTIAL	PARTIAL
0210-191-13	SEDONA COURT ADJACENT LLC	PARKING LOT	EASEMENT

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0210-191-15	AP-TRANSPARK LLC	OFFICE	EASEMENT
0210-191-16	REXFORD INDUSTRIAL REALTY, LP	COMMERCIAL	EASEMENT
0210-192-21	ONTARIO AIRPORT BUSINESS CENTER	PARKING LOT	EASEMENT
0210-192-22	ONTARIO AIRPORT BUSINESS CENTER	VACANT	PARTIAL
0210-192-23	ONTARIO AIRPORT BUSINESS CENTER	VACANT	PARTIAL
0210-192-24	ONTARIO AIRPORT BUSINESS CENTER	VACANT	PARTIAL
0210-193-20	SOUTHWEST REGIONAL COUNCIL OF CARPEN	SCHOOL/PARK	EASEMENT
0210-211-50	PLAZA CONTINENTAL GROUP, LLC	PARKING LOT	PARTIAL
0210-212-20	HEARTHSTONE PROPERTIES POMONA	INDUSTRIAL	PARTIAL
0210-212-28	LARO PROPERTIES LP	COMMERCIAL	EASEMENT
0210-212-29	CITIZENS BUSINESS BANK	PARKING LOT	PARTIAL
0210-212-30	CITIZENS BUSINESS BANK	OFFICE	PARTIAL
0210-212-31	CITIZENS BUSINESS BANK	PARKING LOT	PARTIAL
0210-212-32	501 PONDEROSA LLC	INDUSTRIAL	PARTIAL
0210-212-47	LBA RV-COMPANY, LLC	INDUSTRIAL	EASEMENT
0210-212-55	ONTARIO REAL PROPERTY HOLDINGS LLC	CAR DEALERSHIP	PARTIAL
0210-212-60	PRIME A INVESTMENTS LLC	VACANT	PARTIAL
0210-551-01	CARVANA	VACANT	PARTIAL
0210-551-09	DLR HOLDINGS 4 LLC	OFFICE	PARTIAL
0210-551-12	CENTRELAKE HOSPITALITY INC	HOTEL	PARTIAL
0210-551-13	OSAKA-PANDA ONTARIO LTD	RESTAURANT	PARTIAL
0210-551-14	CHAMPANA DEVELOPMENT GROUP	OFFICE	PARTIAL
0210-551-16	W E ONTARIO LLC	RESTAURANT	PARTIAL
0238-041-30	ZELMAN ONTARIO LLC	SHOPPING CENTER	EASEMENT
0238-051-39	PANCAL ONTARIO PHASE TWO 255 LC	COMMERCIAL	PARTIAL
0238-051-40	PANCAL ONTARIO PHASE TWO 255 LLC	COMMERCIAL	EASEMENT
1008-181-07	5060 MONTCLAIR PLAZA LANE HOLDINGS L	SHOPPING CENTER	PARTIAL
1008-191-01	5060 MONTCLAIR PLAZA LANE HOLDINGS L	SHOPPING CENTER	EASEMENT
1008-191-04	5060 MONTCLAIR PLAZA LANE HOLDINGS L	SHOPPING CENTER	PARTIAL
1008-191-05	CITY OF MONTCLAIR	CHANNEL	EASEMENT
1008-201-01	MORENO STREET PROP LLC	RETAIL SALES	PARTIAL

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I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1008-201-20	BLANCHE CAHVIN FAMILY LTD PARTNERSHIP	RETAIL SALES	PARTIAL
1008-201-22	MONTCLAIR PLAZA PARTNERS, LLC	SHOPPING CENTER	PARTIAL
1008-211-05	CANBEMORE, LLC	INDUSTRIAL	PARTIAL
1008-211-06	MORENO ST LLC	RETAIL (PEGASSUS HOBBIES)	PARTIAL
1008-211-04	BBNE INVESTMENTS MONTCLAIR, LLC	GIANT RV	PARTIAL
1008-211-07	BBNE INVESTMENTS MONTCLAIR, LLC	GIANT RV	PARTIAL
1008-231-08	DEJAGER FAMILY TRUST 12/8/00	COMMERCIAL	EASEMENT
1008-231-21	MKP HOSPITALITY INC	HOTEL	EASEMENT
1008-242-07	CT RETAIL PROPERTIES FINANCE II C	SHOPPING CENTER	PARTIAL
1008-261-10	WITT VIRGINIA R WITT DARWIN E	RESIDENTIAL	EASEMENT
1008-261-45	CHURCH OF CHRIST INLAND VALLEY INC	CHURCH	PARTIAL
1008-272-08	MOUNTAIN SIXTH ASSOCIATES LLC	SHOPPING CENTER	PARTIAL
1008-283-31	BERNAL ARMANDO & MARIA R	RESIDENTIAL	EASEMENT
1008-283-32	MARTIN, BENEDICTO & RUBY T	RESIDENTIAL	EASEMENT
1008-301-25	OBREGON FRANCISCO A & ROSA A	RESIDENTIAL	EASEMENT
1008-301-26	COVERT FAMILY LIVING TRUST (09/03/02)	RESIDENTIAL	FULL
1008-301-27	SBCTA-OWNED	RESIDENTIAL	FULL
1008-301-28	KENNON SHARON	RESIDENTIAL	PARTIAL
1008-301-34	RYNEER JAMES	RESIDENTIAL	PARTIAL
1008-301-35	SBCTA-OWNED	RESIDENTIAL	FULL
1008-311-01	MAKI DONALD	RESIDENTIAL	FULL
1008-311-04	MALETTO ANNETTE R	RESIDENTIAL	PARTIAL
1008-311-05	GABRIEL ALEJANDRE & KAREN	RESIDENTIAL	PARTIAL
1008-311-06	CITY OF MONTCLAIR	MARARTHUR PARK PARK/PARKING	PARTIAL
1008-311-16	PENIEL CHURCH	CHURCH	PARTIAL
1008-311-17	CITY OF MONTCLAIR	MARARTHUR PARK	PARTIAL
1008-311-18	CITY OF MONTCLAIR	MARARTHUR PARK	PARTIAL
1008-311-19	COX COMMUNICATIONS PCS LP	MARARTHUR PARK	PARTIAL
1008-331-07	FORMOSA RENTALS LLC	RESTAURANT	PARTIAL
1008-331-08	9645 ASAH I LLC	RESTAURANT	EASEMENT
1008-331-16	PACIFIC MONTE VISTA, LP	PARKING LOT	PARTIAL
1008-341-08	PACIFIC MONTE VISTA, LP	PARKING LOT	PARTIAL

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL	OWNER	LAND USE	ACQUISITION
1008-332-03	CITY OF MONTCLAIR	FREEDOM PLAZA	PARTIAL
1008-332-04	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC	CAR DEALERSHIP	PARTIAL
1008-341-04	A & R MANAGEMENT AND DEV CO NO 3 LP BLACK STANLEY & JOYCE FAM	RETAIL SALES	PARTIAL
1008-344-06	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC	COMMERCIAL	TCE FEE
1008-344-07	PRESS ON PROPERTIES, LLC/ONTARIO NISSAN INC	COMMERCIAL	TCE FEE
1008-351-07	A & R MANAGEMENT AND DEV CO NO 3 LP BLACK STANLEY & JOYCE FAM	RETAIL SALES	EASEMENT
1008-651-15	PEACEMAKERS INTERNATIONAL; AGAPE RENEWAL MINISTRY	OFFICE	PARTIAL
1009-142-01	MONTE VISTA COUNTY WATER DISTRICT	MVWD UTILITY BUILDING	PARTIAL
1009-144-43	THE ANDEN GROUP	MULTI FAMILY RESIDENTIAL	PARTIAL
1009-153-58	CITY OF MONTCLAIR	LANDSCAPE SW QUAD	PARTIAL
1009-153-60	CITY OF MONTCLAIR	NO SITUS	EASEMENT
1047-172-02	916 DEODAR STREET LLC	MULTI FAMILY RESIDENTIAL	EASEMENT
1047-172-03	SPANGLER, JEFFREY & DENISE FAM TR 9	RESIDENTIAL	EASEMENT
1047-172-13	BNL LAND, LLC	RESIDENTIAL	EASEMENT
1047-172-15	BNL LAND, LLC	RESIDENTIAL	EASEMENT
1047-172-17	T & S ALLIED INVESTMENTS/ TZYH-DER SUN (PREV: ACOSTA ROSA H)	RESIDENTIAL	EASEMENT
1047-172-19	WALLACE KIRK & ELENA	RESIDENTIAL	EASEMENT
1047-192-61	HEMPHILL LEWIS E TR BIGGS CYNTHIA L TR	COMMERCIAL	EASEMENT
1047-202-01	REED DENISE R	RESIDENTIAL	EASEMENT
1047-202-16	MALDONADO LUIS M & BEATRIZ A	RESIDENTIAL	EASEMENT
1047-202-17	THANH VIET LA PHAM GIANG MINH T	RESIDENTIAL	EASEMENT
1047-202-18	FLORES ANTONIO & BLANCA	RESIDENTIAL	EASEMENT
1047-211-01	MULLIS CHESTER JR & MARY E	RESIDENTIAL	EASEMENT
1047-211-02	RUVALCABA MANUEL & HERMINIA	RESIDENTIAL	EASEMENT
1047-211-06	OPRAC	MEDICAL	EASEMENT
1047-221-28	HERNANDEZ IRENE	RESIDENTIAL	EASEMENT
1047-221-47	WU, ROBERT	MULTI FAMIY RESIDENTIAL	EASEMENT
1047-221-48	CITY OF UPLAND	UTILITY	EASEMENT
1047-231-02	PARYS HOLDINGS LLC	MEDICAL/DENTAL LABS	EASEMENT
1047-231-05	WSSC MANAGEMENT, LLC	MEDICAL/PHARMACY	EASEMENT
1047-243-10	BUSH, MICHAEL & SUSAN	RESIDENTIAL	PARTIAL
1047-243-11	STEVENSON BILLIE L & DONNA C	RESIDENTIAL	EASEMENT

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1047-252-01	PÉREZ, JOSE CARLOS	RESIDENTIAL	EASEMENT
1047-252-02	RAMOS, JEANETTE R; FIERRO, MARISA N	RESIDENTIAL	EASEMENT
1047-252-03	DELGADO JOAQUIN B & CECILIA	RESIDENTIAL	EASEMENT
1047-252-04	RAMOS GILBERT R & EVANGELINA	RESIDENTIAL	EASEMENT
1047-252-05	CAVALLO DONALD A	RESIDENTIAL	EASEMENT
1047-252-08	PALICKI FAMILY TRUST 7/8/14	RESIDENTIAL	EASEMENT
1047-252-10	ESPINOSA ERASMO JR & MARY L	RESIDENTIAL	EASEMENT
1047-252-11	ALVIN WILSON BROWN	RESIDENTIAL	EASEMENT
1047-252-12	LEE TIMOTHY RANDALL DAVID & STACI A	RESIDENTIAL	EASEMENT
1047-252-13	MATULIONIS MARGIS & KATHLEEN	RESIDENTIAL	EASEMENT
1047-252-18	CEJA MARY A	RESIDENTIAL	EASEMENT
1047-252-19	HOLMES GLENN R & MARY JANE	RESIDENTIAL	EASEMENT
1047-252-20	PRATT MARY A FAMILY PROVISIONS TR	RESIDENTIAL	EASEMENT
1047-252-21	HALL CHRISTENSEN MARLYS G	RESIDENTIAL	EASEMENT
1047-252-30	MCBRIDE BRIAN T & LINDA J	RESIDENTIAL	EASEMENT
1047-252-31	SHIRELY ESTELLE	RESIDENTIAL	EASEMENT
1047-262-11	EPPS MARY E	RESIDENTIAL	EASEMENT
1047-262-12	MUKHTI INVESTMENT GROUP LLC	RESIDENTIAL	EASEMENT
1047-262-26	THE STEWART GROUP	COMMERCIAL	EASEMENT
1047-262-27	STEWART GROUP LLC THE	PARKING LOT	EASEMENT
1047-272-02	ADAMS JASON M & MONICA	RESIDENTIAL	EASEMENT
1047-272-03	KOKUGA RONALD H & KAREN A	RESIDENTIAL	EASEMENT
1047-272-04	SOTELO NORBERTO & LISA	RESIDENTIAL	EASEMENT
1047-272-05	HAYLER DANIEL & LETICIA	RESIDENTIAL	EASEMENT
1047-281-07	HERRERA ISIDRO R & IRENE F	RESIDENTIAL	EASEMENT
1047-281-08	HERRERA ANTONIO JR	RESIDENTIAL	EASEMENT
1047-281-22	GONZALEZ, JOE H	RESIDENTIAL	EASEMENT
1047-281-23	OSBORN MARVIN & SANDRA FRAMILY TRU	RESIDENTIAL	EASEMENT
1047-281-37	COPELAND CAROLE J LIVING TRUST – ES	RESIDENTIAL	EASEMENT
1047-281-38	ARVIZO TILLIE IRREVOACABLE TR	RESIDENTIAL	EASEMENT
1047-281-54	BANG, MICHAEL	RESIDENTIAL	EASEMENT

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL	OWNER	LAND USE	ACQUISITION
1047-281-55	JONES CHARLES & SANDY	RESIDENTIAL	EASEMENT
1047-281-56	CADENA MICHAEL A JR & BERENICE	RESIDENTIAL	EASEMENT
1047-281-57	REYES DAVID J & ROSITA	RESIDENTIAL	EASEMENT
1047-281-58	JOHN REYES AND ELIZABETH T. KOSSMAN; AND DAVID J. REYES	RESIDENTIAL	EASEMENT
1047-292-10	L2 GROUP LLC	RESIDENTIAL	EASEMENT
1047-293-01	CHILDERS BEVERLY TRUST 10/10/12	RESIDENTIAL	EASEMENT
1047-294-01	NEVILLE JON PAUL & GAYLEAN	RESIDENTIAL	EASEMENT
1047-294-02	ESPEJEL LUIS & ANGELES	RESIDENTIAL	EASEMENT
1047-294-03	ANDRADE ALBERT A & SHEILA M	RESIDENTIAL	EASEMENT
1047-294-04	POULTON JIM & SHARON REV TR 11/11/0	RESIDENTIAL	EASEMENT
1047-294-15	HOTALING NICHOLE C BECERRA ALBERT	RESIDENTIAL	EASEMENT
1047-294-16	COGNET GUY BECERRA MARYLN VELAZ	RESIDENTIAL	EASEMENT
1047-393-15	SANCHEZ REBECCA A	RESIDENTIAL	EASEMENT
1047-393-16	BAEZ JOSE A CERVANTES-BAEZ NORMA	RESIDENTIAL	EASEMENT
1047-394-01	CORRALES M JONAVI	RESIDENTIAL	EASEMENT
1047-394-02	PIRRO, WILLIAM F. III & SANDOVAL, DESERIE A.	RESIDENTIAL	EASEMENT
1047-394-03	BRADSHAW FAMILY TRUST 7-20-00	RESIDENTIAL	EASEMENT
1047-394-24	OJEDA MARIO	RESIDENTIAL	EASEMENT
1047-394-25	RUIZ IRENE	RESIDENTIAL	EASEMENT
1047-394-26	FLORES JUAN A FLORES BLANCA E	RESIDENTIAL	EASEMENT
1047-424-01	PEREZ 2003 FAMILY TRUST	RESIDENTIAL	FULL
1047-424-02	CHEN, LI JUN; CHEN, WEN BIN	RESIDENTIAL	EASEMENT
1047-424-03	PHAM, TRAC NGOC	VACANT	EASEMENT
1047-424-04	SAN ANTONIO WATER CO	WELL/WATER	EASEMENT
1047-424-05	LIMON LAMERTO & MIRNA	RESIDENTIAL	EASEMENT
1047-424-06	MEDINA RICARDO & MARIA D	RESIDENTIAL	EASEMENT
1047-424-61	EUCLID GARDEN PARTNERSHIP	MULTI FAMILY RESIDENTIAL	EASEMENT
1047-431-34	ARAIN, MOHAMMAD HASSA SEP PROP FAM TR	MULTI FAMILY RESIDENTIAL	EASEMENT
1047-443-01	ZHU HUILI	VACANT / WEST CUCAMONGA CHANNEL	EASEMENT
1008-331-06	CRYSTAL RIDGE INVESTMENT	COMMERCIAL	PSE PUE TCE

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

I-10 Corridor Contract 1 Project Parcel Listing
Approved
Board of Directors
July 12, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
1047-242-13	CITY OF ONTARIO	PUBLIC	PSE
1047-242-14	CITY OF ONTARIO	PUBLIC	PSE
1047-242-15	CITY OF ONTARIO	PUBLIC	PSE
1047-242-16	CITY OF ONTARIO	PUBLIC	PSE
1047-242-17	CITY OF ONTARIO	PUBLIC	PSE
1047-242-18	CITY OF ONTARIO	PUBLIC	PSE
1047-242-19	CITY OF ONTARIO	PUBLIC	PSE
1047-262-10	LARRY AND LETICIA SCHROEDER (PREV. COBBOLD FAMILY TRUST 2-20-	RESIDENTIAL	PSE
1047-411-14	MACIAS, ANA	RESIDENTIAL	PSE PUE TCCE
1047-411-30	GONZALEZ, MARIA DE JESUS	RESIDENTIAL	PSE PUE TCE
1008-201-19	CHAVIN FAMILY PARTNERSHIP	COMMERCIAL	PSE TCE
1008-371-19	GERSHMAN PROPERTIES/ LMW INVESTMENTS, ET AL	COMMERCIAL	PSE PUE TCE
1009-145-92	CITY OF MONTCLAIR	PUBLIC	FEE
1008-651-09	WU, XIAO BING; 2016 XIAO BING WU REVOCABLE TRUST	COMMERCIAL	PSE TCE
0110-321-12	DWAA P PETROLEUM PROPERTY, LLC <i>(Please Note: This item was included in the July 20 Board item; however, was not included in the Initial E-76)</i>	COMMERCIAL	FEE PUE TCE
0110-321-79	ONTARIO CAPITAL PARTNERS, LLC	VACANT	TCE
0210-192-18	SW ONTARIO, LLC	COMMERCIAL	TCE
0210-192-19	SW ONTARIO, LLC	COMMERCIAL	TCE
0210-192-20	SW ONTARIO, LLC	COMMERCIAL	TCE
0210-193-29 (prev 0210-193-16)	ADMINSURE <i>(Please Note: Due to work on this property, Adminsure is added back to the list).</i>	COMMERCIAL	FEE EASEMENT

Notes: Stricken properties were deemed unnecessary and bolded properties were added.

TCE- Temporary Construction Easement

PUE-Permanent Utility Easement

PSE- Permanent Subsurface Easement

Partial- Partial Acquisition

Full- Full Acquisition

Attachment: I-10 Corridor Properties (9197 : ROW Property Updates)

Mt. Vernon Viaduct Project Parcel Listing
Approved
Board of Directors
January 9, 2019

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0138-174-01	FRANCISCO & ROSA LANDEROS	RESIDENTIAL	FULL
0138-174-02	JOSEPH LOPEZ	RESIDENTIAL	FULL
0138-174-05	ALBA RECINOS	RESIDENTIAL	FULL
0138-174-06	STEVEN & JULIANNE TORRIJOS	RESIDENTIAL	FULL
0138-174-07	ROBERT & MARILYN ALCANTAR	RESIDENTIAL	FULL
0138-174-08	VIVIAN TRAN	RESIDENTIAL	FULL
0138-174-11	SERGIO LOPEZ	RESIDENTIAL	FULL
0138-174-12	LUPE BECERRA & LUISA VARGAS	RESIDENTIAL	FULL
0138-174-18	ANTONIO & MARIA OCHOA	RESIDENTIAL	FULL
0138-174-20	CHRISTINE LEVARIO	RESIDENTIAL	FULL
0138-174-19	CHRISTINE LEVARIO	INDUSTRIAL	FULL
0138-174-24	MP OPPORTUNITY PARTNERS I LYC	RESIDENTIAL	FULL
0138-174-25	MARIA TORO	INDUSTRIAL	FULL
0138-174-26	JUAN CAMEY	RESIDENTIAL	FULL
0138-182-01	CHRISTOPHER MUNOZ	RESIDENTIAL	FULL
0138-182-02	LUIS SOLIS & CONSUELO DIAZ	RESIDENTIAL	FULL
0138-182-03	DESIDERIO & EULALIA TORRES	RESIDENTIAL	FULL
0138-182-04	ENRIQUE QUEZADA	RESIDENTIAL	FULL
0138-182-34	BENJAMIN GONZALES	RESIDENTIAL	FULL
0138-182-05	BENJAMIN GONZALES	INDUSTRIAL	FULL
0138-182-07	RAMON MONTECINO & REBECCA RODRIGUEZ	RESIDENTIAL	FULL
0138-182-08	RAMON MACIEL	RESIDENTIAL	FULL
0138-182-09	JUAN CHAVARIN	RESIDENTIAL	FULL
0138-182-10	ANA LOPEZ	INDUSTRIAL	FULL
0138-182-11	GUADALUPE LOPEZ	RESIDENTIAL	FULL
0138-182-12	ISIDRO LEDESMA	RESIDENTIAL	FULL
0138-182-13	VIJAY PHARAR	RESIDENTIAL	FULL
0138-182-35	AGAPITA & LEON ALVAREZ	RESIDENTIAL	FULL
0138-182-36	KINGSLEY MONTCALIR LP	RESIDENTIAL	FULL
0138-182-37	DAVID & TERESA NUNEZ	RESIDENTIAL	FULL
0138-182-38	RAUL TEJEDA	RESIDENTIAL	FULL
0138-174-22	NORA MENDOZA	RESIDENTIAL	FULL
0138-251-04	BANUELOS, NICOLAS	RESIDENTIAL	FULL
0138-251-05	ROMERO, RAMON	COMMERCIAL	FULL
0138-251-06	OBEZO, MARCO	RESIDENTIAL	FULL
0138-251-07	TORBINER, KENNETH & ASYA	RESIDENTIAL	FULL
0138-251-08	LABSVIR, ARNIA	COMMERCIAL	FULL
0138-251-09	LABSVIR, ARNIA	COMMERCIAL	FULL
0138-251-10	CORDOVA, ANDRIAN AND LAURA	RESIDENTIAL	TCE
0138-251-03	MAGANA, ARNOLDO	RESIDENTIAL	TCE
0138-191-01	OLMOS, JOSE M. & BERTHA	COMMERCIAL	PARTIAL
0138-181-25	DESAI, MAHESHKUMAR V & ANUP	COMMERCIAL	PARTIAL

Attachment: Mount Vernon Viaduct (9197 : ROW Property Updates)

Mt. Vernon Viaduct Project Parcel Listing
Approved
Board of Directors
January 9, 2019

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0138-181-24	DESAI, MAHESHKUMAR V & ANUP	COMMERCIAL	PARTIAL
0138-181-23	DESAI, MAHESHKUMAR V & ANUP	COMMERCIAL	PARTIAL
0138-181-22	DESAI, MAHESHKUMAR V & ANUP	COMMERCIAL	PARTIAL
0138-181-46	BRIKEN HOLDINGS, INC.	COMMERCIAL	PARTIAL
0138-182-19	JLM ENTERPRISE	COMMERCIAL	FULL
0138-182-20	JLM ENTERPRISE	COMMERCIAL	FULL
0138-182-21	JLM ENTERPRISE	COMMERCIAL	FULL
0138-211-01	AT&SF (BNSF)	AERIAL (PUBLIC FACILITY)	AERIAL
0138-221-06	AT&SF (BNSF)	AERIAL (PUBLIC FACILITY)	AERIAL
0138-283-40	GUZMAN, ARTURO	COMMERCIAL	PARTIAL
0138-283-16	HERNANDEZ, ERASMO	RESIDENTIAL	PARTIAL
0138-283-17	JFM TRUST	COMMERCIAL	PARTIAL
0138-283-18	JFM TRUST	COMMERCIAL	PARTIAL
0138-283-13	YANEZ, MARTIN / RAMIREZ, RUBEN	RESIDENTIAL	TCE
0138-283-19	BOOKIE BOSS INC.	COMMERCIAL	PARTIAL
0138-291-01	AGUINALDO, FERDINAND	COMMERCIAL	PARTIAL
0138-291-18	LUISJUAN, FRANCI	RESIDENTIAL	PARTIAL
0138-291-17	LI, BEI	RESIDENTIAL	PARTIAL
0138-291-16	GUTIERREZ, EDUARDO	RESIDENTIAL	PARTIAL
0138-291-02	MERUELO, ALEX	COMMERCIAL	TCE
0138-291-03	MERUELO, ALEX	COMMERCIAL	TCE
0138-291-04	MERUELO, ALEX	COMMERCIAL	TCE
0138-291-05	MERUELO, ALEX	COMMERCIAL	TCE
0138-291-19	MERUELO, ALEX	COMMERCIAL	TCE
0138-291-01	CLEAR CHANNEL (VACANT LOT)	COMMERCIAL	PARTIAL
0138-182-21	OUTDOOR ADVERTISING (JFM PROP)	COMMERCIAL	FULL
0138-181-26	Valdez, Loretta Yanez	RESIDENTIAL	TCE

Notes: Stricken properties were later deemed unnecessary and bolded properties were added.

TCE- Temporary Construction Easement

Partial- Partial Acquisition

Full- Full Acquisition

Attachment: Mount Vernon Viaduct (9197 : ROW Property Updates)

I-10 Cedar Project Parcel Listing
Approved
Board of Directors
December 5, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0253-171-16, 0253-211-56	BORUCHIN , JOHN TR	EMPTY LOT EMPTY LOT	SE PARTIAL
0253-201-15	NAZARI FAMILY LIVING TRUST 6- 30-99	EMPTY LOT	PARTIAL TCE
0253-201-16	FLORES , MARIA ESPERANZA	RESIDENTIAL	PARTIAL TCE
0253-201-17	CASILLAS, ANTONIO G	RESIDENTIAL	PARTIAL TCE
0253-201-18	PECK, JAMES M	EMPTY LOT	PARTIAL TCE
0253-052-23	WILLIAMS, DENNIS, R JR.	RESIDENTIAL	PARTIAL TCE
0253-052-24	JIMENEZ, ROBERT E & RACHEL R FAM. TR.	RESIDENTIAL	PARTIAL TCE
0253-052-25	ALVARADO, EDUARDO R	RESIDENTIAL	PARTIAL TCE
0253-052-26	BOECHE, HAROLD A TR.	RESIDENTIAL	PARTIAL TCE
0253-052-27, 0253-052-28	O AND R FOUR WHEEL DRIVE CENTER	COMMERCIAL	PARTIAL TCE
0253-052-39	HHI SAN BERNARDINO LLC	COMMERCIAL	PARTIAL TCE
0253-192-30, 0253-192-32	GOMES, AMANDA K	EMPTY LOT	PARTIAL TCE RE
0253-192-53	KOSS FAMILY TRUST	COMMERCIAL	PARTIAL TCE
0253-203-35	PEREZ, REGGIE	RESIDENTIAL	PARTIAL TCE
0253-203-32	RAMIREZ, RAMON	RESIDENTIAL	PARTIAL TCE
0253-203-36	MOJICA, HECTOR L	RESIDENTIAL	PARTIAL TCE
0252-161-08	LOPEZ, JAVIER O	COMMERCIAL	TCE
0252-161-09, 0252-161-10	BLOOMINGTON PARK & RECREATION DIST	PUBLIC PARK	TCE
0252-161-11	OWENS, WILLIAM H TESTAMENTARY TRUST	RESIDENTIAL	TCE
0252-161-12	CAMPGROUNDS OF AMERICA LLC	RESIDENTIAL	TCE
0252-161-36	TOMAN, MARY A TR	EMPTY LOT	TCE

Attachment: I-10 Cedar (9197 : ROW Property Updates)

I-10 Cedar Project Parcel Listing
Approved
Board of Directors
December 5, 2017

ASSESSOR PARCEL NUMBER (APN)	OWNER	LAND USE	ACQUISITION TYPE
0252-161-61	COFRANCESCO, LOUIS K & EVELYN LIV TR	RESIDENTIAL	TCE
0252-161-65	HAMULA, KIRK D & ORALIA Z REV TR 9-1	COMMERCIAL	TCE
0252-161-57, 0252-161-58	LOG CABIN MOBILE HOME PARK LLC	RESIDENTIAL	TCE
0253-205-01	HERNANDEZ, FREDDIE S	RESIDENTIAL	TCE
0253-205-21	DEL RIO, VICTOR M	RESIDENTIAL	TCE
0253-241-07	SECURE RV STORAGE INC.	COMMERCIAL	TCE
0253-205-23	GARCIA, ALFREDO P	RESIDENTIAL	TCE
0253-205-25	GOMEZ, GEORGE & ALICE A REV TR 12-9-	RESIDENTIAL	TCE
0253-205-26, 0253-205-27	SANCHEZ, FRANCISCO JAVIER CESENA	RESIDENTIAL	TCE
0253-205-28	COTA, GREGORIO	RESIDENTIAL	TCE
0253-205-29	GARCIA, STEVE	RESIDENTIAL	TCE
0253-205-24	JAHNKE, NATALIE C	EMPTY LOT	TCE
0253-211-50, 0254-232-05, 0253-171-07, 0253- 242-14	SOUTHERN PACIFIC CO (UPRR)	COMMERCIAL	TCE

Notes: Stricken properties were later deemed unnecessary and bolded properties were added.

TCE- Temporary Construction Easement

RE- Roadway Easement

Partial- Partial Acquisition

SE- Slope Easement

Attachment: I-10 Cedar (9197 : ROW Property Updates)

I-215 University Parkway

Approved

Board of Directors

Date: March 4, 2020

Assessor Parcel Number	Owner	Current Land Use	Rights Needed
0266-072-33	Kaymaz, Jimmi	Commercial	TCE, Access Control
0266-072-32	Choi, Junghwan and Elaine	Commercial	TCE, Access Control
0266-591-08	San Bernardino Scottish Rite Building Association	Commercial	TCE, Access Control
0266-561-23	G&M GAPCO, LLC	Commercial	Access Control
0266-561-03	SB Hotel North	Commercial	Access Control

Notes: Bolded properties were added.

TCE- Temporary Construction Easement

Minute Action

AGENDA ITEM: 12

Date: January 4, 2023

Subject:

Interstate 10 Corridor Contract 1 Project - Landscape Design Contract Request for Proposals

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve the release of Request for Proposals No. 23-1002903 for Landscape Design Services for the Interstate 10 Corridor Contract 1 Project.

Background:

San Bernardino County Transportation Authority (SBCTA) staff requests approval to release Request for Proposals (RFP) No. 23-1002903 for Landscape Design of the Interstate 10 (I-10) Corridor Contract 1 Project.

A Project Study Report/Project Development Study (PSR/PDS) was completed for the I-10 Corridor Project in 2014, and the Project Approval/Environmental Document (PA/ED) for adding one to two express lanes from the Los Angeles/San Bernardino County Line to Ford Street in the City of Redlands was approved in May 2017. The first 10 miles of the I-10 Corridor Project are currently under construction as a Design-Build Project, implementing the express lanes from the San Bernardino County Line through the I-10/I-15 system interchange.

As identified in the approved PA/ED, this project will replace existing planting and irrigation systems removed during construction of the current Contract 1 improvements within the California Department of Transportation (Caltrans) right-of-way (ROW), along other highway ROW, or in adjacent public spaces within adjacent communities, in accordance with the Environmental Commitments Record (ECR). However, the drought challenges, Governor Newsom's Executive Order to reduce water usage experienced statewide, and the related changes in the landscape policies developed over the past few years, have posed significant challenges to completing the final design and installation of the Contract 1 landscape improvements. These recent changes, including the new SBCTA Measure I Major Projects Program, Landscape Policy No. 34502 approved by the Board in December 2021, bring significant challenges for the Contract 1 contractor to modify and immediately implement under the current design and construction plans. Therefore, staff has developed a revised approach as discussed below.

This modified approach focuses on more effectively completing the revised design and construction contracts as separate, follow-on contracts to the Contract 1 Design-Build Project, to finalize the landscape design and construction improvements. This approach allows staff to modify the landscaping plans, in accordance with the new SBCTA Measure I Major Projects Program, Landscape Policy No. 34502 approved by the Board in December 2021, and coordinate with Caltrans to obtain the approvals for landscape implementation following the Contract 1 express lane construction work.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

Staff intends to coordinate with Caltrans to amend the Project cooperative agreement, including funding changes to implement the design, construction and required maintenance for the landscape improvements, planning for a net zero cost change by removing this work from the Contract 1 Design-Build contract. As the RFP progresses forward with the design procurement, staff will update the estimated cost and funding changes and keep the Board apprised of any required revisions or updates and is aiming to remain within the current Project budget at this time.

Financial Impact:

This item is consistent with Fiscal Year 2022/2023 Budget under Task No. 0820 Freeway Projects and Sub-Task No. 0823 I-10 Corridor Contract 1.

Reviewed By:

This item was reviewed and recommended for approval (13-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft RFP.

Responsible Staff:

Sal Chavez, Project Delivery Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

EXHIBIT A
I-10 CORRIDOR CONTRACT 1 PROJECT
HIGHWAY PLANTING REPLACEMENT
SCOPE OF WORK

I. APPLICABLE STANDARDS

All documents shall be prepared in accordance with current SBCTA, Caltrans, and local (City) regulations, policies, procedures, manuals, and standards where applicable. CONSULTANT shall obtain, at its expense, all applicable Manuals and Standard Plans.

II. GENERAL DESCRIPTION OF REQUIRED SERVICES

- A. Required services listed below do not supersede the requirements established in the Contract.
- B. CONSULTANT Services include the studies, reports, drawings, plans, specifications, estimates, and special provisions necessary to complete the PR, ED, and PS&E.
- C. The deliverables list for the Supplemental Project Report (SPR), Environmental Revalidation (ER), updated Tree Preservation Plan, General Project Landscape Concept, and Plans, Specification, and Estimate (PS&E) will be refined during the initial planning and scoping Project Development Team (PDT) meeting. Not all deliverables may be required.
- D. CONSULTANT shall develop and maintain a Project schedule. The Project schedule may be presented monthly to the PDT meeting. A deliverables matrix will accompany the schedule. The deliverables matrix will highlight the status of the documents in the review process.
- E. CONSULTANT shall employ appropriate quality control and quality assurance procedures for every deliverable.
- F. CONSULTANT shall identify potential risks and uncertainties related to the delivery and construction of the Project. Risks that may be encountered include, but are not limited to, soil conditions, constructability, factors of safety, impacts to adjacent properties, public safety, and environmental considerations. If at any time during the performance of this Scope of Services, CONSULTANT observes, encounters, or identifies any circumstance that could pose potential risk, CONSULTANT shall notify SBCTA immediately.
- G. Prime contract terms and conditions will be incorporated into the subcontract agreements.
- H. The Task and WBS Structure used for pricing, cost reporting and schedule preparation shall be consistent with the Caltrans Workplan Standards Guide for Delivery of Capital Projects. Project Management activities will be performed in accordance with the Caltrans' Workplan Standards Guide for Delivery of Capital Projects. CONSULTANT shall prepare and submit monthly invoices and project

controls reports. Invoices shall follow SBCTA templates and shall contain all required information.

- I. Project plans and specifications must comply with the Federal Americans with Disabilities Act (ADA) requirements 28 CFR, Part 35 or Part 36, and the *California and Local Building Codes* within the project limits. For ADA requirements, see Chapter 11 "Design Standards," and Section 12.7 of this chapter. Complete the Caltrans Certification of Compliance with Americans with Disabilities Act (ADA) Form TR-040.
- J. The final engineering technical reports must bear the signature, stamp or seal, registration number, and registration certificate expiration date of the registered landscape architect most directly in responsible charge or other registered or certified professional working on the report as specified in Section 9 of the Project Development Procedures Manual.

III. ASSUMPTIONS

- A. The basis for design is the I-10 Corridor Project (EA 0C250, PN 0800000040) Project Report approved on May 15, 2017. Project limits will be from the L.A. County Line to Interstate 15 (I-15).
- B. All plans shall be prepared at 1"=50' scale.
- C. CONSULTANT anticipates two meeting per month during the duration of this contract, including one mandatory monthly PDT meeting.
- D. CONSULTANT will coordinate with SBCTA and Caltrans prior to distribution of all deliverables to determine the points of contact and format of electronic files.
- E. Assume one peer review and two Caltrans reviews for each major deliverable. Deliverable shall be submitted electronically to SBCTA and Caltrans.
- F. The previously approved NEPA and CEQA Environmental Document (Environmental Impact Report/Environmental Impact Statement (EIR/EIS)) will be revalidated.
- G. Caltrans will continue to rely on the screened undertaking previously issued for the project for compliance with Section 106 of the National Historic Preservation Act, and CONSULTANT review or supplemental investigation would not be required.
- H. Assume up to twelve (12) new irrigation controllers and associated electrical points of connection.
- I. Assume all irrigation controllers will be owned and maintained by Caltrans. No irrigation controllers will be within City or County jurisdiction.
- J. Preparation of Electrical Plans for the fiber optic communication will involve splicing a new 12 single mode fiber optic (SMFO) cable to the existing mainline fiber optic cable.
- K. Assume Caltrans shall provide available fiber optic strands.
- L. Assume modification to the fiber optic mainline system will not be needed other than to splice a 12 SMFO cable to connection to the irrigation controllers.

M. Assume eight (8) months for design and one (1) year for construction.

IV. SCOPE OF SERVICES

TASK 3.100.15 - PROJECT MANAGEMENT

Task 3.100.15 Project Management

CONSULTANT shall furnish a Project Manager to coordinate all CONSULTANT operations with SBCTA, including but not limited to, tracking progress of the work and administering subcontracts. CONSULTANT Project Manager shall provide overall project management, coordination, and supervision of project staff to facilitate the performance of the work in accordance with standards and requirements of the SBCTA and other applicable standards and requirements. CONSULTANT Project Manager shall prepare and submit monthly project progress reports to SBCTA Project Manager.

Deliverables:

- *Monthly Progress Reports*

Task 3-100-15-1 Coordination and Meetings

CONSULTANT Project Manager shall conduct regular meetings with SBCTA, and shall conduct meetings and coordination with other stakeholders, including Caltrans and other agencies, in monthly Project Development Team (PDT) meetings or technical workshops and focused meetings as necessary. CONSULTANT Project Manager will be responsible for preparation of agendas and meeting minutes, Communication and distribution of project records and information, and responses to all internal requests for information about the project.

Deliverables:

- *PDT meeting notices, agendas, handouts/exhibits, deliverable matrix, and minutes.*

Task 3-100.15-2 Administration

CONSULTANT Project Manager shall prepare and update the Project schedule on a monthly basis or as needed. Project schedule shall be logical, complete, and shall consider SBCTA peer reviews. CONSULTANT Project Manager shall provide regular reporting on the project status, including, but not limited to, schedule, contract budget, general progress on project tasks, and project issues and concerns. CONSULTANT Project Manager shall maintain project files using the Caltrans Uniform System in hard copies and electronic format.

CONSULTANT Project Manager shall prepare and implement a Quality Control/Quality Assurance (QA/QC) Plan and a Risk Management Plan following SBCTA format and content requirements; CONSULTANT Project Manager will be responsible for adherence to all applicable SBCTA administrative policies and procedures.

Deliverables:

- *Project Schedules*
- *Project Master Files*
- *QA/QC Plan and Risk Management Plan*

TASK 3.160 – PRELIMINARY ENGINEERING, STUDIES, AND SUPPLEMENTAL PROJECT REPORT

Task 3.160.05 Review Updated Project Information

CONSULTANT shall request, collect, assemble, and review all pertinent project information, including, but are not limited to, prior Route 10 Mas Landscape Plan, I-10 Express Lane PALM, I-10 Contract 1 Project revised Landscape Concepts, Project Reports and Engineering Technical Reports, Environmental Documents and Environmental Technical Reports, CAD files and drawings, and relevant correspondence. CONSULTANT shall incorporate the collected materials and information into the Project Master File.

Deliverables:

- *Project Records Files*

Task 3.160.10 Engineering Studies

CONSULTANT shall perform all necessary Engineering Studies and preliminary design work required for the preparation of a Supplemental Project Report, development and refinement of viable Project Build Alternatives, selection of the preferred alternative, and initiation of final design efforts. All engineering studies performed and reports prepared shall meet Caltrans requirements according to the Highway Design Manual, Project Development Procedures Manual, and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Task 3.160.25 Storm Water Data Report

CONSULTANT shall perform studies to analyze on-site and off-site storm water flows for the project. CONSULTANT shall identify requirements for storm water treatment design features as part of this task. Results of this study shall be considered and utilized in the project preliminary design.

Deliverables:

- *Storm Water Data Report*

Task 3.160.30 Highway Planting Design Concepts

CONSULTANT shall prepare highway planting concepts for the I-10 Contract 1 project limits from the Los Angeles/San Bernardino County Line to I-15. The concept will utilize topographic, including as-built information for the I-10 Contract 1 Express Lane Project, and right-of-way base mapping provided by SBCTA. The concept will be based on vision documents previously prepared by Caltrans and shall also include a design charrette to be held with SBCTA, Caltrans, and the local cities based on the hours budgeted.

Deliverables:

- *Highway Planting Design Concept and Design Charrette*

Task 3.160.40 Right of Way (ROW) Data Sheets

CONSULTANT shall assess project ROW requirements by obtaining ROW information and preparing ROW data sheets for the project. This task shall include the results of utility record searches and cost for any potential relocations. Results of this assessment will be used as basis for estimating ROW costs.

Deliverables:

- *ROW Data Sheets*

Task 3.160.45 Utility Locations Determined for Preliminary Engineering

CONSULTANT shall review utility as-built plans and perform utility record searches. Results of this assessment will support estimating ROW costs.

Deliverables:

- *Utility Research and Costs*

Task 3.160.95 Preliminary Transportation Management Plan

CONSULTANT shall prepare a preliminary transportation management plan in support of the Supplemental Project Report (SPR).

Deliverables:

- *Preliminary Transportation Management Plan*

Task 3.160.15 Supplemental Project Report (SPR)

CONSULTANT shall prepare a Supplemental Project Report following the Caltrans format. The Supplemental Project Report shall be prepared by or under the supervision of a registered landscape architect or a registered engineer in the State of California. The consideration of non-standard features shall be closely coordinated with the SBCTA Project Manager and designee to confirm acceptability by the SBCTA.

Deliverables:

- *Draft and Final Supplemental Project Report*

Task 3.160.45 Base Maps and Plan Sheets for Supplemental Project Report and Environmental Revalidation Development

CONSULTANT shall prepare base maps for highway planting for the SPR & ER phase. These plan sheets shall be included in the Supplemental Project Report and Environmental Revalidation.

Deliverables:

- *Highway Planting Base Sheets*

TASK 165 – ENVIRONMENTAL STUDIES & ENVIRONMENTAL REVALIDATION**Task 165.10 General Environmental Studies**

CONSULTANT shall perform supplemental environmental studies to support Caltrans' revalidation of the EIR/EIS issued under the National Environmental Policy Act (NEPA) in May 2017 for the I-10 Corridor Project (EA 0C250 / 0800000040). Caltrans will continue to act as the Lead Agency under CEQA and NEPA; the preparation of supplemental environmental technical reports shall be performed in consultation with the SBCTA Project Manager or designee and the Caltrans District 8 Environmental Planner assigned to the project. All supplemental environmental studies performed and reports prepared shall meet Caltrans requirements according to the Standard Environmental Reference site (SER) and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

CONSULTANT shall work with Caltrans and SBCTA to determine appropriate level of supplemental documentation for the various tasks listed below. To determine the appropriate level of supplemental documentation to support the CEQA/NEPA Revalidation, CONSULTANT will review previously prepared environmental studies for the I-10 Corridor Project, to identify if any proposed changes to the project would require additional documentation to maintain the validity of the original EIR/EIS determination. CONSULTANT will review the following previously prepared documents:

- Noise Study Report
- Air Quality Report
- Paleontological Evaluation Report
- Environmental Commitments Record
- Initial Site Assessment
- Natural Environmental Study
- Visual Impact Assessment Report

CONSULTANT will review previously prepared environmental documents to identify changes in the project engineering/design, changes to the environmental setting/circumstances, changes in the nature and severity of environmental impacts, or changes to environmental commitments would require supplemental documentation. A brief memo documenting the results of the review and any recommendations for supplemental documentation will be completed for each previously prepared study. The memos will be provided to Caltrans for their consideration in confirming what, if any, supplemental documentation would be required, and/or to support the revalidation of the NEPA/CEQA EIR/EIS determination for the project.

Task 165.10.25 Noise Study Report Review

CONSULTANT will review the previously-prepared Noise Study Report to identify if any changes to the project description or conditions of the site as it pertains to locations of sensitive noise receptors would require additional noise evaluation. The results of the review will be provided in a Noise Study Report Review Memo. It is assumed that additional assessment and/or documentation related to noise would not be required that Caltrans would rely on the Noise Study Report Review Memo to support their determination that the previously issued NEPA/CEQA EIR/EIS remains valid as it pertains to noise.

Deliverables:

- *Noise Study Report Review Memo*

Task 165.10.30 Transportation Air Quality Conformity Findings Checklist

CONSULTANT shall will complete a current Transportation Air Quality Conformity Findings Checklist (Revised August 2020) to document that the updated project remains exempt from all project-level conformity requirements. The current Checklist will be provided to Caltrans to support their determination that the previously-issued NEPA/CEQA CE/CE remains valid as it pertains to air quality.

Deliverables:

- *Transportation Air Quality Conformity Findings Checklist*

Task 165.10.65 Paleontological Resources Compliance Review Memo

CONSULTANT shall review the previously-prepared Paleontological Resources Compliance Memo to identify if any changes to the project description or conditions of the site as it pertains to paleontological resources would require additional evaluation. The results of the review will be provided in a Paleontological Resources Compliance Review Memo. It is assumed that additional assessment and/or documentation related to paleontological resources would not be required that Caltrans would rely on the Paleontological Resources Compliance Review Memo to support their determination that the previously-issued NEPA/CEQA CE/CE remains valid as it pertains to paleontological resources.

Deliverables:

- *Paleontological Resources Compliance Review Memo*

Task 165.10.75 Environmental Commitments Record Review

Upon completion of reviews of previously prepared environmental documentation and supplemental documentation, if any, CONSULTANT shall update the Environmental Commitments Record (ECR) for the project to adjust previously identified commitments and/or add additional comments that may be identified in supplemental documentation.

Deliverables:

- *Updated Environmental Commitments Record*

Task 165.10.80 Initial Site Assessment Checklist

CONSULTANT shall review the previously prepared Initial Site Assessment Checklist to identify if any changes to the project description or conditions of the site as it pertains to hazardous materials would require additional evaluation. The review would include updated searches of applicable hazardous materials databases to identify new incidences of know hazardous materials in and immediately adjacent to the project area and a “windshield” level site survey to identify obvious signs of contamination in the project area. The results of the review will be provided in an updated Caltrans Initial Site Assessment Checklist. It is assumed that completion of a Phase I Initial Site Assessment report would not be required, and that Caltrans would rely on the updated Initial Site Assessment Checklist to support their determination that the previously issued NEPA/CEQA CE/CE remains valid as it pertains to hazardous materials.

Deliverables:

- *Updated Initial Site Assessment Checklist*

Task 160.15 Biological Compliance Memo

CONSULTANT shall review the previously prepared Biological Compliance Memo to identify if any changes to the project description or conditions of the site as it pertains to biological resources would require additional evaluation. The review would include updated searches of applicable special status species databases to identify any newly listed species may be present in or near the project area, or any new known occurrences of special status species in or immediately adjacent to the project area, and will include a “windshield” level site survey to identify if site conditions have substantially changed in a way that would additional investigation for biological resources. The results of the review will be provided in a Biological Compliance Review Memo. It is assumed that completion of reconnaissance level biological surveys would not be required, and no additional biological investigations would be required, and that Caltrans

would rely on the Biological Compliance Review Memo to support their determination that the previously issued NEPA/CEQA CE/CE remains valid as it pertains to biological resources.

Deliverable:

- Biological Compliance Review Memo

Task 165.10.20 Visual Impact Assessment Report Review

CONSULTANT will review the previously-prepared Visual Impact Assessment Report to identify if any changes to the project description or conditions of the site as it pertains to visual impacts. The results of the review will be provided in a Visual Impact Assessment Report Review Memo.

Deliverables:

- *Visual Impact Assessment Report Review Memo*

Task 165.25.15 and 255.15 Environmental Re-evaluation

To support the Supplemental Project Report, CONSULTANT shall complete a NEPA/CEQA Revalidation Form for Caltrans' use in revalidating the previous NEPA/CEQA CE/CE determination. The signed Revalidation Form will be included in the Supplemental Project Report.

During Final PS&E, CONSULTANT shall complete an additional NEPA/CEQA Revalidation Form for Caltrans' use in revalidating the NEPA/CEQA CE/CE determination prior to approval of Final Design. It is expected that additional environmental study reviews and supplemental memos or documentation would not be required to support the final NEPA/CEQA Revalidation Form.

Deliverables:

- *NEPA/CEQA Revalidation Form for the Supplemental Project Report (3.165.25.15) and NEPA/CEQA Revalidation Form for approval of Final Design (3.255.25)*

TASK 3.170 – PERMITS & AGREEMENTS

Task 3.170.05 Determine Required Permits & Task 2.170.10 Obtain Permits

At this time, CONSULTANT does not anticipate obtaining any environmental resource agency permits and agreements based on the scope of work and therefore, CONSULTANT shall obtain and secure a Caltrans Encroachment Permit to perform project surveys:

Deliverables:

- *Caltrans Encroachment Permit*

TASK 3.185 – PREPARE BASE MAPS AND PLAN SHEETS

Task 3.185.15 35% Preliminary Design

CONSULTANT shall prepare preliminary plan set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the preliminary plan set shall include the preparation of the following sheets:

- Title Sheet (1 sheet)
- Index Sheet (2 sheet)

- Landscape Layout (50 sheets)
- Irrigation Plans (60 sheets)
- Highway Planting Plans (56 sheets)
- Construction Area Signs (4 sheets)
- Electrical Plans (10 sheets)

Deliverables:

- *35% Preliminary Plan Sheets*

Task 185.25.30 Utility Conflicts Map

CONSULTANT shall perform the work necessary to determine potential utility conflicts and consultation with affected agencies.

Deliverables:

- *Utility Plans (50 sheets)*

TASK 3.230 – PREPARE DRAFT PLANS, SPECIFICATIONS & ESTIMATE (PS&E)

Task 3.230.05 Draft Roadway Plans

CONSULTANT shall prepare the Plans, Specifications, and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the PS&E plans set shall include, but not be limited to the preparation of the following roadway engineering sheets:

- Title Sheet (1 Sheet)
- Index Sheet (2 Sheets)
- Temporary Water Pollution Control Quantities (2 sheets)
- Utility Plans (50 sheets)
- Construction Area Signs (4 sheets)

Preparation of the plans shall be consistent with Caltrans design standards. CONSULTANT shall perform an internal QA/QC plans check and review and shall submit copies to SBCTA for peer review prior to submittal to Caltrans. CONSULTANT shall notify the SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- *65% Plans*
- *95% Plans*

Task 3.230.10 Draft Highway Planting Plans

CONSULTANT shall prepare the Plans, Specifications, and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the PS&E plans set shall include, but not be limited to the preparation of the following roadway engineering sheets:

- Landscape Layout including Details and Quantities (63 sheets)
- Erosion Control Legend (2 sheets)

- Irrigation Plans including Details and Quantities (60 sheets)
- Water Efficient Landscape Calculations (5 sheets)
- Highway Planting Plans including Details and Quantities (66 sheets)

Preparation of the plans shall be consistent with Caltrans design standards. CONSULTANT shall perform an internal QA/QC plans check and review and shall submit copies to SBCTA for peer review prior to submittal to Caltrans. CONSULTANT shall notify the SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- 65% Plans
- 95% Plans

Task 3.230.15.15 Draft Electrical Plans

CONSULTANT shall prepare the Plans, Specifications, and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the PS&E plans set shall include, but not be limited to the preparation of the following roadway engineering sheets:

- Irrigation Service (10 sheets)
- Communication System (6 sheets)
- Electrical Systems Detail (10 sheets)
- Quantities (2 sheets)

Preparation of the plans shall be consistent with Caltrans design standards. CONSULTANT shall perform an internal QA/QC plans check and review and shall submit copies to SBCTA for peer review prior to submittal to Caltrans. CONSULTANT shall notify the SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- 65% Plans
- 95% Plans

Task 3.230.20 Transportation Management Plan

CONSULTANT shall prepare a transportation management plan based on the preliminary transportation management plan prepared in the PA&ED phase.

Deliverables:

- *Transportation Management Plan*

Task 3.230.35 Draft Specifications

CONSULTANT shall prepare the Specifications and Special Provisions for the project following the Caltrans Standard Specifications.

Deliverables:

- *Draft Standard Special Provisions*

Task 3.230.4 Draft Quantities and Estimates

CONSULTANT shall prepare the PS&E Quantities and Estimates for the project.

Deliverables:

- *Draft Quantities and Estimates*

TASK 3.255 – PREPARE FINAL PS&E PACKAGETask 3.255.2 Final PS&E Package

This task includes the distribution of the draft final combined PS&E package for final constructability review by Caltrans, SBCTA, and other stakeholders. CONSULTANT shall address comments received and incorporate changes as appropriate in the final combined PS&E package. CONSULTANT will be responsible for the constructability of the project.

Deliverables:

- *Final PS&E Package*

Task 3.225.4 Resident Engineer's Pending File

CONSULTANT shall be responsible for preparing the pending Resident Engineer File and other supplemental PS&E materials, which would include the following:

- Construction Staking Package and Control
- Project Controls for Construction
- Construction Permits, if required
- Quantity Work Book

Deliverables:

- *Pending Resident Engineer File*
- *Supplemental PS&E Materials, if required*

TASK 3.260 – PREPARE CONTRACT BID DOCUMENTSTask 260.8 Draft Contract

CONSULTANT shall assist SBCTA in the preparation of the Construction Contract Bid Documents. Under this task, the CONSULTANT shall develop a draft contract, which shall be consistent with Caltrans standards. Draft contract shall include the plans, specifications, special provisions, applicable Federal, state and local laws, regulations, and requirements and item codes. All contract pay items shall utilize the Basic Engineering Estimate System (BEES) coding.

Deliverables:

- *Draft Construction Contract Package*

TASK 5.270 – CONSTRUCTION ENGINEERING – TECHNICAL SUPPORT

Provide Technical Support to the construction engineering staff including design, traffic, hydraulics, materials, structures design, geotechnical services, environmental, landscape and other specialty staff. Functional support may include attendance at pre-work conferences, on-site construction support including contractor request for information (RFI) and RE pending file review.

TASK 6.295 – ACCEPT CONTRACT/PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT

Work involved in the acceptance and final documentation of a construction contract.

Work involved includes coordination with the construction manager and/or Resident Engineer to develop as-built plans in accordance with Caltrans and the City Standards. Work includes the transfer of the red-line As-Built plan mark-ups to the original full size reproducible plan sheets (and CADD file) and forwarding a reproducible set of plans with the transferred As-Built changes to SBCTA, Caltrans and the Cities. CONSULTANT shall complete this task within 30 calendar days of receipt of red-line mark-ups.

Deliverables:

- *Red line construction package*
- *As-Built construction package*
- *Electronic and hardcopy submittal for Caltrans and City records*

V. PROJECT SPECIFIC QUALITY ASSURANCE AND QUALITY CONTROL PLAN REQUIREMENTS

Quality Assurance (QA) encompasses all of the planned and systematic activities implemented within the quality system that can be demonstrated to provide confidence that a product or service will fulfill requirements for quality. Quality Control (QC) consists of operational techniques and activities used to fulfill requirements for quality. For environmental review process, preliminary engineering and final design, QC includes technical checking, review and design verification activities, while the QA activities includes the monitoring, surveillances, auditing and other means of oversight of the QC activities and documentation, to ensure completeness and adherence to the QC procedures.

A project specific quality management plan (herein referred to as a Project QA/QC Plan) shall be developed by the Consultant and submitted to SBCTA for review and approval. The Project QA/QC Plan shall describe how QA and QC will be executed and express by the Consultant and its subconsultants. In lieu of a Project QA/QC Plan, for small projects at the discretion of the SBCTA Director of Project Delivery, a copy of the Consultant's standard QA and QC procedures that are to be followed by the Consultant team (including subconsultants) for the project, will be submitted to SBCTA for review and approval. The standard QA and QC procedures document and any appended project-specific processes, should address the same requirements listed below for the Project QA/QC Plan.

The following is a list of the minimum content and scope of what the Project QA/QC Plan shall contain. When submitted to SBCTA for review, the Project QA/QC Plan will be reviewed and assessed to ensure that these topic areas are covered and adequately addressed by the plan.

Project Introduction and Scope:

- Project description
- Scope of work
- Quality objectives
- List of deliverable documents for each milestone submittal

Project Team Qualifications, Organization, Staff, Roles and Responsibilities:

- A description of the minimum resource requirements for staff competence, skills, experience, and credentials.
- Organization chart showing project staff and lines of QA and QC authority and communications.
- List of project staff members, roles and responsibilities, including verification, QC review and technical checking, Project Management, Project QA Management and Technical Lead duties.

Quality Training:

- Quality training, including a training syllabus, schedule, and methods of tracking the staff that have been trained.

Scheduling of Quality Activities:

- Detailed QA and QC schedule that provides the timing, durations, and dependencies for all QC technical checking, interdisciplinary reviews, internal design verification against project criteria, and internal QA audits.

SBCTA and Caltrans Reviews:

- Formal external (SBCTA and Caltrans) review schedules (Peer Reviews and Constructability Reviews).
- Processes for SBCTA Peer Review and Caltrans review comments tracking, response, resolution, checking of comment incorporation, and closure process.

Internal Reviews:

- Quality procedures related to interdisciplinary design review (IDR) process.
- Technical review of environmental reports.

Management of Requirements:

- The requirements for the development of a Basis of Design report that includes a list of governing project criteria, source documents for the governing criteria, including those from Caltrans, SBCTA and local municipalities.
- Requirements management processes used to track design variation requests, and procedures for changes to the requirements as a result of approved design variances.

Quality Procedures for Project Controls:

- Project QA and QC procedures related to approved project scope changes and associated revisions to estimates and schedule.
- Project QA and QC procedures for configuration management against the baseline design.

Quality Control (QC) Procedures:

- Detailed QC procedures, including descriptions of process steps and documentation of processes for technical checking, QC reviews, and design verification. The procedures for technical checking will include:
 - QC testing and validation of computer software used for the calculations
 - Checking of calculations and data (hand calculations and computer calculations input and output)
 - Checking of drawings and exhibits

- Checking of specifications and contract documents
- Checking of quantities and cost estimates
- Review of studies or report-type documents
- QC of CADD-produced documents
- Checklists to be used to verify: design criteria / technical compliance; submittal contents; CADD compliance; specifications compliance; calculations compliance; and milestone specific level of completion.

Quality Assurance (QA) Procedures:

- The processes for QA monitoring, surveillances, and audits of the QC activities, including when QA audits are to be conducted prior to submittals, and the QC activities and QC documentation to be audited.
- Processes for the management of the implementation of Corrective Action to internal and external QA audit non-conformances and findings.

Quality Documentation:

- Quality Records list or definition.

Document Control procedures, including electronic files and project folders, submittal procedures, control of hardcopies, uploading of scanned hardcopy PDF files, document retention requirements, and the treatment of quality documents. This part of the Project QA/QC Plan may reference sections of a project management plan and/or a separate project or firm document control plan.

Minute Action

AGENDA ITEM: 13

Date: January 4, 2023

Subject:

Interstate 10 Slover Mountain California Department of Transportation Cooperative Agreement and Union Pacific Railroad Preliminary Engineering Agreement

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

A. Approve Cooperative Agreement No. 23-1002892 with the California Department of Transportation (Caltrans), to define the roles and responsibilities for the Plans, Specifications and Estimates (PS&E) for the Interstate 10 (I-10) Slover Mountain Underpass Project, including \$290,000 for Caltrans' Quality Management of PS&E activities, and authorize the Executive Director, or his designee, to execute Cooperative Agreement No. 23-1002892 with Caltrans upon approval as to form by SBCTA General Counsel.

B. Approve Preliminary Engineering Agreement No. 23-1002888 with Union Pacific Railroad (UPRR) for the I-10 Slover Mountain Underpass Project and Kaiser Spur Overhead, which is related to the I-10 Corridor Contract 2 Project, in the amount of \$450,000, and authorize the Executive Director, or his designee, to execute Preliminary Engineering Agreement No. 23-1002888 with UPRR upon approval as to form by SBCTA General Counsel.

Background:

Staff requests approval of agreements for the Plans, Specifications and Estimates (PS&E) phase with the California Department of Transportation (Caltrans) for the Interstate 10 (I-10) Slover Mountain Underpass (UP) Project and Union Pacific Railroad (UPRR) for the I-10 Slover Mountain UP Project and Kaiser Spur Overhead (OH), which is related to the I-10 Contract 2 Project. The I-10 Slover Mountain UP Project would replace the I-10 Slover Mountain UP structure at I-10 and the I-10 Contract 2 Project would widen the Kaiser Spur OH structure. Both will accommodate the ultimate I-10 Corridor Project.

A Project Study Report/Project Development Study (PSR/PDS) was completed for the I-10 Corridor Project in 2014, and the Project Approval/Environmental Document (PA/ED) for adding one to two express lanes from the Los Angeles/San Bernardino County Line to Ford Street in the City of Redlands was approved in May 2017. The first 10 miles of the I-10 Corridor Project are currently under construction as Contract 1 and are scheduled to open in 2023. In 2018, traffic and revenue studies, as well as cash flow analyses for the I-10 and Interstate 15 (I-15) corridors, were undertaken to determine the next steps for both corridors, with the results indicating that further phasing on both I-10 and I-15 corridors would be required. Recently developed cost updates in 2021 confirmed the need for phasing, and on October 6, 2021, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) directed staff to explore a single express lane strategy for the next segment of the I-10 Corridor Project to be consistent with the State's Guideline Principles for Transportation Investment. However, due to the disruption of goods movement at the ports and the recent passage of the United States Infrastructure Act, dual express lanes as proposed in the original PA/ED are now a possibility. As such, SBCTA staff will prepare to deliver either single or dual express lanes in each direction.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

To minimize concurrent public impacts and to prepare the I-10 corridor for potential funding opportunities in the near-term, it was determined to advance several components of the I-10 Corridor Project. The PS&E contract for the first of these components to replace the I-10 at Slover Mountain UP was awarded to TranSystems Corporation in September 2022. Although this was not included in the recent update to the SBCTA 10-Year Delivery Plan, staff has examined current fund balances and revenue projections and has determined there is sufficient funding to advance this component.

Recommendation A:

Requests approval of Cooperative Agreement No. 23-1002892 with Caltrans to establish roles and responsibilities for the PS&E phase of the I-10 Slover Mountain UP project and authorize the Executive Director, or his designee, to approve Agreement No. 23-1002892 upon approval as to form by General Counsel.

Recommendation B:

Requests approval of Preliminary Engineering Agreement No. 23-1002888 with UPRR to establish roles and responsibilities for the design phase of the I-10 Slover Mountain UP Project and I-10 Kaiser Spur OH, which is related to I-10 Contract 2 and authorize the Executive Director, or his designee, to approve Agreement No. 23-1002888 upon approval as to form by General Counsel.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget under Task No. 0820 Freeway Projects, Sub-Task No. 0847 Slover Mtn UPRR Overhead, and No. 0821 I-10 Corridor Contract 2.

Reviewed By:

This item was reviewed and recommended for approval (12-0-1; Abstain: Hagman) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022. SBCTA General Counsel and Risk Manager have reviewed this item and the draft agreements.

Responsible Staff:

Sal Chavez, Project Delivery Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

General Contract Information

Contract No: 23-1002892 Amendment No.: _____
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 00450 Vendor Name: California Department of Transportation
 Description: Cooperative Agreement for I-10 Slover Mountain Underpass
 List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	290,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	290,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	290,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9196

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? N/A No Budget Adjustment _____
 Local _____ Funding Agreement _____ N/A _____

Accounts Payable

Estimated Start Date: 01/04/2023 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$		\$	
GL: 4110	40	0820	0847	52001	41100000		MSI FWY	290,000.00		-	
GL:								290,000.00		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	
GL:								-		-	

Juan Lizarde Project Manager (Print Name) Henry Stultz Task Manager (Print Name)

Additional Notes: _____

Attachment: 23-1002892_CSS_Caltrans (9196 : I-10 Slover Mtn - Caltrans Coop & UPRR Engineering Agreement)

Project No. 0823000010

EA 0C254

08-SBD-010-21.46

SBCTA Contract No.: 23-1002892

COOPERATIVE AGREEMENT COVER SHEET

Work Description

TO REPLACE SLOVER MOUNTAIN UNDERPASS (BRIDGE NO. 54-0835) ON I-10, LOCATED BETWEEN PEPPER AVENUE AND RANCHO AVENUE.

Contact Information

CALTRANS

Raghuram Radhakrishnan, Project Manager

464 West 4th Street

San Bernardino, CA 92401

Office Phone: (909) 665-3555

Email: raghuram.radhakrishnan@dot.ca.gov

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Juan Lizarde, Project Manager

1170 West 3rd Street 2nd Floor

San Bernardino, CA 92410

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Table of Contents

COOPERATIVE AGREEMENT 1

RECITALS 1

RESPONSIBILITIES 3

 Sponsorship 3

 Implementing Agency 3

 Funding 4

 CALTRANS’ Quality Management 4

 CEQA/NEPA Lead Agency 5

 Environmental Permits, Approvals and Agreements 5

 Plans, Specifications, and Estimate (PS&E) 5

 Schedule 7

 Additional Provisions 7

 Standards 7

 Noncompliant Work 7

 Qualifications 8

 Consultant Selection 8

 Encroachment Permits 8

 Protected Resources 8

 Disclosures 8

 Hazardous Materials 9

 Claims 10

 Accounting and Audits 11

 Interruption of Work 12

 Penalties, Judgements and Settlements 12

 Environmental Compliance 12

GENERAL CONDITIONS 12

 Venue 12

 Exemptions 12

 Indemnification 13

 Non-parties 13

 Ambiguity and Performance 13

 Defaults 14

Attachment: 23-1002892_Coop. 08-1763_Slover Mountain (9196 : I-10 Slover Mtn - Caltrans Coop & UPRR Engineering Agreement)

Project No. 0823000010

SBCTA Contract No.: 23-1002892

Dispute Resolution..... 14

Prevailing Wage..... 15

SIGNATURES..... 16

FUNDING SUMMARY No. 01 1

FUNDING TABLE..... 1

SPENDING SUMMARY 1

Funding 1

Invoicing and Payment..... 1

Plans, Specifications, and Estimate (PS&E)..... 2

DRAFT

COOPERATIVE AGREEMENT (DRAFT)

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.
2. For the purpose of this AGREEMENT, *To replace Slover Mountain Underpass (Bridge No. 54-0835) on I-10, located between Pepper Avenue and Rancho Avenue.* will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Design Engineering Evaluation Report, or Project Report).
3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:
 - PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:
 - SBCTA developed the PA&ED (Project Approval and Environmental Document-Cooperative Agreement Nos. 08-1374, 08-1374 A/1, 08-1374 A/2 and 08-1374 A/3.
6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. SBCTA is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.
 - SBCTA is the Plans, Specifications, and Estimate (PS&E) IMPLEMENTING AGENCY.
PS&E includes the development of the plans, specifications, and estimate; obtaining any resource agency permits; and the advertisement/award of the construction contract.
11. SBCTA will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are the IMPLEMENTING AGENCY of. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and approval.
12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

13. Funding sources, PARTIES committing funds, funding amounts, and invoicing/payment details are documented in the Funding Summary section of this AGREEMENT.

PARTIES will amend this AGREEMENT by updating and replacing the Funding Summary, in its entirety, each time the funding details change. Funding Summary replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Funding Summary supersedes any previous Funding Summary created for this AGREEMENT.

14. PARTIES will not be reimbursed for costs beyond the funds obligated in this AGREEMENT.

If an IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the SPONSOR.

15. Unless otherwise documented in the Funding Summary, overall liability for project costs within a PROJECT COMPONENT will be in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
16. Unless otherwise documented in the Funding Summary, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
17. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

CALTRANS' Quality Management

18. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
19. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that SBCTA's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

- 20. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
- 21. SBCTA will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

CEQA/NEPA Lead Agency

- 22. CALTRANS is the CEQA Lead Agency for the PROJECT.
- 23. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

- 24. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTY's responsibilities in this AGREEMENT.
- 25. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 26. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
National Pollutant Discharge Elimination System (NPDES), State Water Resources Control Board

Plans, Specifications, and Estimate (PS&E)

- 27. As the PS&E IMPLEMENTING AGENCY, SBCTA is responsible for all PS&E WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

28. CALTRANS will be responsible for completing the following PS&E activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
100.15.10.xx Quality Management -Reimbursed QMA revenue generating project	Yes

29. This AGREEMENT does not include the RIGHT-OF-WAY PROJECT COMPONENT. Completion of PS&E may depend upon completion of some RIGHT-OF-WAY activities. PARTIES acknowledge that the WORK may not result in a product that can be used to advertise and award a contract for the CONSTRUCTION PROJECT COMPONENT without completing some activities under a separate agreement or by later amending this AGREEMENT.

30. SBCTA will prepare Utility Conflict Maps identifying the accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT or that violate CALTRANS' encroachment policy.

SBCTA will provide CALTRANS a copy of Utility Conflict Maps for CALTRANS' concurrence prior to issuing the Notices to Owner and executing the utility agreement. All utility conflicts will be addressed in the PROJECT plans, specifications, and estimate.

31. SBCTA will determine the cost to positively identify and locate, accommodate, protect, relocate, or remove any utility facilities whether inside or outside the State Highway System right-of-way in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including but not limited to Freeway Master Contracts.

32. CALTRANS will not issue the Acceptance of Final Plans, Specifications, and Estimate to SBCTA until the following conditions are met:

- Any new or amended Maintenance Agreement required for the WORK are executed.
- Any new or amended Freeway Agreement required for the WORK are executed.

Schedule

33. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.
34. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTIES with a final report of the WORK completed.

Additional Provisions

Standards

35. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:
- CADD Users Manual
 - CALTRANS policies and directives
 - Plans Preparation Manual
 - Project Development Procedures Manual (PDPM)
 - Workplan Standards Guide
 - Standard Environmental Reference
 - Highway Design Manual
 - Right of Way Manual

Noncompliant Work

36. CALTRANS retains the right to reject noncompliant WORK. SBCTA agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

37. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

38. SBCTA will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

39. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. SBCTA, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to SBCTA, their contractors, consultants, and agents at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.
40. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

41. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

42. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

43. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

44. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

45. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.
46. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this AGREEMENT.
47. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SBCTA, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

48. The CONSTRUCTION IMPLEMENTING AGENCY, is responsible for HM-2 MANAGEMENT within the PROJECT limits.

SBCTA and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and SBCTA each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. SBCTA will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

49. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

50. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
51. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
52. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

53. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

54. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

55. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the State Auditor, FHWA (if the PROJECT utilizes federal funds), and SBCTA will have access to all WORK -related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

56. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.

57. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

58. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgements and Settlements

59. The cost of awards, judgements, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.
60. The cost of legal challenges to the environmental process or documentation are considered WORK costs.
61. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

62. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

63. All portions of this AGREEMENT, including the Recitals Section, are enforceable.

Venue

64. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

65. All CALTRANS' obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

66. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SBCTA under this AGREEMENT. It is understood and agreed that SBCTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
67. Neither SBCTA nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SBCTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

68. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
69. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

70. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

71. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

72. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

73. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of SBCTA will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

74. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

75. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

(NOT FOR SIGNATURE AT THIS TIME)

Diane Morales
Acting District Director

Raymond W. Wolfe
Executive Director

Verification of funds and authority:

Approved as to form and procedure:

Corina Harriman
District Budget Manager

Juanda Daniel
Assistant General Counsel

Certified as to financial terms and policies:

Darwin Salmos
HQ Accounting Supervisor

Attachment: 23-1002892_Coop. 08-1763_Slover Mountain (9196 : I-10 Slover Mtn - Caltrans Coop & UPRR Engineering Agreement)

FUNDING SUMMARY NO. 01

<u>FUNDING TABLE</u>			
Source	Party	Fund Type	PS&E
			Totals
LOCAL	SBCTA	Local	3,180,880
Totals			3,180,880

<u>SPENDING SUMMARY</u>			
Fund Type	PS&E		Totals
	CALTRANS	SBCTA	
Local	290,000	2,890,880	3,180,880
Totals	290,000	2,890,880	3,180,880

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until January 1, 2023, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

Invoicing and Payment

4. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SBCTA will pay invoices within five (5) calendar days of receipt of invoice.

5. If SBCTA has received EFT certification from CALTRANS then SBCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
6. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

Plans, Specifications, and Estimate (PS&E)

7. CALTRANS will invoice and SBCTA will reimburse for actual costs incurred and paid.

DRAFT

General Contract Information

Contract No: 23-1002888 Amendment No.: _____
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 02269 Vendor Name: Union Pacific Railroad
 Description: Preliminary Engineering Agreement for I-10 Corridor Contract 2 and Advanced Structures

List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	450,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	450,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	450,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9196

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? N/A No Budget Adjustment _____
 Local _____ Design _____ N/A _____

Accounts Payable

Estimated Start Date: 01/04/2023 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:	
							\$	450,000.00	\$	-
GL:	4110	40	0820	0847	52001	41100000	620	MSI FWY	450,000.00	-
GL:	4110	40	0820	0821	52001	41100000	620	MSI FWY	-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
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Juan Lizarde Henry Stultz
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: Costs to be shared by the I-10 Corridor Contract 2 Project and the I-10 Slover Mountain UP Project

Attachment: 23-1002888_CSS_UPRR (9196 : I-10 Slover Mtn - Caltrans Coop & UPRR Engineering Agreement)

**REIMBURSEMENT AGREEMENT
PRELIMINARY ENGINEERING SERVICES**

Effective Date:

Estimate: \$450,000.00

THIS REIMBURSEMENT AGREEMENT (**Agreement**) is made and entered into as of the **Effective Date**, by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation (**Railroad**), and SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (**Agency**).

RECITALS

- A. Agency desires to initiate the project more particularly described on Exhibit A attached hereto (**Project**).
- B. The Project will affect Railroad's track and right of way at or near the Project area more particularly described on Exhibit A.
- C. Railroad agrees to collaborate with Agency on the conceptualization and development of the Project in accordance with the terms and conditions of this Agreement.

AGREEMENT

NOW THEREFORE, the parties hereto agree as follows:

1. Railroad, and/or its representatives, at Agency's sole cost and expense, agrees to perform (or shall cause a third-party consultant to perform on Railroad's behalf) the preliminary engineering services work described on Exhibit B attached hereto (**PE Work**). Agency acknowledges and agrees that: (a) Railroad's review of any Project designs, plans and/or specifications, as part of the PE Work, is limited exclusively to potential impacts on existing and future Railroad facilities and operations; (b) Railroad makes no representations or warranties as to the validity, accuracy, legal compliance, or completeness of the PE Work; and (c) Agency's reliance on the PE Work is at Agency's own risk.
2. Notwithstanding the Estimate (**Estimate**), Agency agrees to reimburse Railroad and/or Railroad's third-party consultant, as applicable, for one hundred percent (100%) of all actual costs and expenses incurred for the PE Work. During the performance of the PE Work, Railroad will provide (and/or will cause its third-party consultant to provide) progressive billing to Agency based on actual costs in connection with the PE Work. Within sixty (60) days after completion of the PE Work, Railroad will submit (and/or will cause its third-party consultant to submit) a final billing to Agency for any balance owed for the PE Work. Agency shall pay Railroad (and/or its third-party consultant, as applicable) within thirty (30) days after Agency's receipt of any progressive and final bills submitted for the PE Work. Bills will be submitted to the Agency using the contact information provided on Exhibit C. Agency's obligation hereunder to reimburse Railroad (and/or its third-party consultant, as applicable) for the PE Work shall apply regardless whether Agency declines to proceed with the Project or Railroad elects not to approve the Project.

3. Agency acknowledges and agrees that Railroad may withhold its approval for the Project for any reason in its sole discretion, including without limitation, impacts to Railroad's safety, facilities, or operations. If Railroad approves the Project, Railroad will continue to work with Agency to develop final plans and specifications, and prepare material and force cost estimates for any Project related work performed by Railroad.

4. If the Project is approved by Railroad, Railroad shall prepare and forward to Agency a Construction and Maintenance Agreement (**C&M Agreement**) which shall provide the terms and conditions for the construction and ongoing maintenance of the Project. Unless otherwise expressly set forth in the C&M Agreement, the construction and maintenance of the Project shall be at no cost to Railroad. No construction work on the Project affecting Railroad's property or operations shall commence until the C&M Agreement is finalized and executed by Agency and Railroad.

5. Neither party shall assign this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned, or delayed.

6. No amendment or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties.

7. This Agreement sets forth the entire agreement between the parties regarding the Project and PE Work. To the extent that any terms or provisions of this Agreement regarding the PE Work are inconsistent with the terms or provisions set forth in any existing agreement related to the Project, such terms and provisions shall be deemed superseded by this Agreement to the extent of such inconsistency.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the Effective Date.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

UNION PACIFIC RAILROAD COMPANY,
a Delaware Corporation

Signature

Signature

Printed Name

Kenneth Tom
Printed Name

Title

Manager I, Engineering – Public Projects
Title

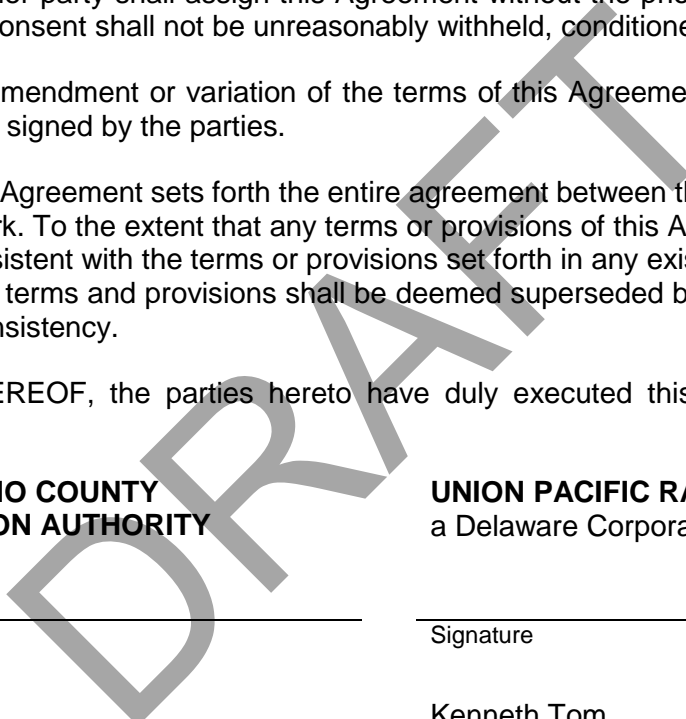


Exhibit A Project Description and Location

Project Description

San Bernardino County Transportation Authority proposes to widen the I-10 freeway below Railroad's track, requiring a new, longer Railroad bridge over the freeway (DOT 747037F/DOT 747036Y), as well as widen I-10 over Railroad's track (DOT 746969Y), at the respective locations referred to below.

Location

Subdivision	DOT	Crossing Type	Milepost	Street Name
Mojave	747037F	Public	491.95	I-10
Mojave	747036Y	Public	491.93	Valley Boulevard
Alhambra	746969Y	Public	527.932	I-10

DRAFT

Exhibit B Scope of Project Services

Scope of work includes, but is not limited to the following

- Field diagnostic(s) and inspections
- Plan, specification, and construction review
- Project design
- Preparation of Project estimate for force account or other work performed by the Railroad
- Meetings and travel

DRAFT

Exhibit C Billing Contact Information

Name	Juan Lizarde
Title	Project Manager
Address	1170 West 3 rd Street, 2 nd Floor, San Bernardino, CA, 92410
Work Phone	(909) 884-8276
Cell Phone	
Email	jlizarde@gosbcta.com
Agency Project No.	I-10 Contract 2

DRAFT

Minute Action

AGENDA ITEM: 14

Date: *January 4, 2023*

Subject:

Transportation Development Act Article 3 Extension Request - Rialto Fiscal Year 2017/2018 Cedar Railroad Crossing Improvement

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve the City of Rialto's extension request from December 31, 2022 to December 31, 2023 for their Fiscal Year 2017/2018 Cedar Avenue Railroad Crossing Pedestrian Improvements Project Transportation Development Act Article 3 award.

Background:

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of two percent (2%) of the Local Transportation Funds (LTF) made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy that eighty percent (80%) of the Article 3 program would be made available for projects that improve bicycle and pedestrian facilities. The remaining twenty percent (20%) would be available for projects that improve access to transit stops for pedestrians and persons with disabilities.

According to the TDA Article 3 Guidelines approved by the Board on June 2, 2021, section "IV. Deadline Extensions":

"Two, one-year extensions may be granted at the discretion of SBCTA staff for projects that are moving forward but cannot be completed by the award sunset date. Extension requests must be submitted through the TDA Article 3 portal found at <https://gobscta.com/tda3> (use Chrome or Firefox) at least THREE months before the project sunset date, include appropriate justification for an extension, and provide a revised project schedule with an expected completion date. Subsequent extensions are at the discretion of the Board."

Below is the only current extension request. Please see the attached request letter submitted by the award recipient.

Rialto: Fiscal Year 2017/2018 Cedar Ave Railroad Crossing Pedestrian Improvements

Additional Extension Requested: December 31, 2022 to December 31, 2023

Reason: The city and contractor have been trying to satisfy Southern California Regional Rail Authority's (SCRRA) additional requirements to restart work and there have been delays with SCRRA to set up training for access to the project site.

Entity: San Bernardino County Transportation Authority

Project Information:

TDA Article 3			Local Match	Total Project Cost	Deadline			
Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
\$250,000	\$225,000	\$25,000	\$428,000	\$678,000	2019-10-04	2022-12-31	2023-12-31	4.20

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
 Board of Directors
 Date: January 4, 2023

Witnessed By:



City of Rialto

California

November 2, 2022

via Email and USPS Mail

Ginger Koblasz, Senior Planner
 San Bernardino County Transportation Authority
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410-1715

08-SBD-0-RIA
 SR2SL-5205(018)

SUBJECT: REQUEST FOR EXTENSION FOR THE FY2017/2018 CEDAR AVE RAILROAD CROSSING PED IMPROVEMENTS

Dear Ms. Koblasz:

We are submitting this request for a deadline extension to complete the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved Transportation Development Act (TDA) Article 3 grant funded project, the Cedar Avenue Railroad Crossing Ped Improvements, Allocation number L18-0702-0747-00 due to the following reasons:

- The city and contractor have been trying to satisfy SCRRA's additional requirements to restart work to no avail thus far.
- There have been delays with SCRRA to set up training for access to the project.

Considering the amount of time required for SCRRA's additional requirements to restart work, the time to schedule and complete training, and construction completion, the City is requesting for a one (1) year extension to December 31, 2023 to be granted by the SBCTA Board. Considering the difficulties of the last several months to restart the project, the City believes it would be best to request a 12-month extension as opposed to a 6-month extension. The revised project schedule is as follows but is subjected to additional delays by SCRRA:

PROJECT SCHEDULE

DATES	TASK DESCRIPTION
December 2022 - January 2023	<ul style="list-style-type: none"> • Satisfy SCRRA's additional requests • Complete Railroad Safety Training class for construction personnel • City Contractor remobilize
February 2023 – April 2023	<ul style="list-style-type: none"> • City Contractor to complete railroad crossing improvements
May 2023	<ul style="list-style-type: none"> • Begin project closeout.

Request for Extension Letter
November 2, 2022
Page 2

Should you have any questions regarding this project, please contact me at (909) 820-2531 or via email at acervantes@rialtoqa.gov

Sincerely,



Art Cervantes
Engineering Manager

cc: Project File

Minute Action

AGENDA ITEM: 15

Date: *January 4, 2023*

Subject:

2024 Regional Transportation Plan/Sustainable Communities Strategy Project List Update

Recommendation:

Receive information on the 2024 Regional Transportation Plan/Sustainable Communities Strategy project list.

Background:

The San Bernardino County Transportation Authority (SBCTA) currently collaborates with the Southern California Association of Governments (SCAG) on a broad range of transportation and sustainability initiatives. As part of these collaborative efforts, SBCTA was directly involved in the development of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and is currently involved in development of the 2024-2050 RTP/SCS (also called “Connect SoCal 2024”). The 2024-2050 RTP/SCS was adopted by SCAG's Regional Council on September 3, 2020.

While SCAG develops the RTP/SCS, the land use and transportation changes within it are largely driven by the respective actions of local governments, transit agencies, California Department of Transportation (Caltrans), and County Transportation Commissions. It is, therefore, critical that the County Transportation Commissions be engaged in the implementation of the Plan in order for its benefits to be realized. In addition, progress toward the implementation of the RTP/SCS needs to be reflected in each subsequent RTP/SCS cycle.

The RTP portion of the RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 25 to 30-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The SCS was required by Senate Bill 375 to better integrate land use and transportation strategies that will achieve Greenhouse Gas (GHG) reduction targets set by the California Air Resources Board (CARB). The focus of the SCS is on GHG reductions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning.

The long range Countywide Transportation Plan (CTP) for San Bernardino County, maintained by SBCTA, is the foundation for SBCTA's submittal of projects to SCAG for the RTP/SCS. SCAG requested that County Transportation Commissions submit their lists of transportation projects by November 1, 2022. SBCTA staff has worked with the jurisdictions within the county on revisions, additions, and deletions to this list and has submitted those to SCAG. Changes to those project lists may occur as the development of the 2024 RTP/SCS continues, but SBCTA staff wanted to bring this submittal to the attention of the SBCTA Board of Directors (Board), given the number of critical projects needing to be reflected. Approval of the project list by the

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

Board is not required, but staff typically briefs the Board when the project list is being developed.

Concurrent with the development of the 2024 RTP/SCS project list, staff is working on an update to the SBCTA 10-Year Delivery Plan, with a target date for completion by the end of calendar year 2023. The projects in the 10-Year Plan have specific funding sources and schedules identified. Projects beyond the 10-Year Plan forecasted for construction through 2050 are also included in the RTP/SCS, but there is less certainty for those projects on funding and schedule. Staff must make estimates of cost and schedule for the RTP/SCS in five-year increments, but it is likely that these estimates would change in subsequent RTP/SCS cycles or amendments. Inclusion in the RTP/SCS is typically necessary for initiating project development where federal funds or federal approvals are involved, and schedules can be adjusted based on funding availability and Board priorities. The project list for San Bernardino County can be summarized into three sections:

- The Federal Transportation Improvement Program (FTIP). The FTIP forms the foundation of the RTP Project Investment Strategy and represents the first six years of committed funding. It is part of the “Financially Constrained” RTP/SCS.
- The Financially Constrained Plan. The Financially Constrained Plan also contains additional transportation projects out beyond the timeline of the FTIP. The federal government allows for “reasonably available” sources of funding to be included in the pool of funding allowable in the Financially Constrained Plan. It is the Financially Constrained Plan that undergoes tests of conformity with the federal Clean Air Act.
- The Strategic Plan. The Strategic Plan represents an unconstrained list of potential projects that the region might be able to pursue given additional funding and commitment.

The Financially Constrained Plan is being used as the framework for submittal of projects to SCAG for the 2020 RTP/SCS. This is consistent with the strategy for inclusion of projects for the 2024 RTP/SCS, which was based on SCAG’s discussions with the Federal Highway Administration (FHWA) on potential funding that could be expected in the future. This does not financially commit SBCTA to all of the projects, but it does provide additional flexibility on which projects can be advanced for further project development. In addition, SBCTA and its partner agencies are beginning the preparation of the Long Range Multimodal Transportation Plan (LRMTP) in early 2023. This will help to further refine project scopes and schedules, including how/when to invest in high-capacity transit projects such as additional Bus Rapid Transit (BRT) projects, but not in time for input to the 2024 RTP/SCS.

It should be noted that SCAG is currently evaluating projections of revenue to determine funding levels that can be considered as “reasonably available” according to the FHWA definition. It is possible that SCAG could request that agencies reexamine their project lists and scale back on projects that cannot be accommodated with funding levels that hold to that definition. If requested by SCAG, staff will come back to the Board with proposals for scaling back on projects to fit within the forecast revenue under the Financially Constrained Plan. Funding limitations on transit operating costs could result in how much additional transit capital investment is feasible. The LRMTP will attempt to address that question.

It is important to note that funding for maintenance and operations is a critical issue not only for the RTP/SCS, but for the San Bernardino County CTP as well. Consideration of life-cycle costs is an increasingly important topic and will be an issue going forward for San Bernardino County and the Region. The project lists in this agenda item represent estimates for capital projects after consideration of operations needs as they are known at this time. However, these future needs are very difficult to predict. SBCTA has no current responsibility for local jurisdiction street or state highway maintenance, but estimates of those costs are included in the RTP/SCS. However, maintenance and operations for the Express Lanes are accounted for through toll revenue.

Capital Projects for the FTIP and 10-Year Plan

The FTIP and 10-Year Plan include all projects identified in the 2021 Update to the 10-Year Plan. These projects include, but are not limited to, the following:

FTIP and 10-Year Plan Projects for the Valley

- Interstate (I)-215/Mt Vernon Avenue (Ave) Interchange (Caltrans project)
- State Route (SR)-210 widening from Highland Ave to I-10 (in construction)
- I-10 Express Lanes from San Antonio Ave to I-15 (Contract 1, under construction)
- I-10 Express Lanes from I-15 to Pepper Ave (Contract 2, in design)
- I-15 Express Lanes from Riverside County Line to SR-210 (in design)
- I-10 Eastbound Truck Climbing Lane (Yucaipa, in design)
- Various freeway interchange projects, including the Nexus Interchange Top 10 List
- Gold Line extension to Montclair
- West Valley Connector BRT from Pomona to Victoria Gardens
- Metrolink double track project (Rancho to Lilac)
- Tunnel to Ontario International Airport
- Brightline from Las Vegas to Rancho Cucamonga (privately funded)

FTIP and 10-Year Plan Projects for the Mountain/Desert

- Yucca Loma Corridor – Green Tree Boulevard (Blvd) extension and widening
- Rancho Road (Rd) Corridor widening
- Main Street (St) widening from US-395 to 11th Ave, Phases 1 and 2
- US-395 widening, Phase 2 from I-15 to SR-18
- First Ave bridge projects over BNSF and Mojave River (Barstow)
- El Mirage Rd from US 395 to Koala Rd
- Apple Valley Rd and SR 18 Realignment
- Stoddard Wells Rd widening from I-15 to Johnson Rd
- Bear Valley Rd bridge over Mojave Rd
- Central Rd widening from SR-8 to Bear Valley Rd
- Johnson Rd widening from Stoddard Wells Rd to Navajo Rd
- Dale Evans Parkway Phase 1 (Waalew realignment)
- Bear Valley Rd overhead at BNSF
- Rock Springs Rd bridge over Mojave River

- Phelan Rd widening from SR-138 to Hesperia city limits

Additional Capital Projects included for the Financially Constrained Plan (i.e. beyond the 10-Year Plan)

Projects Beyond the 10-Year Plan in the Valley

- Additional Freeway Improvements
 - Completion of I-10 Express Lanes from Pepper Ave to Ford St in Redlands
 - I-215 additional lane in each direction from SR-210 to I-15
 - I-215 mixed flow lane from SR-60 to I-10
 - SR-210 High Occupancy Vehicle (HOV) lane from I-215 to I-10
 - I-10/I-15 Express Lane Connectors (partial funding of connectors are listed in the Measure I Expenditure Plan)
- Full Interchange Program (including all Nexus Study interchanges plus SR-210/Victoria)
- Arterial Program buildout, per Nexus Study
- All Nexus Study rail/highway grade separations
- Redlands Passenger Rail Phase 2
- Double tracking of single track segments on San Bernardino Line
- BRT for Foothill/5th and express bus and hybrid BRT/express on remainder of planned BRT routes
- Additional facilities in the SBCTA Active Transportation Plan

Projects Beyond the 10-Year Plan in the Mountain/Desert

- SR-18 widening from LA County Line to US-395
- US-395 widening from Chamberlaine Way to 1.8 M s/o Desert Flower
- US-395 widening from 1.8 M s/o Desert Flower to Farmington Rd (Caltrans)
- I-15/Eucalyptus Interchange
- I-15/Muscatel Interchange
- I-15/Mojave Interchange
- SR-247 widening from Yucca Valley to Reche Rd
- Big Bear Blvd widening from East to West City Limits
- Grade separation at Eucalyptus St & BNSF
- Grade separation at Mauna Loa/Lemon St
- Grade separation at Lime & BNSF
- Grade separation at Main St (in Hesperia)
- Grade separation at Vista Rd (in Helendale)
- Arterial Program buildout

In addition, the 2024 RTP/SCS submittal includes I-15 Express Lanes from SR-210 through the Cajon Pass and terminating just north of Victorville.

Board of Directors Agenda Item

January 4, 2023

Page 5

The current list that SBCTA is providing to SCAG represents a draft RTP/SCS Project List that includes updated and current information for the projects included in the 10-Year Plan, updated and current information for projects that have historically appeared in the RTP/SCS, and new projects added since the 2020 RTP/SCS Project List. If the 2024 RTP/SCS development follows the pattern of the 2020 cycle, it is anticipated that the projects listed above that are beyond the 10-Year Plan will be included in the SCAG Financially Constrained Plan. But it is important to note the caveat mentioned earlier regarding a possible request from SCAG to reduce the project list, pending the determination of “reasonably available” funding levels.

Staff has been coordinating with local jurisdictions regarding local input into the planning process through regular updates at Transportation Technical Advisory Committee meetings. Staff is not requesting approval of the list at this time, but is presenting information so that Board members can provide comments on both overall direction and specific projects.

Financial Impact:

This item has no impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the General Policy Committee on December 14, 2022.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 16

Date: January 4, 2023

Subject:

San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Final Report

Recommendation:

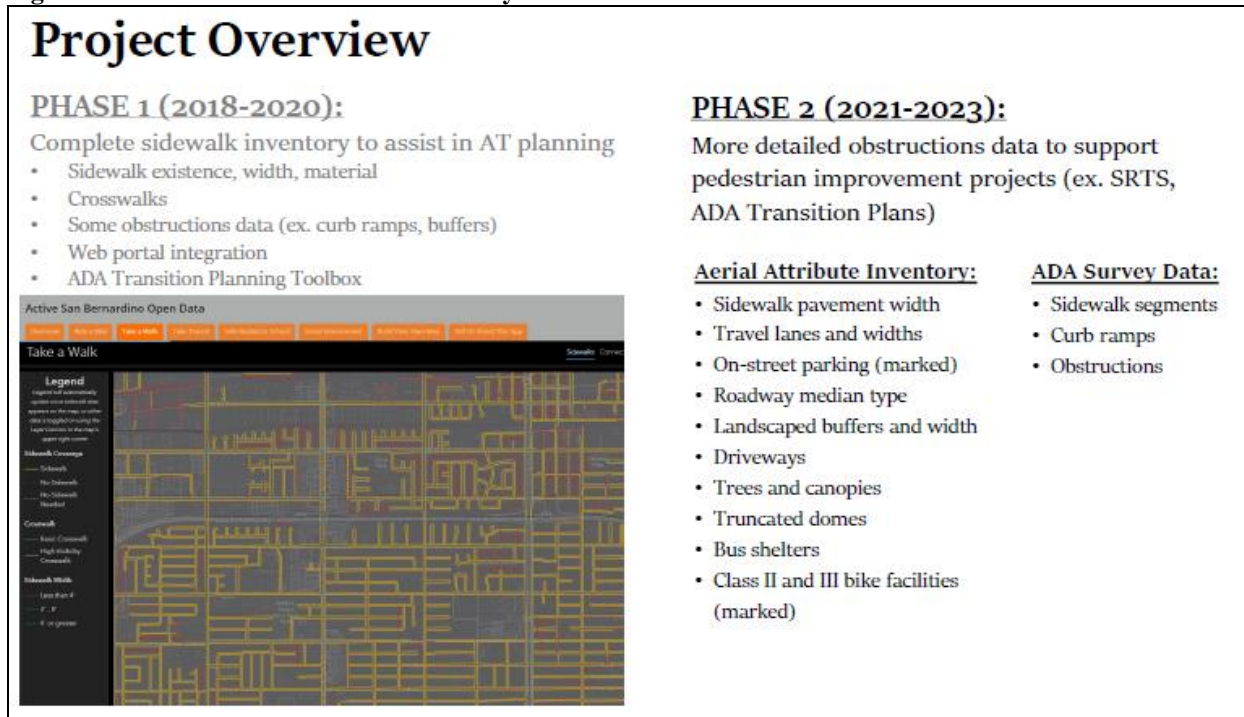
Receive information relating to the completion of the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Project.

Background:

In March 2021, the San Bernardino County Transportation Authority (SBCTA) Board approved Contract No. 21-1002466 with Fehr and Peers (F&P) for the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan (Plan) – Phase II in the amount of \$536,905. Development of the Plan was funded by a California Department of Transportation (Caltrans) Sustainable Communities grant award in the amount of \$537,377 (Contract No. 21-1002471).

To assist regional and local agencies in the planning and implementation of pedestrian improvements, SBCTA commissioned an inventory of pedestrian infrastructure to help agencies identify sidewalk gaps and other pedestrian obstructions. The first phase of this Plan inventoried approximately 17,000 miles of sidewalk across San Bernardino County, with attributes containing sidewalk width, condition, and material. Building off of the initial countywide effort, a more refined inventory of pedestrian facilities within the public right-of-way was conducted to support each agency’s ongoing efforts to ensure compliance of sidewalks and curb ramps with the American Disabilities Act (ADA). This inventory focused on identifying existing pedestrian barriers that affect pedestrian comfort, connectivity, and access in high demand areas, providing a detailed blueprint for cities to continue the full self-evaluation effort of all remaining sidewalks and curb ramps within their jurisdiction. This blueprint can facilitate future active transportation planning and ADA transition planning efforts. Figure 1 below shows an overview of the work performed during Phase I as compared to the work that was completed in Phase II.

Figure 1. Overview of Sidewalk Connectivity Plan Phases I and II.



Working with F&P, SBCTA will complete Phase II of the Plan by February of 2023 as required by grant guidelines. The data collected in Phase II has been integrated with the results from Phase I into the existing Active San Bernardino Story Map in the Take a Walk tab, which can be viewed at www.gosbcta.com/activesanbernardino, and more specifically summarized into a local-facing ePlan that is accessible by specific agency staff.

The local-facing ePlan for each member agency serves as a foundational guide to help them develop an ADA Transition Plan by outlining the steps required to achieve implementation. These steps include:

1. Designating an ADA Coordinator
2. Providing Public Notice
3. Developing a Grievance Procedure
4. Conducting a Self-Evaluation
5. Implementing a Transition Plan

The self-evaluation component of a transition plan is critical in assessing the existing conditions of public program facilities to identify where deficiencies exist and the level of remediation that is required. This ePlan kickstarts the self-evaluation of sidewalks and curb ramps and identifies the level of priority based on sidewalk and curb conditions. Figures 2 and 3 highlight a dynamic web application that allows member agencies to view the condition and photos of their sidewalks and curb ramps in high pedestrian demand areas and provides a methodology that they can adopt to achieve a full self-evaluation of all sidewalk and curb ramps within their jurisdiction.

Figure 2. Sample Photo from Database Highlighting Sidewalk in Need of Improvement (segment identification and rating shown on left side of graphic)

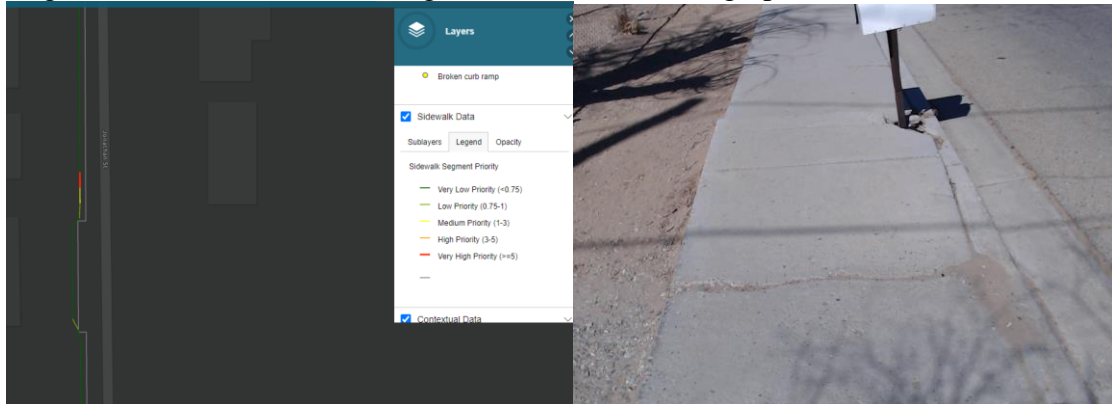
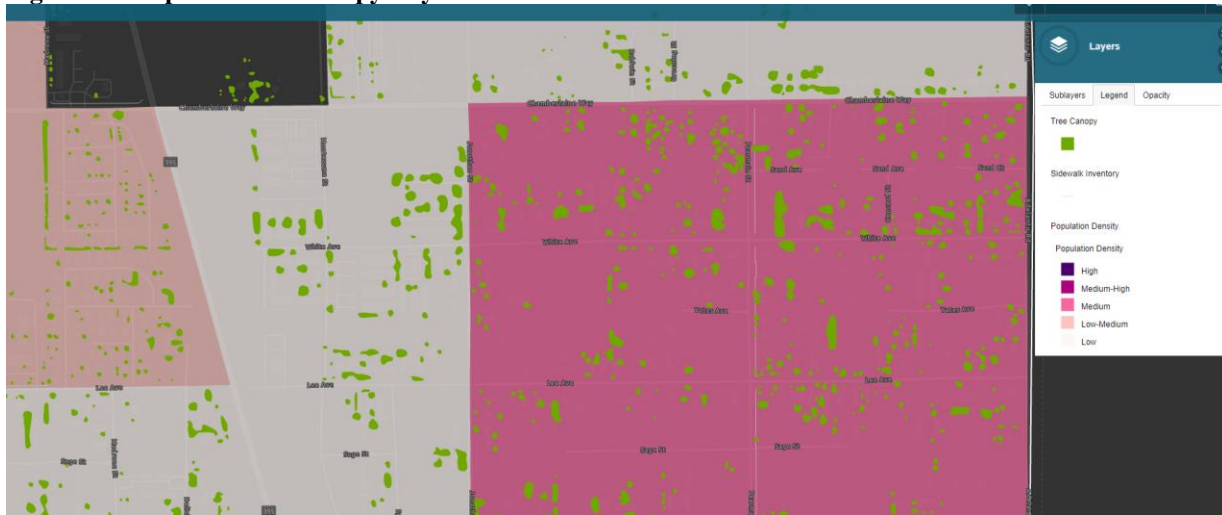


Figure 3. Sample Display Showing Adequacy Evaluation of Curb Ramps



The web application includes additional contextual layers related to the existing transit environment, population density, employment density, and tree canopy as show in Figure 4.

Figure 4. Sample of Tree Canopy Layer



All ADA guidance, data, analysis, media, and references are summarized in a Story Map that serves as the local-facing ePlan (Figure 5).

Figure 5. Excerpt from the Story Map Providing an Overview of the Sidewalk Connectivity Plan

Comprehensive Pedestrian Sidewalk Connectivity Plan

An analysis of the City's pedestrian infrastructure within high-demand areas and the steps needed to implement an ADA Transition Plan.


November 15, 2022

[Overview](#) [ADA Transition Plan Guidance](#) [About the Data](#) [Viewing the Data](#) [Accessing the Data](#) [Schedule for Barrier Removal](#) [References](#)

Overview

To assist regional and local agencies in the planning and implementation of pedestrian improvements, SBCTA commissioned an inventory of pedestrian infrastructure to help agencies identify sidewalk gaps and other pedestrian obstructions. The first phase of the Pedestrian Connectivity Plan inventoried approximately 17,000 miles of sidewalk across San Bernardino County, with attributes containing sidewalk width, condition, and material.

SBCTA then secured funding for a second phase to collect additional sidewalk and curb ramp details in high pedestrian demand areas within all San Bernardino County jurisdictions. The intent of this effort is to support each agency's ongoing efforts to ensure compliance with the American Disabilities Act (ADA) as it relates to pedestrian facilities within the public right-of-way. This inventory is focused on identifying barriers that exist only along pedestrian facilities within the public right-of-way and is not inclusive of all potential barriers related to the ADA.



Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the General Policy Committee on December 14, 2022.

Responsible Staff:

Tricia Vivian, GIS Administrator

Board of Directors Agenda Item
January 4, 2023
Page 6

Approved
Board of Directors
Date: January 4, 2023
Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 17

Date: January 4, 2023

Subject:

State Route 71 Corridor - Project Updates

Recommendation:

Receive an update on the roadway improvement efforts along the State Route 71 corridor.

Background:

On September 15, 2022, an item was requested to be placed on a future Board of Directors Metro Valley Study Session (MVSS) agenda on the status of various projects along the State Route 71 (SR-71) corridor. There are currently three large-scale transportation projects along the corridor: 1) *71/91 Interchange Project* on the south end of the corridor led by Riverside County Transportation Commission (RCTC); 2) *SR-71 Freeway Conversion Project* on the north side of the corridor led by Los Angeles County Metropolitan Transportation Authority (LA Metro) and California Department of Transportation (Caltrans) District 7, and; 3) *Pine Avenue Extension and SR-71 Interchange Project* led by the City of Chino. There have been significant funding, schedule and construction updates on each of these projects, and thus staff presented an update on each of the projects and provided Board members with an opportunity to openly discuss potential future projects along SR-71. It is worth noting that San Bernardino County Transportation Authority (SBCTA) is currently not leading any transportation projects along the SR-71 corridor.

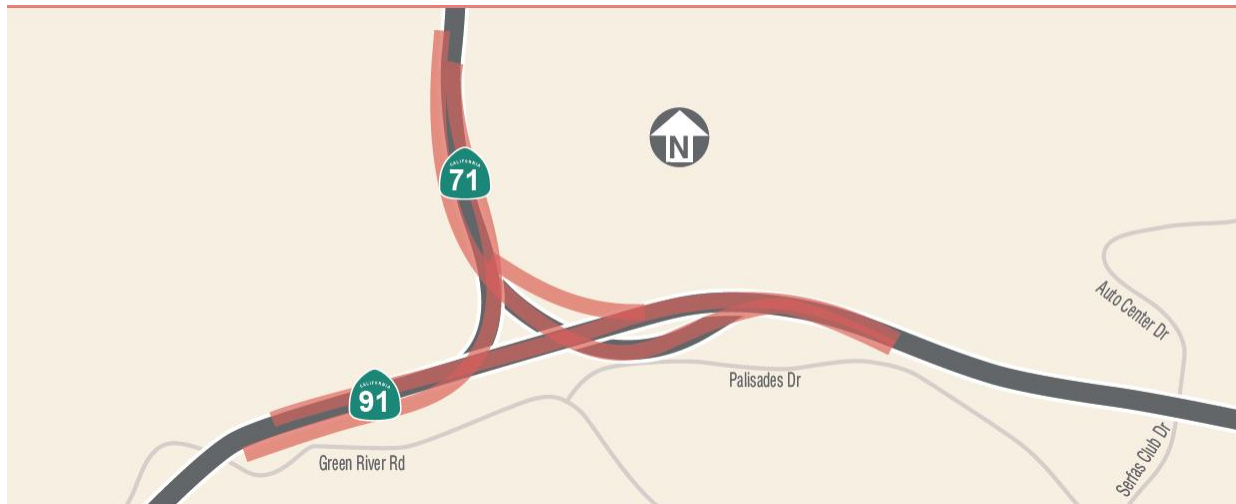
The 71/91 Interchange Project

The 71/91 Interchange serves as a gateway between Riverside, Orange and San Bernardino Counties and is a vital link for commuters and freight vehicles that travel along State Route 91. RCTC, in partnership with Caltrans, has received project approvals and has completed final design for the State Route 71/State Route 91 (71/91) Interchange Project in Corona. RCTC received the final piece of funding in December 2020 to improve this congested and operationally deficient interchange. RCTC recently awarded the contract to begin construction of the project. (Total Project Construction Cost: \$150 million)

The project will:

- Replace the existing single-lane loop connector between eastbound SR-91 and northbound SR-71 with a new, two-lane, direct connector ramp;
- Build a new, separate eastbound auxiliary lane from Green River Road to east of the 71/91 interchange; and
- Realign the eastbound SR-91 on-ramp from Green River Road to improve access to the 71/91 interchange.

Entity: San Bernardino County Transportation Authority



The SR-71 Freeway Conversion Project

SR-71 is a major regional highway transportation facility traversing parts of Los Angeles, San Bernardino, and Riverside County. It is a connecting link for major east-west corridors and serves as an inland passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area. The route also serves heavy commuter traffic originating in the communities of Chino, Chino Hills, Ontario and Pomona that is destined for Orange and Los Angeles Counties. The purpose of this project is to alleviate congestion by increasing capacity on SR-71 from Interstate 10 (I-10) to the Los Angeles/San Bernardino County line to handle the forecasted traffic volumes in coming years due to extensive development in the region. (Total Project Construction Cost: Phase 1: \$174 million and Phase II: \$170 million)

Phase 1 (Mission Boulevard to Los Angeles/San Bernardino County line)

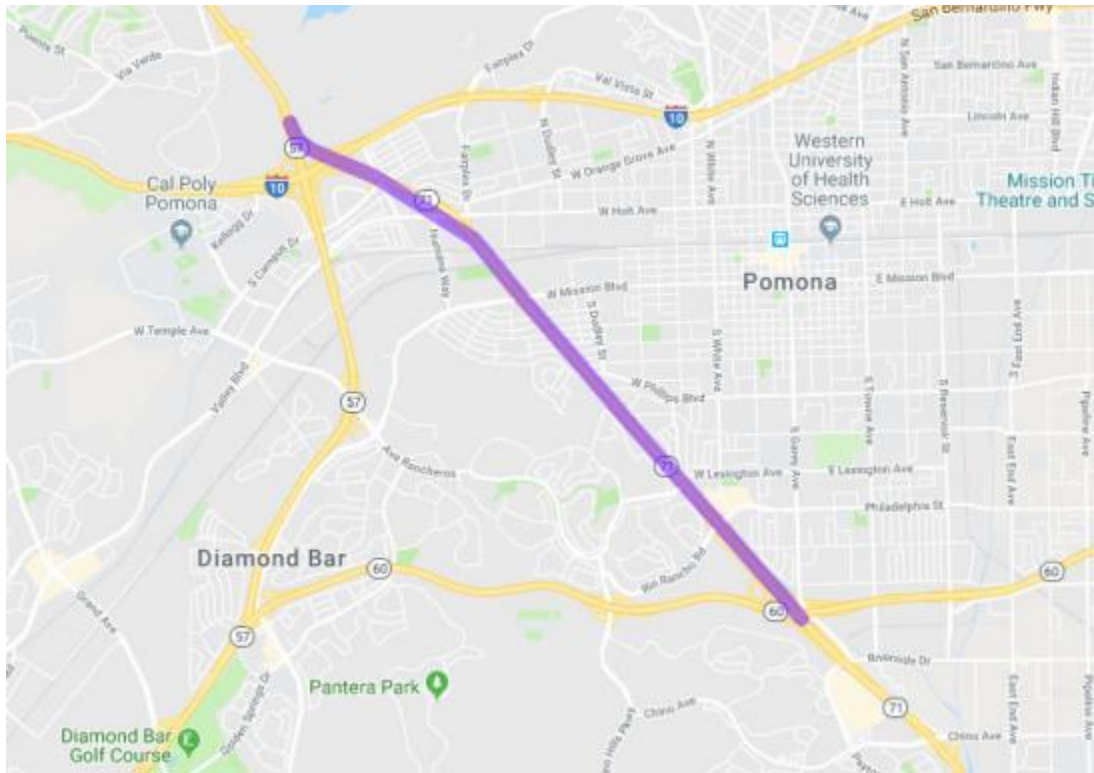
Construction Phase: Spring 2021 to Spring 2024

Phase 2 (I-10 to Mission Boulevard)

Construction Phase: Spring 2024 to Spring 2027

The Project will:

- Widen SR-71 to add one mixed flow lane and one High Occupancy Vehicle (HOV) lane in each direction between I-10 and the Los Angeles/San Bernardino County line;
- Convert three (3) miles of existing 4-lane expressway to a full 8-lane standard freeway; and
- Replace two existing bridge structures over railroads and an existing pedestrian overcrossing as well as constructing retaining walls and sound walls.



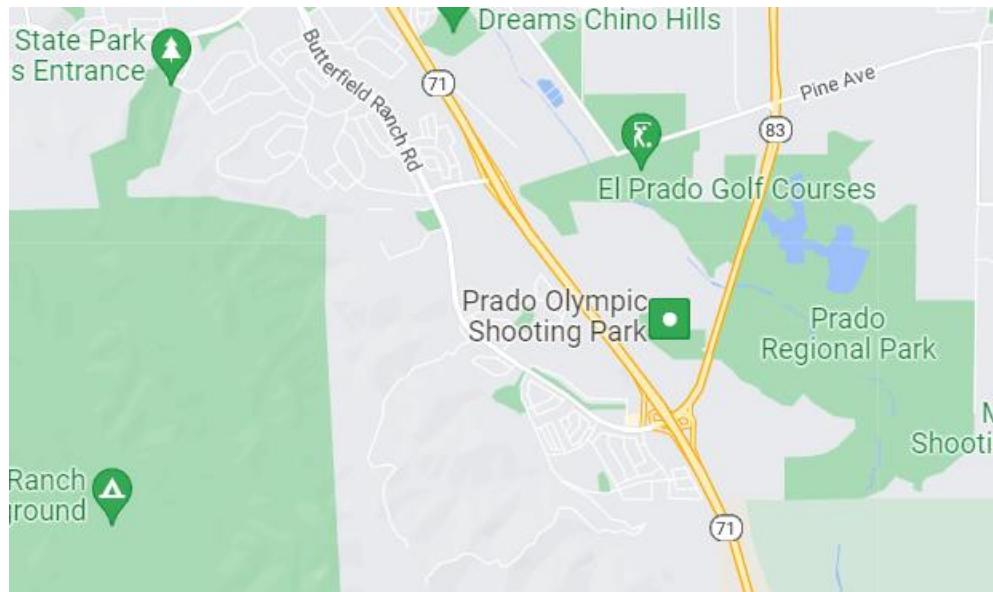
Pine Avenue Extension and SR-71 Interchange Project

Segment of Pine Avenue in the City of Chino currently terminates at El Prado Road, approximately 0.6 miles due east of the SR-71/Pine Avenue Interchange. The Pine Avenue Extension will make this connection to enable direct access to the east from the interchange. This will eliminate more circuitous routes by which residents and businesses currently need to access SR-71. See map below.

The segment of Pine Avenue in the City of Chino Hills is classified as a 4-lane urban arterial from SR-71 to El Prado Road, and a 4-lane arterial from El Prado Road to Euclid Avenue (SR-83). The City of Chino's General Plan for Pine Avenue calls for an ultimate buildout right-of-way width of 78 feet from its westerly limit to SR-83. (Total Project Cost Estimate: \$45 million)

The latest information provided to SBCTA by the City of Chino indicates the following concerning the Pine Avenue Extension project from El Prado Road to SR-71.

- Environmental clearance is substantially complete
- Design is 95% complete
- Advertisement for construction is expected in Fiscal Year 2023/2024
- Construction would be completed in Fiscal Year 2025/2026

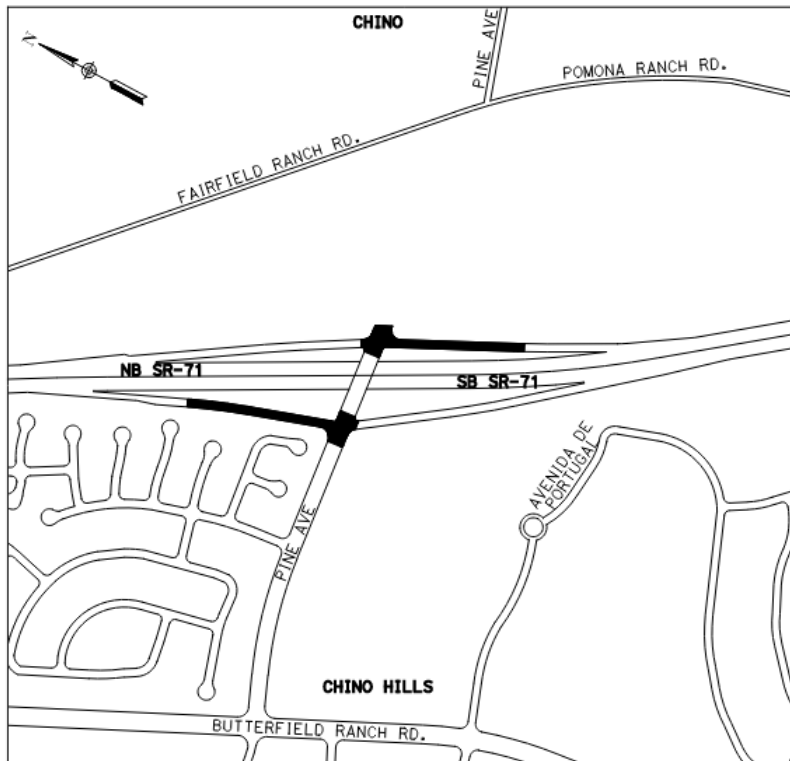


Further, the City of Chino, in cooperation with Caltrans District 8, is proposing to improve the existing State Route 71/Pine Avenue Interchange that is located in the City of Chino Hills. The SR-71/Pine Avenue Interchange currently only serves residents and businesses on the west side of the interchange since Pine Avenue dead ends on the east side just inside Caltrans right-of-way. The purpose of the interchange improvements is to alleviate future anticipated congestion at the SR-71/Pine Avenue Interchange after the opening of the Pine Avenue Extension Project. The traffic volumes at the interchange are projected to increase and improvements are needed to address the expected growth in the area. This new connection will provide the cities of Chino, Ontario, and Eastvale with more direct and shorter access to SR-71 and is projected to increase the demand at the interchange. (Total construction cost for the interchange improvements: \$2.9 million)

Specifically, the SR-71 Interchange Project will:

- Widen SR-71 southbound and northbound off-ramps to provide one designated left-turn lane, one shared left/through/right-turn lane, and one designated right-turn lane
- Install a new traffic signal at the intersection of SR-71/Pine Avenue from the northbound SR-71 onto Pine Avenue
- Restripe Pine Avenue bridge to provide two through lanes and one left-turn lane in the westbound direction and two left-turn and two through lanes in the eastbound direction
- Add a new sidewalk on the south side of Pine Avenue east of the interchange

All environmental technical studies have been approved by Caltrans. Environmental compliance for the project is anticipated in December 2022. Construction is set to begin in September 2023 and is expected to be completed in March 2025.



Project Location

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022.

Responsible Staff:

Josh Lee, Deputy Director of Planning

Approved
 Board of Directors
 Date: January 4, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 18

Date: January 4, 2023

Subject:

Transit and Rail On-Call Right-of-Way Services Contract Amendments

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 2 to Contract No. 18-1001924 with Epic Land Solutions, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs increasing the contract amount in accordance with Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

B. Approve Amendment No. 2 to Contract No. 19-1002007 with Bender Rosenthal, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 11, 2023 to June 30, 2026, with two one-year options.

C. Approve Amendment No. 2 to Contract No. 19-1002008 with Overland, Pacific & Cutler, LLC for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

D. Approve Amendment No. 2 to Contract No. 19-1002009 with Paragon Partners Consultants, Inc. for On-Call Right-of-Way Services, to support current and future Transit and Rail projects and programs, for an amount described in Recommendation E, and extending the term end date from May 1, 2023 to June 30, 2026, with two one-year options.

E. Approve a total not-to-exceed amount of \$2,000,000.00 for Epic Land Solutions, Inc. (No. 18-1001924), Bender Rosenthal, Inc. (No. 19-1002007), Overland, Pacific & Cutler, LLC (No. 19-1002008), and Paragon Partners Consultants, Inc. (No. 19-1002009), increasing the total Contract authority to be shared among these contracts from \$5,500,000 to \$7,500,000.

Background:

In May 2019, the San Bernardino County Transportation Authority (SBCTA) Board approved awarding On-Call Right-of-Way (ROW) contracts to four firms, for a three-year period, with two one-year options to extend, to support current and future right-of-way services for the Transit and Rail projects and programs. The Board also authorized a total not-to-exceed contract authority of \$5,500,000 between the four on-call firms.

Work under the various on-call contracts are issued on a Contract Task Order (CTO) basis and according to SBCTA's On-Call CTO policies and procedures. It was originally anticipated that the majority of work under the CTO-based contracts would be to support the West Valley Connector (WVC) Project. On January 6, 2021, the SBCTA Board approved proceeding with voluntary acquisitions of property necessary for the WVC project and authorized the Executive Director, or designee, to execute CTOs over \$500,000 to the on-call firms, as required for the WVC acquisitions, for a combined not-to-exceed amount of \$5,500,000. There have been five

Entity: San Bernardino County Transportation Authority

(5) CTOs issued to the various on-call firms for a combined amount of \$4.5 million, with remaining authority of just under \$1 million.

The WVC Project acquisitions are on the critical path, and the various on-call firms have helped SBCTA make significant progress on securing the permanent acquisitions as well as the various temporary construction easements needed during construction. Although the number of acquisitions required for the project has not significantly increased, the level of effort to secure the various acquisitions has been higher than originally anticipated. The various CTOs issued to the on-call firms for the WVC are time and materials, and staff is projecting a need to amend the WVC CTOs so that the ROW firms can continue to provide support as the project moves to the construction phase and the close-out phase. Services that are needed for the next phases of the project include, but are not limited to, continued support for tenant relocations, building demolition support services, close-out of temporary construction easements, transfer of public easements to the cities, and support for sale of excess land. Based on the remaining ROW activities, staff is recommending approval to increase the combined contract authority for the four bench contracts by \$2,000,000, using previously authorized project funds, for a total not-to-exceed amount of \$7,500,000. Also, the amendments to the contracts extend the period of performance through June 30, 2026, to better coincide with the Federal Transit Administration approved completion of the WVC project. This will include two one-year options should the ROW close-out process extend beyond the anticipated construction close-out, to accommodate the sale of excess land at the end of the project. In accordance with Policy 11000 Section V.C.3.F.iii, staff is recommending an extension to June 30, 2026, with additional two one-year options. Staff has determined that the amendments will allow right-of-way efforts to effectively continue on schedule as the existing teams are mobilized, have in-depth knowledge of the properties, the property owners, and the condition/terms of the property acquisitions, and are knowledgeable of the unique challenges for the project. Therefore, staff is recommending extending the contract beyond five years since the current vendors are found to be preeminently positioned to perform the work due to their unique knowledge of the project and of the work required.

All four firms are actively providing services to SBCTA for the WVC.

The following is a summary of the original contract and previous amendments:

1. Contract No. 18-1001924 – Epic Land Solutions, Inc.
 - a) August 22, 2019 – Total not-to-exceed contract amount of \$5,500,000 on a cumulative task order basis for the on-call right of way bench and for a period of performance through May 1, 2022.
 - b) April 21, 2022 – Amendment No. 1 extended the period of performance through May 1, 2023.
2. Contract No. 19-1002007 – Bender Rosenthal, Inc.
 - a) May 30, 2019 – Total not-to-exceed contract amount of \$5,500,000 on a cumulative task order basis for the on-call right of way bench and for a period of performance through May 11, 2022.
 - b) May 6, 2022 – Amendment No. 1 extended the period of performance through May 11, 2023.

Board of Directors Agenda Item

January 4, 2023

Page 3

3. Contract No. 19-1002008 – Overland, Pacific, & Cutler, LLC
 - a) September 4, 2019 – Total not-to-exceed contract amount of \$5,500,000 on a cumulative task order basis for the on-call right of way bench and for a period of performance through May 1, 2022.
 - b) April 22, 2022 – Amendment No. 1 extended the period of performance through May 1, 2023.
4. Contract No. 19-1002009 – Paragon Partners, LTD
 - a) June 6, 2019 – Total not-to-exceed contract amount of \$5,500,000 for a period of performance through May 1, 2022.
 - b) April 27, 2022 - Amendment No. 1 extended the period of performance through May 1, 2023, and provided for assignment of contract from Paragon Partners, LTD, to Paragon Partners Consultants, Inc.

Financial Impact:

This item is consistent with Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft contract amendments.

Responsible Staff:

Joy Buenaflor, Project Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

General Contract Information

Contract No: 18-1001924 Amendment No.: 2
Contract Class: Payable Department: Transit
Vendor No.: 02727 Vendor Name: Epic Land Solutions
Description: 19-1002007 Bender Rosenthal, 19-1002008 Overland Pacific & Cutler & 19-0002009 Paragon Partners Consultr

Dollar Amount

Table with columns for Original Contract, Prior Amendments, Current Amendment, Total/Revised Contract Value, Original Contingency, Prior Amendments, Current Amendment, Total Contingency Value, Total Dollar Authority (Contract Value and Contingency).

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9203

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No No Budget Adjustment
Federal/Local Professional Services (Non-A&E) N/A

Accounts Payable

Estimated Start Date: 05/01/2019 Expiration Date: 05/01/2023 Revised Expiration Date: 06/30/2026

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Table with columns for Fund, Prog, Task, Sub-Task, Object, Revenue, PA Level, Revenue Code Name, Total Contract Funding, Total Contingency.

Joy Buenaflor

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: Contract 18-1001924 Amendment No. 2 Revised CSS (9203 : Amend On-Call Right-of-Way Transit and Rail Services Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 18-1001924

FOR

ON-CALL RIGHT-OF-WAY

EPIC LAND SOLUTIONS, INC.

This AMENDMENT No. 2 to Contract No.18-1001924 (“Contract”) is made by and entered into by and between San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street,, 2nd Floor, San Bernardino, California 92410-1715 and Epic Land Solutions, Inc. (“CONSULTANT”), whose address is 1971 W 190th Street, Suite 200, Torrance, California 90504. SBCTA and CONSULTANT are each a "Party" and collectively "Parties”.

RECITALS:

- A. On August 22, 2019, SBCTA and CONSULTANT entered into Contract No. 18-1001924 for On-Call Right-of-Way services; and
- B. On April 21, 2022, the Parties amended the Contract (Amendment No. 1) to exercise its option to extend the Contract for the first one-year option term through May 1, 2023; and
- C. The Parties desire to amend the Contract to add additional funding in the amount of \$2,000,000.00 increasing the total contract amount to a not-to-exceed amount of Seven Million Five Hundred Thousand (\$7,500,000.00), and to extend the Contract period of performance through June 30, 2026.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, SBCTA and CONSULTANT agree as follows:

1. ARTICLE 3 CONTRACT TERM is deleted and replaced in its entirety to read as follows:

“3.1 The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst and shall continue in effect through June 30, 2026, or until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any work performed or cost incurred prior to issuance of the NTP.”

“3.2 SBCTA at its sole discretion may extend the original term of the Contract for two one-year options. The maximum term of this Contract, including the Option Terms, if exercised, will not exceed June 30, 2028.”

2. ARTICLE 4.16 COMPENSATION is deleted and replaced in its entirety to read as follows:

“The total amount payable by SBCTA for all Contract Task Orders resulting from the following Contracts--Epic Land Solutions, LLC (18-1001924), Bender, Rosenthal Inc. (19-1002007), Overland, Pacific & Cutler, LLC (19-1002008), and Paragon Partners Consultants, Inc. (19-1002009)--shall not exceed \$7,500,000. It is understood and agreed that there is no guarantee, either expressed or implied, that this dollar amount will be authorized under this Contract through Contract Task Orders.”

3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this Amendment No. 2, all other provisions of the Contract, and amendments thereto, shall remain in full force and effect and are incorporated herein by this reference

5. This Amendment No. 2 is effective upon execution by SBCTA.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 below.

EPIC LAND SOLUTIONS, INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Karen Starr
President

By: _____
Art Bishop
Board President

Date: _____

Date: _____

By: _____
Jane Johnson
Secretary

APPROVED AS TO FORM:
By: _____
Julianna Tillquist
General Counsel

CONCURRENCE:
By: _____
Shaneka Morris
Procurement Manager

General Contract Information

Contract No: 19-1002007 Amendment No.: 2
Contract Class: Payable Department: Transit
Vendor No.: 03228 Vendor Name: Bender Rosenthal, Inc.
Description: 18-1001924 Epic Land Solutions, 19-1002008 Overland Pacific & Cutler & 19-0002009 Paragon Partners Consul

Dollar Amount

Table with 2 columns: Description and Amount. Rows include Original Contract (\$1,375,000.00), Prior Amendments (\$559,621.95), Current Amendment (\$250,000.00), Total/Revised Contract Value (\$1,065,378.05), and Total Dollar Authority (\$1,065,378.05).

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9203

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No Administrative Budget Adjustment
Federal/Local Professional Services (Non-A&E)

Accounts Payable

Estimated Start Date: 05/01/2019 Expiration Date: 05/11/2023 Revised Expiration Date: 06/30/2026

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Table with columns: Fund, Prog, Task, Sub-Task, Object, Revenue, PA Level, Revenue Code Name, Total Contract Funding, Total Contingency. Includes rows for LTF - Rail, Federal Land Sales, Local Land Sales, and FTA ARP Stimulus.

Joy Buenaflor

Victor Lopez

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: Contract 19-1002007 Amendment No. 2 Revised CSS (9203 : Amend On-Call Right-of-Way Transit and Rail Services Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 19-1002007**FOR****ON-CALL RIGHT-OF-WAY****BENDER ROSENTHAL, INC.**

This AMENDMENT No. 2 to Contract No.19-1002007 (“Contract”) is made by and entered into by and between San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715 and Bender Rosenthal, Inc. (“CONSULTANT”), whose address is 11801 Pierce Street, Suite 200, Riverside, California 92505. SBCTA and CONSULTANT are each a "Party" and collectively "Parties".

RECITALS:

- A. On May 30, 2019, SBCTA and CONSULTANT entered into Contract No. 19-1002007 for On-Call Right-of-Way Services; and
- B. On May 6, 2022, the Parties amended the Contract (Amendment No. 1) to exercise SBCTA’s option to extend the Contract for the first one-year option term through May 11, 2023; and
- C. The Parties desire to amend the Contract to add additional funding in the amount of \$2,000,000.00 to this and the other identified On-Call Right-Of-Way Services contracts collectively, increasing the total amount to a not-to-exceed amount of Seven Million Five Hundred Thousand (\$7,500,000.00), and to extend the Contract period of performance through June 30, 2026, with two optional one-year extensions.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, SBCTA and CONSULTANT agree as follows:

1. ARTICLE 3 CONTRACT TERM is deleted and replaced in its entirety to read as follows:
 - “3.1 The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst and shall continue in effect through June 30, 2026, or until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any work performed or cost incurred prior to issuance of the NTP.”
 - “3.2 SBCTA at its sole discretion may extend the original term of the Contract for two one-year options. The maximum term of this Contract, including the Option Terms, if exercised, will not exceed June 30, 2028.”

2. ARTICLE 4.16 COMPENSATION is deleted and replaced in its entirety to read as follows:

“The total amount payable by SBCTA for all Contract Task Orders resulting from the following Contracts--Epic Land Solutions, LLC (18-1001924), Bender, Rosenthal Inc. (19-1002007), Overland, Pacific & Cutler, LLC (19-1002008), and Paragon Partners Consultants, Inc. (19-1002009)--shall not exceed \$7,500,000. It is understood and agreed that there is no guarantee, either expressed or implied, that this dollar amount will be authorized under this Contract through Contract Task Orders.”

3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this Amendment No. 2, all other provisions of the Contract, and Amendments thereto, shall remain in full force and effect and are incorporated herein by this reference

5. This Amendment No. 2 is effective upon execution by SBCTA.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 below.

BENDER ROSENTHAL, INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
David Wraa
Chief Executive Officer

By: _____
Art Bishop
Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Renee Buar
Executive Vice President

By: _____
Julianna Tillquist
General Counsel

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

General Contract Information

Contract No: 19-1002008 Amendment No.: 2
 Contract Class: Payable Department: Transit
 Vendor No.: 02556 Vendor Name: Overland Pacific & Cutler, LLC
 Description: 18-1001924 Epic Land Solutions, 19-1002007 Bender Rosenthal & 19-0002009 Paragon Partners Consultnats

Dollar Amount

Original Contract	\$ 1,375,000.00	Original Contingency	\$ -
Prior Amendments	\$ -	Prior Amendments	\$ -
Current Amendment	\$ 250,000.00	Current Amendment	\$ -
Total/Revised Contract Value	\$ 1,625,000.00	Total Contingency Value	\$ -
Total Dollar Authority (Contract Value and Contingency)		\$ 1,625,000.00	

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9203

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No No Budget Adjustment _____

Federal/Local _____ Professional Services (Non-A&E) _____

Accounts Payable

Estimated Start Date: 05/01/2019 Expiration Date: 05/01/2023 Revised Expiration Date: 06/30/2026

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

								Total Contract Funding:	Total Contingency:
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	6010	30	0315	0334	52001		Federal Land Sales	382,388.46	-
GL	6010	30	0315	0334	52001		Local Land Sales	95,597.12	-
GL	6010	30	0315	0334	52001		Federal Land Sales	717,611.54	-
GL	6010	30	0315	0334	52001		Local Land Sales	179,402.88	-
GL	2130	30	0315	0334	52001		FTA ARP Stimulus	250,000.00	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Joy Buenaflor

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: Contract 19-1002008 Amendment No. 2 Revised CSS (9203 : Amend On-Call Right-of-Way Transit and Rail Services Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 19-1002008
FOR
ON-CALL RIGHT-OF-WAY
(OVERLAND, PACIFIC & CUTLER, LLC)

This AMENDMENT No. 2 to Contract No 19-1002008 ("Contract") is made by and between San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3d Street, 2nd Floor, San Bernardino, California 92410-1715, and Overland, Pacific & Cutler, LLC ("CONSULTANT"), whose address is 2280 Market Street, Suite 340, Riverside, California 92501. SBCTA and CONSULTANT are each a "Party" and collectively "Parties."

RECITALS

- A. SBCTA, under Contract No 19-1002008, engaged CONSULTANT to provide certain services related to On-Call-Right-of-Way Services ("Contract"); and
- B. On April 22, 2022, the Parties amended the Contract (Amendment No. 1) to exercise SBCTA's option to extend the Contract for the first one-year option through May 1, 2023; and
- C. The Parties desire to amend the Contract to add additional funding in the amount of \$2,000,000.00 to this and the other identified On-Call Right-Of-Way Services contracts collectively, increasing the total amount to a not-to-exceed amount of Seven Million Five Hundred Thousand (7,500,000.00), and to extend the Contract period of performance through June 30, 2026, with two optional one-year extensions.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the Parties agree as follows.

1. ARTICLE 3. CONTRACT TERM is replaced in its entirety to read as follows:

“The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA's Procurement Analyst, and shall continue in full force and effect through June 30, 2026, until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

SBCTA at its sole discretion may extend the original term of the Contract for two (2) additional one-year option terms. The maximum term of this Contract, including the Option Terms, if exercised, will not extend beyond June 30, 2028.”

2. ARTICLE 4.16 COMPENSATION is deleted and replaced in its entirety to read as follows:

“The total amount payable by SBCTA for all Contract Task Orders resulting from the following Contracts--Epic Land Solutions, LLC (18-1001924), Bender, Rosenthal Inc. (19-1002007), Overland, Pacific & Cutler, LLC (19-1002008), and Paragon Partners Consultants, Inc. (19-1002009)--shall not exceed \$7,500,000. It is understood and agreed that there is no guarantee, either expressed or implied, that this dollar amount will be authorized under this Contract through Contract Task Orders.”

3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this Assignment and Amendment No. 2, all other provisions of the Contract, and Amendments thereto, shall remain in full force and effect and are incorporated herein by this reference.

5. This Amendment No. 2 is effective upon execution by SBCTA.

IN WITNESS WHEREOF, the Parties have duly executed this Assignment and Amendment No. 2 below.

OVERLAND, PACIFIC & CUTLER, LLC

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Brian Everett
Manager

By: _____
Art Bishop
Board President

Date: _____

Date: _____

By: _____
Mark LaBonte
Manager

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

Date: _____

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

Date: _____

General Contract Information

Contract No: 19-1002009 Amendment No.: 2
 Contract Class: Payable Department: Transit
 Vendor No.: 02624 Vendor Name: Paragon Partners Consultants
 Description: 18-1001924 Epic Land Solutions, 19-1002007 Bender Rosenthal & 19-0002008 Overland Pacific & Cutler

Dollar Amount

Original Contract	\$	1,375,000.00	Original Contingency	\$	-
Prior Amendments	\$	738,565.84	Prior Amendments	\$	-
Current Amendment	\$	1,000,000.00	Current Amendment	\$	-
Total/Revised Contract Value	\$	3,113,565.84	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	3,113,565.84

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9203

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No No Budget Adjustment _____

Federal/Local _____ Professional Services (Non-A&E) _____

Accounts Payable

Estimated Start Date: 05/01/2019 Expiration Date: 05/01/2023 Revised Expiration Date: 06/30/2026

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	6010	30	0315	0334	52001	42909014	Federal Land Sales	3,113,565.84	-
GL	6010	30	0315	0334	52001	42909015	Local Land Sales	1,684,370.04	-
GL	1040	30	0315	0360	52001	41200000	LTF - Rail	421,092.51	-
GL	2130	30	0315	0334	52001	42107027	FTA ARP Stimulus	8,103.29	-
GL								1,000,000.00	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Joy Buenaflor

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: Contract 19-1002009 Amendment No. 2 Revised CSS (9203 : Amend On-Call Right-of-Way Transit and Rail Services Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 19-1002009

FOR

ON-CALL RIGHT-OF-WAY

PARAGON PARTNERS CONSULTANTS, INC.

AMENDMENT No. 2 to Contract No.19-1002009 (“Contract”) is made by and between San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Paragon Partners Consultants, Inc. (“CONSULTANT”), whose address is 5660 Katella Ave., Suite 100 Cypress, California 90630, SBCTA and Consultant are each a "Party" and collectively "Parties".

RECITALS:

- A. SBCTA, under Contract No. 19-1002009, engaged CONSULTANT to provide certain services related to On-Call Right-of-Way services (“Contract”); and
- B. On April 27, 2022, the Parties amended the Contract (Assignment and Amendment No. 1) to assign the Contract to ASSIGNEE, pursuant to Article 40 of the Contract, and exercise SBCTA’s option to extend the Contract for the first one-year option through May 1, 2023; and
- C. The Parties desire to amend the Contract to add additional funding in the amount of \$2,000,000.00 to this and the other identified On-Call Right-Of-Way Services contracts collectively, increasing the total amount to a not-to-exceed amount of Seven Million Five Hundred Thousand (\$7,500,000.00), and to extend the Contract period of performance through June 30, 2026, with two optional one-year extensions.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, SBCTA and CONSULTANT agree as follows:

1. ARTICLE 3 CONTRACT TERM is deleted and replaced in its entirety to read as follows:
 - “3.1 The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst and shall continue in effect through June 30, 2026, or until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any work performed or cost incurred prior to issuance of the NTP.”
 - “3.2 SBCTA at its sole discretion may extend the original term of the Contract for two one-year options. The maximum term of this Contract, including the Option Terms, if exercised, will not exceed June 30, 2028.”

- 2. ARTICLE 4.16 COMPENSATOIN is deleted and replaced in its entirety to read as follows;

“The total amount payable by SBCTA for all Contract Task Orders resulting from the following Contracts--Epic Land Solutions, LLC (18-1001924), Bender, Rosenthal Inc. (19-1002007), Overland, Pacific & Cutler, LLC (19-1002008), and Paragon Partners Consultants, Inc. (19-1002009)--shall not exceed \$7,500,000. It is understood and agreed that there is no guarantee, either expressed or implied, that this dollar amount will be authorized under this Contract through Contract Task Orders.”
- 3. The Recitals set forth above are incorporated herein by this reference.
- 4. Except as amended by this Assignment and Amendment No. 2, all other provisions of the Contract, and Amendments thereto, shall remain in full force and effect and are incorporated herein by this reference.
- 5. This Assignment and Amendment No. 2 is effective upon execution by SBCTA.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 below.

**PARAGON PARTNERS
CONSULTANTS, INC.**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Neilia LaValle
Chief Executive Officer

By: _____
Art Bishop
Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Kevin Romito
Chief Financial Officer

By: _____
Julianna Tillquist
General Counsel

Date: _____

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

Minute Action

AGENDA ITEM: 19

Date: *January 4, 2023*

Subject:

Allocate Funding for Free Fare Activities for Fiscal Year 2022/2023

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Allocate funding for countywide free fare activities for Fiscal Year 2022/2023 in an amount not-to-exceed \$200,000 to be funded with \$150,000 in Local Transportation Funds in the Valley and \$50,000 in State Transit Assistance Funds in the Mountain/Desert areas.

Background:

In 2019, a multimodal working group was established between the San Bernardino County transportation operators and San Bernardino County Transportation Authority (SBCTA), to work collectively to help our riders receive cohesive and seamless service within the county as well as to help promote transit countywide. During Fiscal Year (FY) 2021/2022, the SBCTA Board of Directors approved a not-to-exceed amount of \$59,800 for Transit Equity Day (TED) to provide free fares within San Bernardino County. Table 1 shows the actual cost for this effort. Building off the success of our operator’s participation in TED, this item is to request an allocation for countywide free fare activities for FY 2022/2023 in an amount not-to-exceed \$200,000.

Table 1

Agencies	Actual Cost
Metrolink	\$13,940
Omnitrans	\$31,410
Victor Valley Transit Authority	\$4,395
Mountain Transit	\$635.50
Morongo Basin Transit Authority	\$1,037.75
City of Needles	\$137.60
Total	\$51,555.85

The funding amount of \$150,000 in Valley Local Transportation Funds (LTF) and \$50,000 in Mountain/Desert State Transit Assistance Funds (STA) was included in the approved SBCTA FY 2022/2023 budget with the intent of free fare activities. However, the budget did not clearly identify these funds and were instead labeled generically as Multimodal Activities.

At this time there are three free fare opportunities under consideration by the multimodal working group for this current fiscal year:

- Transit Equity Day - February 4, 2023
- Earth Day - April 22, 2023
- Countywide Try Transit Day – To Be Determined

The \$200,000 is anticipated to be sufficient to cover the cost of at least three free fare activities and any additional unexpected cost associated with these events. Additionally, marketing material will be created, through existing contracts, to promote these activities and will be provided to all agencies who are participating. Lastly, any remaining funds will be returned to fund balance and will be used for future projects for San Bernardino County.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 2

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022.

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 20

Date: *January 4, 2023*

Subject:

Approval of Agreement No. 23-1002928 and No. 23-1002929 for Metrolink's Corporate Partner Program

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

- A. Approve Agreement No. 23-1002928 with Southern California Regional Rail Authority (Metrolink) for SBCTA's participation in the Metrolink Corporate Partner Program;
- B. Approve Agreement No. 23-1002929 with Metrolink for SBCTA's IE Commuter rideshare program participation in the Metrolink Corporate Partner Program; and
- C. Approve an amendment to the Fiscal Year 2022/2023 budget to increase Task No. 0314 – Transit Operations in the amount of \$200,000 with Low Carbon Transit Operations Program funds to support SBCTA's IE Commuter rideshare program.

Background:

The Southern California Regional Rail Authority (Metrolink) Corporate Partner Program (CPP) provides employers the opportunity to streamline their qualified transportation fringe benefit programs for commuter rail tickets. Qualified transportation fringe benefit programs allow the purchase or reimbursement of transit passes or vanpool expenses pre-tax, up to the Internal Revenue Services (IRS) maximum amount of \$280 a month per employee. While San Bernardino County Transportation Authority (SBCTA) already has an active qualified transportation fringe benefit, the Alternative Transportation Incentive Program (ATIP) operates on a reimbursement basis. Employees purchase their transit passes each month, then complete and submit their ATIP form along with copies of their receipts for reimbursement by SBCTA, up to the maximum \$280 per month.

Recommendation A

Recommendation A requests the Board of Directors (Board) approval of Agreement No. 23-1002928 with Metrolink for SBCTA to participate in the CPP program, which will allow SBCTA to directly pay for the commuter rail passes, freeing staff of a financial burden and barrier to trying transit. An additional benefit to joining the CPP is the 25% discount SBCTA will receive on tickets purchased through the CPP for six months of the program. Typically, the discount is offered during the first six months, but Metrolink and SBCTA have discussed altering the start date to account for reduced fares planned on Arrow in early 2023, and for the SBCTA Rail Ridership Recovery Program further discussed below.

The tasks required to administer this program align with existing SBCTA functions and will be assigned to staff who currently coordinate commuter and rideshare programs for employees. Minimal staff time is expected, up to four hours per month, to market and access the CPP online portal to pre-purchase the rail passes, which are then delivered electronically to employees through the Metrolink mobile application. Should mobile tickets not be an option for an

Entity: San Bernardino County Transportation Authority

employee, Metrolink QuickCards will be offered for use at ticket kiosks. Following the end of each month, Metrolink will bill SBCTA for tickets purchased through the CPP portal. Fares available through the CPP include Round-Trip, 7-Day Pass, 5-Day Flex, 10-Day Flex and monthly passes. SBCTA's existing ATIP process will be slightly modified so that employees continue to warrant that they are participating and riding the train for work related commutes, and to track that the maximum fringe benefit amount of \$280 currently offered by SBCTA, and the maximum allowed by the IRS, is not exceeded.

SBCTA has several staff members who regularly take Metrolink and Arrow; based on the number of staff who use these services, an amount of \$81,000 will be internally assigned to the agreement for tracking purposes. This amount is consistent with the annual amount budgeted for the ATIP each year, based on a five year period. Staff will bring an item back to the Board should an increase beyond the Executive Director's authority be required.

Recommendations B and C

Recommendation B requests the Board's approval of a second CPP Agreement, No. 23-1002929, for SBCTA's IE Commuter rideshare program, a separate program from SBCTA's ATIP program identified in Recommendation A. At the April Board of Directors meeting, \$400,000 was allocated from the Low Carbon Transit Operations Program (LCTOP) to the San Bernardino County Rail Ridership Recovery Program. This program, currently under development, will be available to all residents of San Bernardino County and college students travelling from or to San Bernardino County. The Rail Ridership Recovery Program will be implemented in conjunction with the Riverside County Transportation Commission (RCTC) through the bi-county IE Commuter rideshare program. To implement this program, passes will be purchased by IE Commuter and distributed using the Metrolink CPP portal. A contract value of \$400,000 is being assigned to Agreement No. 23-1002929 for SBCTA's IE Commuter CPP. This amount is consistent with the LCTOP grant awarded to SBCTA. Recommendation C approves an amendment to the Fiscal Year 2022/2023 SBCTA Budget to increase Task No. 0314 – Transit Operations in the amount of \$200,000 with (LCTOP) funds to support SBCTA's IE Commuter rideshare program. At this time only \$200,000, of the \$400,000, is being budgeted to reflect expenditures that will occur in the remaining fiscal year.

The Rail Ridership Recovery Program will be offered while funds are available, which is expected to last approximately one year from launch date. The program is intended to introduce transit to new riders and to recoup past Metrolink riders who stopped riding during the Covid-19 pandemic, with the goal of converting future trip choices. This program will operate on a tiered system. Riders in the first tier will be encouraged to try the train by offering up to five (5) roundtrip passes, after which they will progress to the second tier and be offered a variety of roundtrip, flex or weekly passes, and then graduating to the final tier for, again, a variety of passes, including a monthly pass. The Rail Ridership Recovery Program will not just be dedicated to commuters travelling to work. It will also encourage the community to try the train for recreational and essential trips, and to reengage old riders.

Financial Impact:

This item is not consistent with the Fiscal Year 2022/2023 Budget. Recommendation C includes a budget increase to Task No. 0314 with Low Carbon Transit Operations Program funds.

Board of Directors Agenda Item
January 4, 2023
Page 3

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel and Risk Manager have reviewed this item and the draft agreements.

Responsible Staff:

Nicole Soto, Multimodal Mobility Programs Administrator

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

General Contract Information

Contract No: 23-1002928 Amendment No.: _____
 Contract Class: Payable Department: Transit
 Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority
 Description: Metrolink Corporate Partner Program - SBCTA
 List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	81,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	81,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	81,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9206

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No Administrative Budget Adjustment _____
 Local _____ Funding Agreement _____ N/A _____

Accounts Payable

Estimated Start Date: 02/01/2023 Expiration Date: 12/31/2039 Revised Expiration Date: _____
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:	
							\$	81,000.00	\$	-
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name			
GL	7110	80	0155	0982	54480		43009000		81,000.00	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-

Nicole Soto Project Manager (Print Name) Victor Lopez Task Manager (Print Name)

Additional Notes: _____

Attachment: CSS - 23-1002928 (9206 : Metrolink's Corporate Partner Program Agreements)

Corporate Partner Program (CPP) Agreement

This Metrolink Corporate Partner Program Agreement (“**Agreement**”) is entered into as of _____, _____ and is effective as of the date fully executed by both parties (“**Effective Date**”), between Southern California Regional Rail Authority (“**Metrolink**”), located at 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017 and San Bernardino County Transportation Authority (SBCTA) (“**Client**”) located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410.

I. RESPONSIBILITIES OF CLIENT AND METROLINK

- A.** This Agreement sets forth the rights and obligations of the parties with respect to Metrolink’s Corporate Partner Program (“**Program**”). It is Metrolink’s objective to provide a safe and convenient way for Client’s employees, tenants, and/or customer (collectively, “**Rider(s)**”) to reach their destinations.
- B.** Client will promote the Program and Metrolink will provide the necessary marketing materials (e.g., maps, timetables, etc. assist in the promotion and to enhance Riders’ awareness of Metrolink generally.
 - 1.** Once the number of Riders is determined by Client, Metrolink will provide two options for ticket distribution. Option A. Corporate Quick Cards (“**CQC**”) (a magnetic strip card) for Client at no charge to distribute to its Riders. Option B. Distribute Metrolink tickets via the Metrolink Mobile App (electronic tickets.)
 - 2.** The Client may subsidize the cost of the pass or ticket as it sees fit. However, Metrolink shall be reimbursed at the face value of the passes and tickets notwithstanding any such subsidy.
- C.** Client will have electronic access to a password-protected listing (Order Form) of its CQC’s/Mobile tickets and shall be so responsible for updating, adding, deleting, editing, reviewing activity, holding and making changes to its Cards/electronic tickets.

II. CLIENT’S PAYMENT TO METROLINK

- A.** Payments are made to Metrolink at the end of each sales cycle based on actual tickets retrieved, which begins on the 1st of every month, and ends on the last day of the month. Metrolink will send an invoice to the Client after the 1st of the following month with payment due Net 45 days.
- B.** Payment term is 45 days from the date of the invoice and can be made by Automated Clearing House (ACH), agency check or money order payable to Metrolink and sent to: P.O. Box 514039, Los Angeles, CA 90051-4039. Please include Metrolink’s invoice number with payment.
- C.** If payment is not received by 45 days from the date of invoice, interest will be charged at 1.5 percent per month on the total amount due, until the balance is paid in full.
- D.** Client’s account may be suspended if payment is not received by 45 days from the due date and canceled after 90 days past due. Canceled accounts will be sent to a collection agency.
- E.** Client is responsible for payment of the face value of all passes and tickets.

III. OTHER

- A.** Client will not assign any rights under this Agreement without prior written consent from Metrolink.
- B.** This Agreement may be amended by written mutual consent of the parties. Either party may terminate this Agreement by providing 30 days written notice.
- C.** Client will participate in Metrolink’s 25% discount promotion. Discount will be valid for six months and will begin on date designated by Metrolink and Client. Client will receive 25% off on each pass/ticket purchased during the designated six-month time period. Client is responsible for distributing saving to riders.

Attachment: 23-1002928 Metrolink CPP - SBCTA (9206 : Metrolink’s Corporate Partner Program Agreements)

- 1. Client is not an employee of Metrolink within the meaning of any Worker’s Compensation Law, or any law which would entitle Client to benefits arising out of any State or Federal Unemployment, or old age fund or similar law, or any right or privilege extended by Metrolink to its employees. Client’s authority is limited to the sale or distribution of passes and tickets.
- 2. New Corporate Partners are subject to a credit check.

IV. DISCOUNT PARTICIPATION

- A. When applicable, Client agrees to make the Metrolink 25% discount available to all employees who wish to participate in the program.
- B. When applicable, Client agrees to communicate the Metrolink 25% discount in the following ways:
 - Office signage (i.e. poster, flyer)
 - Meeting
 - Email Communication
 - Human Resources
 - Orientation Kits
 - Employee Transportation Coordinator (ETC)
- C. When applicable, Client agrees to distribute an anonymous survey provided by Metrolink to all employees who participate in the Metrolink 25% discount program to comply with federal requirements (Title VI).

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the Effective Date.

Name of Signee (Client): Art Bishop Metrolink Signee: _____
Title: Board President Title: _____
Signature: _____ Signature: _____
Date: _____ Effective Date: _____

Attachment: 23-1002928 Metrolink CPP - SBCTA (9206 : Metrolink's Corporate Partner Program Agreements)

General Contract Information

Contract No: 23-1002929 Amendment No.: _____
 Contract Class: Payable Department: Transit
 Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority
 Description: Metrolink Corporate Partner Program - IE Commuter
 List Any Related Contract Nos.: _____ 20-1002371

Dollar Amount

Original Contract	\$ 400,000.00	Original Contingency	\$ -
Prior Amendments	\$ -	Prior Amendments	\$ -
Prior Contingency Released	\$ -	Prior Contingency Released (-)	\$ -
Current Amendment	\$ -	Current Amendment	\$ -
Total/Revised Contract Value	\$ 400,000.00	Total Contingency Value	\$ -
Total Dollar Authority (Contract Value and Contingency)		\$ 400,000.00	

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9206

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No Board Approved Budget Adjustment _____
 State _____ Funding Agreement _____ N/A _____

Accounts Payable

Estimated Start Date: 02/01/2023 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:	
							\$	400,000.00	\$	-
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name			
GL	2545	30	0314	0320	54620		42204510	400,000.00		-
GL							LCTOP			-
GL										-
GL										-
GL										-
GL										-
GL										-
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GL										-
GL										-
GL										-
GL										-
GL										-
GL										-

Nicole Soto
Project Manager (Print Name)

Victor Lopez
Task Manager (Print Name)

Additional Notes: _____

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Attachment: 23-1002929 Metrolink CPP - IE Commuter (9206 : Metrolink’s Corporate Partner Program Agreements)

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 - Employee Transportation Coordinator (ETC)
- C. When applicable, Client agrees to distribute an anonymous survey provided by Metrolink to all employees who participate in the Metrolink 25% discount program to comply with federal requirements (Title VI).

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the Effective Date.

Name of Signee (Client): _Art Bishop_ Metrolink Signee: _____
Title: Board President Title: _____
Signature: _____ Signature: _____
Date: _____ Effective Date: _____

Attachment: 23-1002929 Metrolink CPP - IE Commuter (9206 : Metrolink's Corporate Partner Program Agreements)

Minute Action

AGENDA ITEM: 21

Date: *January 4, 2023*

Subject:

Release of Request for Proposals No. 23-1002920 for On-Call Railroad Property Maintenance of Way Services

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Authorize the Executive Director, or his designee, to release Request for Proposals No. 23-1002920 for Railroad Property Maintenance of Way Services, upon finalization of the scope of services subject to approval as to form by General Counsel.

Background:

The San Bernardino County Transportation Authority (SBCTA) owns approximately 60 miles of railroad right-of-way. Many portions of the railroad right-of-way are maintained by others, such as Metrolink, for the sections which fall within the active railway operational envelope, or by local jurisdictions. The inactive railroad right-of-way are maintained and operated as bike and pedestrian trails under various grant of use agreements. Through the On-Call Railroad Property Maintenance of Way services contract, SBCTA directly maintains the property which is not within Metrolink’s operational right-of-way or is not otherwise maintained by others pursuant to a grant of use agreement. The Maintenance of Way services address vegetation and tree control, graffiti, signage, grading, drainage, erosion, removal of debris and trespasser encampments located on SBCTA property.

The existing maintenance of way service agreement expires June 30, 2023, and staff recommends that the Board authorize the Executive Director, or his designee, to release a Request for Proposals for a new Maintenance of Way service agreement for services commencing July 1, 2023. The new procurement is estimated to be approximately \$5,000,000 for a five-year contract term.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Ryan Aschenbrenner, Right of Way Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 22

Date: *January 4, 2023*

Subject:

Release Invitation for Bids 23-1002922 for the Arrow Maintenance Facility Hydrogen Fuel Upgrade: Facility Retrofit and ZEMU Project Update

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

- A. Authorize the Executive Director, or his designee, to release Invitation for Bids No. 23-1002922 for construction of the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project: Facility Retrofit, upon approval of the Plans, Specifications, and Estimates by the City of San Bernardino and County of San Bernardino Fire District, and subject to final approval as to form by General Counsel.
- B. Approve increasing the Zero Emission Multiple Unit Project budget by \$15.722 million, bringing the total project budget to \$53.214 million, and update the funding plan approved by the 2021 Update to the 10-Year Delivery Plan as shown under Table 1.
- C. Authorize staff to submit an application for additional Transit and Intercity Rail Capital Program (TIRCP) funds, and authorize the Executive Director, or his designee, to execute a funding agreement should SBCTA be successful in securing the TIRCP funds.

Background:

The San Bernardino County Transportation Authority (SBCTA) in partnership with the Southern California Regional Rail Authority (SCRRA) expanded the public transit network in the San Bernardino Valley with the operation of the Redlands Passenger Rail, or Arrow, starting on October 24, 2022. One of SBCTA's initiatives is to reduce greenhouse gas (GHG) emissions and improve air quality. The diesel multiple units (DMUs) purchased for the Arrow Service are powered via a Tier 4 diesel engine "generator" providing power to electric motors at the wheels. SBCTA recognized an opportunity to convert the power generator to an alternative propulsion technology in an effort to produce a low or zero emission multiple unit (ZEMU) that could run on the existing heavy rail infrastructure, thus reducing air quality impacts while furthering the use of our existing rail infrastructure. In April 2018, the California State Transportation Agency (CalSTA) awarded SBCTA \$30 million in Transit and Intercity Rail Capital Program (TIRCP) funds to research and develop a ZEMU rail vehicle and construct the infrastructure to fuel and maintain the ZEMU.

On May 5, 2021, the SBCTA Board of Directors (Board) received a project update regarding the hybrid battery hydrogen-fuel cell ZEMU development, the hydrogen fueling and Arrow Maintenance Facility (AMF) modifications, the Federal Railroad Administration (FRA) coordination, and the circulation for public comment of the proposed AMF Hydrogen Fuel Upgrade Project (Project) focused Environmental Impact Report (EIR). A public hearing was held at the June 2, 2021 Board meeting, at which the public was provided an opportunity to provide comments on the Draft EIR to the Board and SBCTA staff. During this public circulation period, SBCTA received zero (0) comment letters on the Draft EIR from public and agency stakeholders, and as a result, no changes were required to the Draft EIR. The Draft EIR by default became the Final EIR (FEIR). On September 1, 2021, the Board adopted Resolution

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

No. 22-005, which contained the findings required by the California Environmental Quality Act (CEQA) in order to certify the FEIR and approve the project under California law. The FEIR evaluated the significant or potentially significant environmental impacts associated with the project and addresses appropriate and feasible mitigation measures and alternatives that would mitigate or eliminate those impacts. The FEIR identified no significant and unavoidable environmental impacts as a result of the project.

Recommendation A:

The Final Plans, Specifications, and Estimates (PS&E) approvals by the City of San Bernardino (City), where the AMF is located, and the review by the San Bernardino County Fire District (County Fire) are anticipated by January 2023. The IFB has been prepared based on the PS&E package, and staff is recommending that the Board authorize the Executive Director, or his designee, to release the IFB upon approval of the PS&E by the City and County Fire, subject to final approval as to form by General Counsel. The Project can then be advertised for construction with an anticipated award of a construction contract to be brought directly to the Board for approval in May 2023.

Recommendations B and C:

In December 2021, the SBCTA Board approved the 2021 Update to the 10-Year Delivery Plan, and the budget included for the DMU to ZEMU Project was estimated at \$37.492 million. The estimated cost for the project has now increased to \$53.214 million based on the Engineer's construction cost estimate, estimated hydrogen fueling system, and all other supporting costs. It should be noted that this is the capital cost estimate, and does not include the operation and maintenance cost of the ZEMU vehicle. Staff is recommending increasing the overall capital Project budget by \$15.722 million to reflect the latest cost estimate.

Staff is also requesting authority to seek an additional \$15.722 million of Assembly Bill 180 General Fund Augmentation Program funds made available under TIRCP for projects with existing awards to cover the estimated unfunded project costs, and that the Board grant authority to the Executive Director, or his designee, to execute the agreement with the State should SBCTA receive the grant award. If the TIRCP grant application is not successful, staff will return with an alternate funding plan prior to the contract award.

Table 1: Project Budget as of November 2022

Project Component	Previous Budget	Current Budget	Variance
Project Mgmt, Interagency Coordination, & Outreach	8,090,014	10,459,064	2,369,050
Vehicle Design and Procurement	24,792,261	24,185,261	(607,000)
Other Vehicle Related Cost	-	514,740	514,740
Infrastructure (Facility Retrofit & H2 Fueling Station)	4,609,000	15,741,998	11,132,998
Project Contingency (unallocated)	725	2,312,944	2,312,219
Total	\$ 37,492,000	\$ 53,214,007	\$ 15,722,007

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 3

Reviewed By:

This item has been reviewed and unanimously recommended for approval by the Transit Committee on December 15, 2022. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item.

Responsible Staff:

Joy Buenafior, Project Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 23

Date: January 4, 2023

Subject:

Report on Regional Equity Study

Recommendation:

Receive a report on the results of the Regional Equity Study for San Bernardino County.

Background:

The Equity Ad Hoc Committee worked with staff from October 2020 through October 2021, and provided direction on the San Bernardino County Transportation Authority/San Bernardino Council of Governments (SBCTA/SBCOG) approach regarding equity in the region. On May 5, 2021, the Board of Directors (Board) authorized staff to move forward and complete a Regional Equity Study, and on October 6, 2021, the Board approved Contract No. 22-1002691 with the University of California Riverside (UCR) for \$200,000 to complete the Regional Equity Study.

The SBCOG Board commissioned a region-wide study as the starting point for determining communities within jurisdictions that are affected by inequities. By drilling down to the community level and identifying disadvantaged communities demographically, geospatially, and by varying types of investments, SBCOG staff was able to better understand challenges faced by specific disadvantaged communities. This information will help 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 on equity.

The intent of this analysis was to identify barriers to equity within the built environment faced by disadvantaged communities, from both a county-wide as well as at the sub-regional level. To do this, UCR staff used a modification of the existing state recommended Senate Bill (SB) 1000. Three methodology options were utilized to identify tracts which met certain criteria. Method 1 focused on the environmental burden in San Bernardino County; Method 2 focused on household income level combined with an environmental burden/environmental justice aspect; and Method 3 looked into various aspects in further detail, combining regression analysis and spatial analysis.

In San Bernardino County by tract level, the analysis looked at economic mobility, commuting time to work, life expectancy, warehouse proximity, health factors, food desert analysis, and residential demographics, among others. Based on this approach, staff isolated disadvantaged communities in San Bernardino County individually by method, and also through combined approaches.

The analysis is now complete, and the final draft report is included as an attachment to this item.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Board present at the Board of Directors Metro Valley Study Session on December 15, 2022 and the Mountain/Desert Policy Committee on December 16, 2022.

Entity: San Bernardino Council of Governments

Board of Directors Agenda Item
January 4, 2023
Page 2

Responsible Staff:

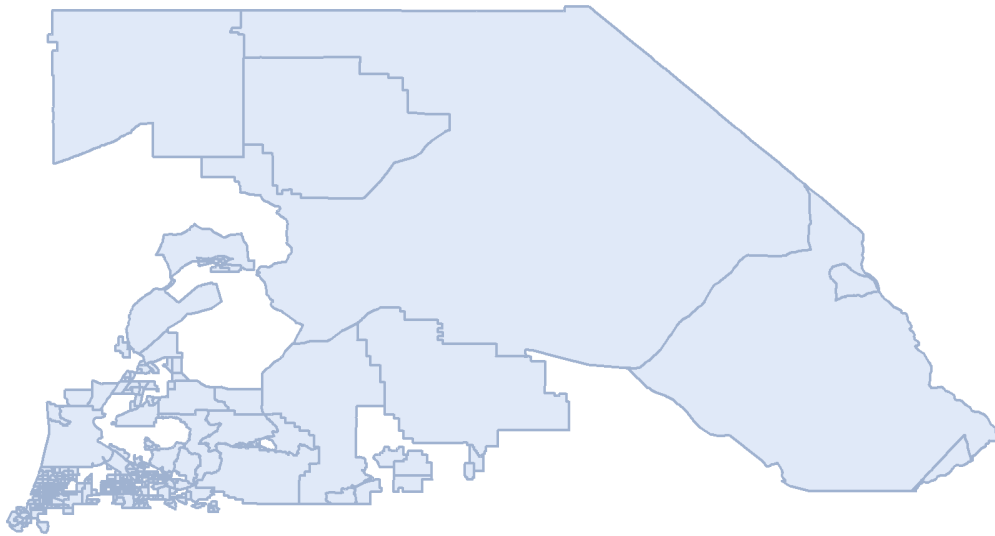
Monique Reza-Arellano, Council of Governments and Equity Programs Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino Council of Governments (SBCOG)

Regional Equity Study



San Bernardino County Census Tracts

Analysis Prepared by the Center for Social Innovation at
the University of California, Riverside

Table of Contents

Executive Summary	1
Introduction	3
Background & Study Rationale	3
Study Context	4
Methodology	5
Figure 1: SB1000 Methods 1, 2, & 3	7
Method 1	7
Figure 2. CalEnviroScreen 4.0 Calculation	8
Figure 3. Geographic breakdown of San Bernardino County by Method 1 flags and regional areas of interest	9
Method 2	10
Figure 4. Median household income level below 80%	11
Figure 5. Method 2 Median household income level below 80% and PM2.5 above 75%	12
Figure 6. Method 2 Median household income level below 80% and Diesel above 75%	13
Occupation	13
Figure 7. Percentage breakdown by occupation, 2020	14
Education percentile	14
Figure 8. AMI below 80% and Educational attainment percentile - over 25 and less than a high school diploma	15
Linguistic isolation	15
Figure 9. AMI below 80% and Linguistic Isolation	16
Method 1 & 2 - Intersect	16
Figure 10. Areas where flags for methods 1 & 2 intersect	17
Figure 11. Areas flagged in the southwest corner of the county	17
Table 1. Land uses associated with the tracts that were an overlap of Methods 1 and 2 cuts	18
Method 3	19
Regression analysis	19
Method 3: Housing Cost Burden	20
Figure 12. SCAG Prioritized Equity Populations and Areas approach	20
Figure 13. Regression analysis	22
Figure 14. Correlation Heatmap Analysis	24
Figure 15. Hierarchical Correlation Plot	25
Figure 16. Tracts with greater than 50% of households with housing cost burden	26

Method 3: Proximity to food deserts	26
Figure 17. Low-income more than 1 mile from a supermarket	28
Figure 18. Low-income greater than 10 miles from a supermarket	28
Figure 19. Low-income greater than 20 miles from a supermarket	29
Figure 20. Percentage of housing units without a vehicle and greater than 1 mile from a supermarket	30
Figure 21. Percentage of housing units without a vehicle and greater than 10 miles from a supermarket	31
Figure 22. Percentage of housing units without a vehicle and greater than 20 miles from a supermarket	31
Figure 23. Percentage of housing units receiving SNAP benefits, greater than 1 mile from a supermarket	33
Figure 24. Percentage of housing units receiving SNAP benefits, greater than 10 miles from a supermarket	34
Figure 25. Percentage of housing units receiving SNAP benefits, greater than 20 miles from a supermarket	35
Figure 26. Population count by tract	36
Figure 27. Access to supermarkets within a 0.5, 1, 10, and 20 mile radius, by race	37
Method 3: Life expectancy	37
Figure 28. Dendrogram Correlation Plot of health variables	38
Figure 29. Hierarchical correlation plot of health variables	38
Figure 30. Health care by coverage source	40
Figure 31. Percent private health insurance alone or in combination, 2020	41
Figure 32. Areas with 74.5 years or greater life expectancy	42
Method 3: Childhood poverty	42
Figure 33. Poverty Rate by Age	43
Figure 34. Percent under 18 years below poverty level, 2012	44
Figure 35. Percent under 18 years below poverty level, 2020	45
Figure 36. Percent change in poverty for those under 18 years of age, 2012 & 2020	46
Method 3: Childhood Poverty and Income Mobility	46
Figure 37. Correlation between upward mobility and measures of social capital	47
Figure 38. Associations between upward mobility, income connectedness, and median household income by Zip code	48
Figure 39. Association between upward income mobility and economic connectedness by selected counties	49
Figure 40. Upward mobility by Zip code overlaid with Method 1	50
Method 3: Relationship to extreme heat	50
Figure 41. Hours lost per climate exposed worker per year, 1 degree	51
Figure 42. Hours lost per climate exposed worker per year, 5 degrees	52
Method 3: Travel time to work & mode of commute to work	52
Figure 43. Mean travel time to work	53

Figure 44. Travel to time to work by mode, comparison by other Southern California regions	54
Figure 45. Mean travel time to work, 2010	55
Figure 46. Mean travel time to work, 2020	56
Figure 47. Commuting time percent change, 2010 & 2020	57
Method 3: Type of Internet Access	57
Figure 48. Percent of total households with an internet subscription, 2020	58
Figure 49. Percentage of households with broadband, 2020	58
Method 3: Spatial analysis	59
Method 3: Access to parks	60
Figure 50. 30-minute walk-shed along an existing sidewalk route or 15 minute drive-shed at 35mph	60
Method 3: Public Transportation	60
Figure 51. Bus stops	61
Method 3: Residential land use designations in proximity to industrial and industrial-adjacent land use designations, within a 15 minute walk (along a sidewalk) of a bus stop	62
Table 2. Residential and industrial land use and industrial land use-adjacent designations, within 15 minutes of a bus stop along a sidewalk	62
Figure 52. Any type of designated residential land use that is within a 250 foot buffer of any type of designated industrial, manufacturing, or warehouse land use.	64
Figure 53. Residential land use designations that fell within a 15-minute walking distance of a bus stop as well as within close proximity to industrial designated land uses, overlaid with CES 4.0 poverty rates	65
Method 3: Residential land use designated areas in proximity to freight truck routes	65
Figure 54. Residential land use designation within proximity of a truck freight route	66
Method 3: Freight truck volumes, locations	67
Figure 55. Freight truck volume monitoring locations	67
Table 3. Monitoring locations with greater than 50% of its annual average daily truck traffic attributed to 5 axle trucks	68
Figure 56. CES 4.0 top 25% scores, and percentage of diesel particulate matter	69
Method 3: Proximity to warehouses and warehouse-adjacent zoning assessed designations	70
Figure 57. Schools in proximity to warehouses, warehouse distribution centers, and warehouse-adjacent zoning assessed designations	70
Figure 58. LIHTC residential areas in proximity to warehouses, warehouse distribution centers, and warehouse-adjacent zoning assessed designations	71
Method 3: Access to alternative fueling stations	71
Figure 59. Public alternative fuel stations, overlaid by Method 1 (CES 4.0 top 25%)	73
Discussion & Suggested Next Steps	73
Summary discussion	73
Figure 60. San Bernardino County tracts with Method 1 and 2 Flag	74
Regional profiles	77

Figure 61. San Bernardino County sub-regions of focus	77
Table 4. Analyzing Characteristics in East Valley, West Valley, High Desert, and Morongo Basin	79
Table 5. Analyzing Estimated Total Population Group by Race and Education in East Valley, West Valley, High Desert, and Morongo Basin (ACS 2020 5-year estimate)	80
Figure 62. Estimated percent of population by educational attainment	81
Figure 63. Estimate total percentage of population by race	82
Method 1, 2, and 3: Housing	82
Figure 64. Tracts flagged by Method 1, 2, & 3: housing cost burden	83
Table 6. Method 1, 2, and 3 (Housing Burden Cost) Tract Areas for Four Regions	83
Method 1, 2, and 3: Child poverty	84
Figure 65. Tracts flagged by Method 1, 2, & 3: child poverty	85
Table 7. Method 1, 2, and 3 (Child Poverty) Tract Areas for Four Regions	85
Method 1, 2, and 3: Linguistic isolation	86
Figure 66. Tracts flagged by Method 1, 2, & 3: linguistic isolation	87
Table 8. Method 1, 2, and 3 (Linguistic Isolation) Tract Areas for Four Regions	87
Method 1, 2, and 3: Travel to work	88
Figure 67. Tracts flagged by Method 1, 2, & 3: travel time to work (> 30 minutes)	89
Table 9. Method 1, 2, and 3 (Mean Travel Time to Work) Tract Areas for Four Regions	89
Method 1,2, and 3: Asthma	90
Figure 68. Tracts flagged by Method 1, 2, & 3: asthma rate > 75%	90
Table 10. Method 1, 2, and 3 (Asthma) Tract Areas for Four Regions	91
Method 1, 2, and 3: Educational attainment	91
Figure 69. Tracts flagged by Method 1, 2, & 3: educational attainment (>20% with less than a high school diploma)	92
Table 11. Method 1, 2, and 3 (Low Education Attainment) Tract Areas for Four Regions	92
Method 1, 2, & 3: all six indicators combined	94
Table 12. Method 1, 2, and 3 Disadvantaged Tract Areas	94
Figure 70. Tracts flagged by Method 1, 2, & 3	95
Next Steps & Future Research	95
Appendix A: dataset sources and notes	97
Appendix B: Codebook	99
CalEnviroScreen 4.0	99
2020 ACS 5-year estimate	100
Food Access Research Atlas Data 2019	100



Executive Summary

Mapping is essential for understanding equity — the ways in which it manifests, and how it informs the way individuals and communities experience the world. The maps presented in the report show us the current landscape, with context provided by what happened in the past, using data that will ultimately inform and guide decisions for the future.

The San Bernardino Council of Governments (SBCOG), commissioned a region-wide study as the starting point for determining communities within jurisdictions that are affected by inequities. By drilling down to the Census tract level and identifying disadvantaged communities demographically, geospatially, and via varying types of investments, SBCOG can better understand challenges faced by specific disadvantaged communities. The intent is for this information to help SBCOG and its related policymakers to have a clearer understanding of existing conditions and what available data indicates, toward recommendations and options to address various challenges.

The intent of this analysis is to identify barriers to equity within the built environment faced by disadvantaged communities, from both a county-wide as well as at the sub-regional level. To do this, we used a modification of the SB1000 three-method cut to identify tracts which met certain criteria. Method 1 focuses on the environmental burden in San Bernardino County, Method 2 focuses on household income level combined with an environmental burden/environmental justice aspect, and Method 3 looks into various aspects in detail, combining regression analysis and spatial analysis. In San Bernardino County by tract level, we study economic mobility, commuting time to work, life expectancy, warehouse proximity, health factors, food desert proximity, and residential demographics, among others. Based on this approach, we isolate disadvantaged communities in San Bernardino County for individually by method, and also via combined approaches (i.e., Method 1 & 2, and then Method 1, 2 & 3)

Regression analysis provides six key indicators: household income, life expectancy, California environmental score, asthma rate, poverty rate, linguistic isolation, and education attainment related to the housing burden. Childhood poverty and income mobility show the univariate correlation across zip code areas in San Bernardino between upward income mobility and measures of social capital constructed. Economic connectedness is strongly positively correlated with income mobility, and the correlation is 0.66. In addition, we used spatial analysis and explored several possibilities regarding the residential environment, network access, catchment areas, and proximity based on land use designations.

We hope that the maps and data included in this report can efficiently and effectively inform SBCOG and aid in important decision making, ultimately leading to a more equitable landscape for communities in our region. While there are limitations to this data and the data that is currently available, we believe these maps help to lay out an important starting point which will help guide discussions on policy interventions. As more data is collected and mapping



technology becomes more sophisticated, mapping equity in the region will become increasingly salient. Future research should build on and continue this important endeavor for our region. As San Bernardino County continues to grow and become increasingly diverse, these mapping tools will become more important and a central tool for decision makers in the region.

Introduction

Background & Study Rationale

The idea of “disadvantage” has multiple dimensions. On the one hand, it is often thought of as a lack of access to things like capital and opportunities that more prosperous and successful groups have. But it can also be extended to mean things like undue burden, who bears the brunt of negative externalities of certain policy decisions, and the impacts of a broader social, historical, and structural context, among others.

Within the environmental and environmental justice literature, the focus tends to be on disproportionate burdens and exposure to harmful environmental conditions, or environmentally-related (and by extension health-related) byproducts of policy and often specifically economic decisions. On the other hand, much of the socio-economic status approach examines aspects such as education, poverty, unemployment, access to “good jobs”, upward mobility, food access and security, and access to other basic services.

Municipalities, similarly, have identified varying definitions of what constitutes “disadvantage”, ranging from specifically looking at it through an environmental justice lens, to more of a focus on economic opportunity, though more often than not the language generically referred to identifying disadvantage without defining it.

Within the context of this project, UCR was tasked with embarking on a region-wide study of San Bernardino County to identify communities (identified at the tract level) affected by inequities. The intent was to better understand the specific challenges faced by varying communities, including variations in disadvantage (if any), and help inform SBCOG and other regional policymakers about the current status of various challenges. In order for all San Bernardino County residents to have the opportunity to achieve their full potential and for all San Bernardino County communities to thrive and prosper, it is critical to address imbalances and disparities. In general, disadvantaged communities refers to areas that suffer most from a combination of health, environmental, and economic burdens, which can manifest themselves as high poverty rates, high unemployment rates, and high incidences of asthma and heart disease. As California’s Environmental Protection Agency has created an analytical tool, CalEnviroScreen, to help identify disadvantaged communities at the tract level, this was largely used to form the baseline cuts of the available data.

Study Context

As part of the discovery phase of this project, UCR explored several different approaches to start to identify specific variables of interest in identifying disadvantaged communities, and understanding the characteristics of the disadvantage.

Outside of the typical variables associated with disadvantage - e.g., poverty, unemployment, household income, low educational attainment, among others - we wanted to get a more nuanced understanding of the existing barriers - structural, historical, physical - that communities faced. As part of this analysis, we identified several variables to include in addition to the CalEnviroScreen 4.0 dataset used as the baseline initial cutoff for the SB1000 methods (explained in more detail below):

- *Childhood poverty*: related to intergenerational mobility, and overall mobility; studies have shown that it is increasingly difficult to escape poverty at all stages of life, but particularly when a child grows up in poverty.¹ Research by Chetty et al. (2014) has shown that the ability of children to do better than their parents/prior generations has declined over the past few decades in the US.² Additionally, recent research by Chetty et al. (2022) has found that one way to increase childhood mobility is to attend schools where there is a mix of incomes.³ While the ability to analyze school enrollment location choice is beyond the scope of this project, we felt it was important to highlight the potential impact of external socio-economic forces on childhood circumstances into adulthood outcomes.
- *Food access*: related to housing cost burden; impact of unemployment, income, basic needs expenses. Kirkpatrick and Tarasuk (2011) highlight the impact of housing costs on food costs, as they find that families tend to view housing costs as set, whereas food costs are viewed as more variable⁴
- *Proximity to industrial land uses*: Environmental justice-oriented research has highlighted the impact of proximity of industrial land uses to residential areas.⁵
- *Proximity to high throughput roads*: public health research has found that proximity to high throughput roads has increased likelihood of adverse health outcomes⁶
- *Housing cost burden, availability of a range of housing stock options*: emphasis on single family homes can create undue housing cost burden for low-income families or those who have smaller household sizes; HUD typically defines housing as costing no more than 30% of income, but the tight housing market in California generally, and Southern California in particular, has created a situation where the lowest earners end up spending a disproportionate amount of their income on housing, leaving less money for other necessities such as food and transportation. Research has highlighted the impact

¹ https://www.jstor.org/stable/2657556#metadata_info_tab_contents

² <https://academic.oup.com/qje/article/129/4/1553/1853754>

³ <https://www.nature.com/articles/s41586-022-04996-4>

⁴ <https://link.springer.com/article/10.1007/s11524-010-9535-4>

⁵ <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2011.300183>

⁶ <https://ehp.niehs.nih.gov/doi/pdf/10.1289/ehp.6566>

of housing on physical and mental health,⁷ indicating the policy has a major role to play in addressing housing burden toward improving overall health and well-being⁸

- *Social determinants of health factors*: there is increasing and mounting evidence that both social and environmental factors impact overall health and well-being.⁹ This can take a variety of forms, but in the context of this study, we chose to include it as a way to acknowledge that there are more impacts due to disadvantages than the typical set of physical and mental health variables.

Methodology

We took several things into consideration when exploring the different ways that we could both identify disadvantaged communities, but also create a dataset that would be usable for policymakers.

First, we used the SB1000 approach as a baseline (see Figure 1), but due to the desire to broaden the scope beyond the specific environmental focus of SB1000, opted to utilize the Method 1 and 2 cuts, and then create a series of Method 3 cuts to create different outcome datasets and visualizations. Part of the motivation was that by creating one single dataset, which would effectively end up acting like an index measure, we felt that we would inevitably lose a fair amount of nuance. Index measures are very helpful in taking a lot of information and packaging it all in a way that helps the reader quickly understand what the main takeaway is, but the sacrifice is that certain variables end up getting less attention than they may otherwise get by creating several variable cuts.

A note: while we viewed the SB1000 method cuts as a cumulative approach, we also felt that it was important to create the cuts as standalone datasets. Meaning, we wanted to make sure that we were able to capture dynamics that appeared outside of the tracts selected through the Method 1, and then Method 2 process. For instance, because the Method 1 cut is purely based on California Environmental score and Method 2 cut is based on an income threshold plus an environmental threshold cut (PM2.5 and diesel¹⁰), there are likely areas that are not flagged by the Method 1 cut that may have a high percentage of linguistic isolation, and it is also possible that there are areas not captured by a Method 1 cut that have a high housing cost burden. Because the policymakers that are the intended audience of this dataset may not all cover areas flagged by either a Method 1, Method 2, or cumulative Method 1 & 2 cut, we wanted to make sure that they would still be able to understand what the data says about the geographic areas they represent. Additionally, because the Method 3 cut included built environment/spatial

⁷ <https://www.annualreviews.org/doi/pdf/10.1146/annurev.publhealth.25.101802.123036>

⁸ <https://www.sciencedirect.com/science/article/pii/S0140673608616906>

⁹ <https://journals.sagepub.com/doi/abs/10.1177/002214650404500303> & <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2014.302200>

¹⁰ Note that SB1000 doesn't require the environmental indicators used to be specifically PM2.3 and diesel these were selected as representative for this particular analysis, but other environmental factors are equally useful and appropriate for this type of analysis.



aspects, we wanted to make sure that the data was also not limited to the areas identified through the Method 1, Method 2, and Methods 1 & 2 cuts, particularly because while some spatial aspects do align with socio-economic trends and also environmental aspects, due to the way aspects such as physical infrastructure are implemented they may not exactly correlate the same way (e.g., an area may have had sidewalks for many years, prior to neighborhood and land use change).

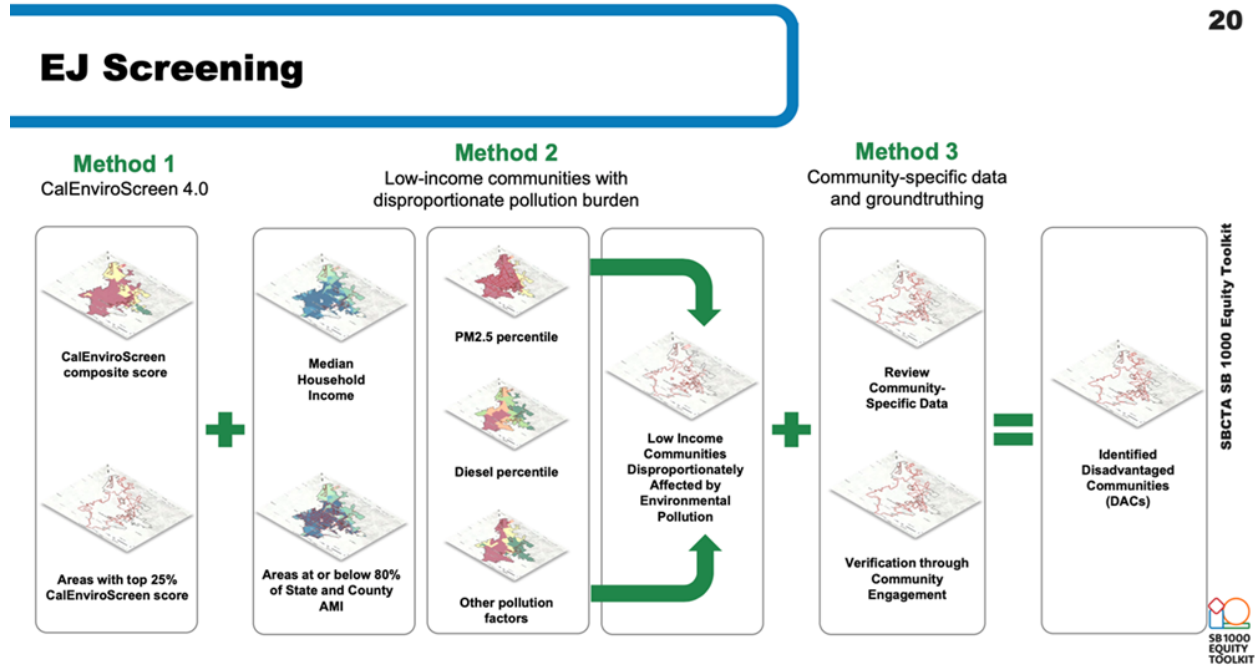
In addition, we use regression analysis and build a correlation matrix in Method 3 to better understand indicators' performance. The dendrogram (tree-like structure) links the correlation between variables, such as housing cost burden, food deserts, linguistic isolation, child poverty, low education, life expectancy, health issues, and commuting to work, and clusters high correlation variables. We have an overview of how these variables impact at the tract level in San Bernardino. However, an equity analysis has multiple aspects and is very complicated, particularly when addressing the spatial component, making it difficult to create an accurate cut that could be used as a "standard" Method 3. Based on the regression analysis, we select six indicators, such as poverty, education, commuting time to work, asthma, and life expectancy variables which have more impact on housing burden cost and health factors. In particular, the regression analysis was done on housing cost burden as housing cost is an increasing issue in the area, is a physical investment by the region, but is also related to non-physical aspects like impact on amount of income left for non-housing expenditures.

Another issue that came up was that many environmental disparities end up manifesting themselves into health disparities, but that health disparities are often narrowly defined into typical physical outcomes. We wanted to broaden the scope along the lines of the social determinants of health literature, which expands the typical definition of health outcomes to include the influence of forces such as economic, social, and physical surroundings.

We chose to adopt a modification of the SB1000 Equity Toolkit approach, in that we utilize the standard Method 1 (see image below) and Method 2 approach, and then employed a regression analysis of several variables, including some variables taken from SCAG's PEPA approach.

Final note: as this is a data project, CSI created all figures used in this report using publicly available datasets, except where specifically indicated.

Figure 1: SB1000 Methods 1, 2, & 3

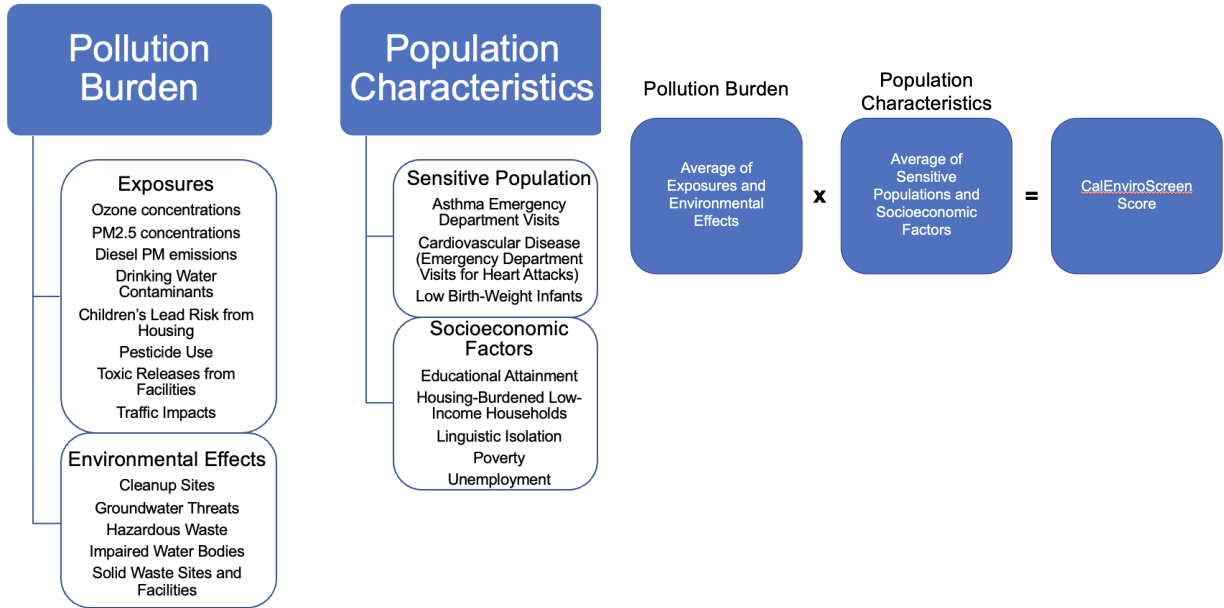


Source: SCAG presentation, SB1000 equity toolkit

Method 1

The Method 1 cut utilized the CalEnviroScreen 4.0 dataset, and isolated tracts with the top 25% score. Method 1 identified 131 tracts (34.5% of total).

Figure 2. CalEnviroScreen 4.0 Calculation

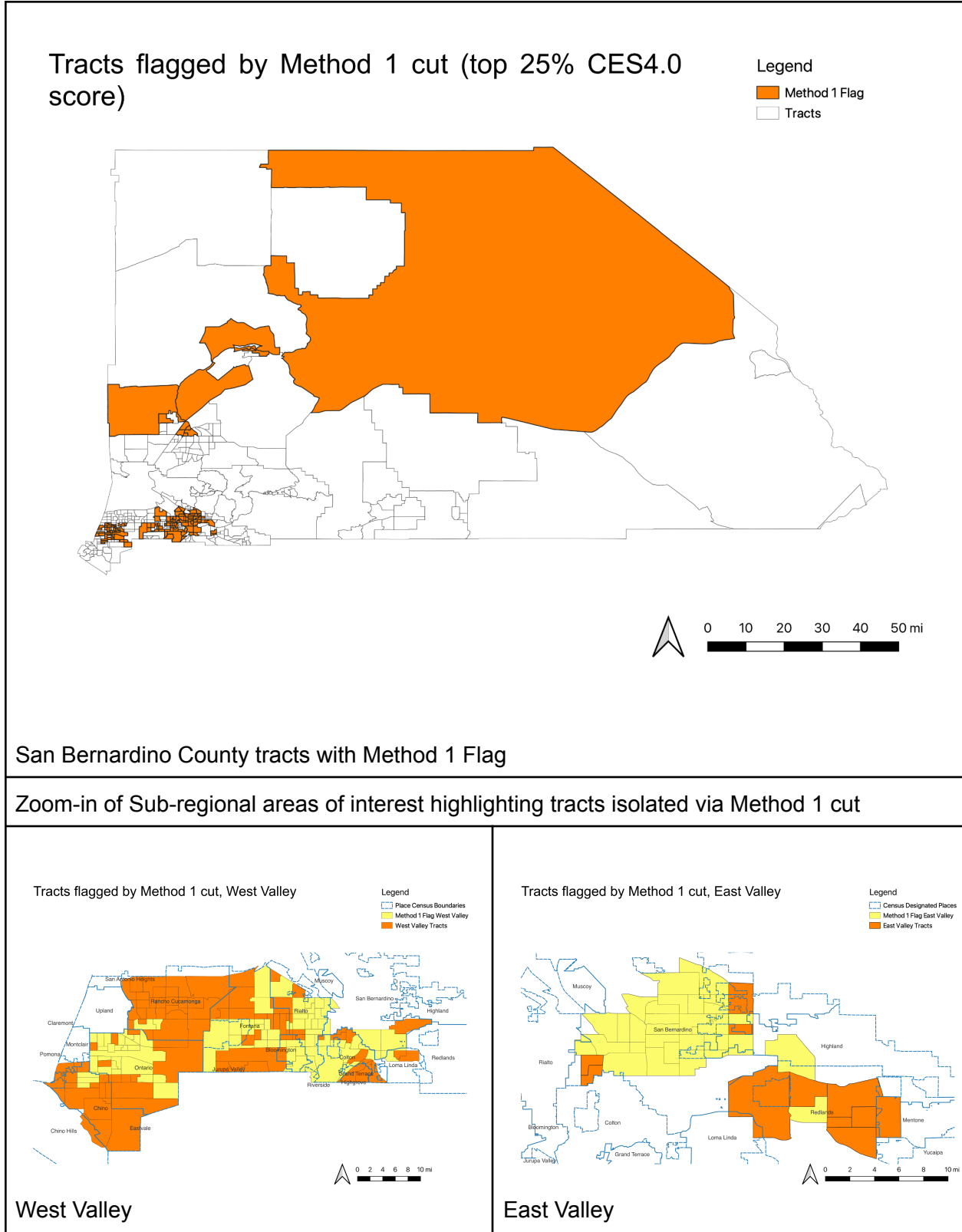


To get the CalEnviroScreen score we multiply the Pollution Burden score by the Population Characteristics Score.

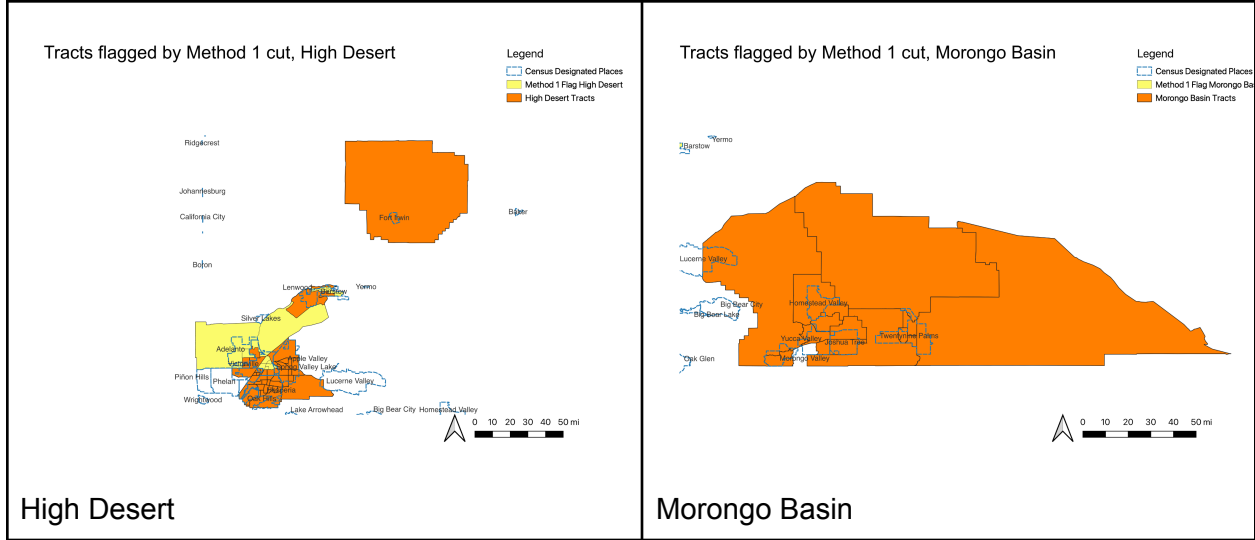
Source: CalEnviroScreen 4.0 documentation

A higher CalEnviroScreen 4.0 score means a higher pollution burden. We isolated the top 25% score to determine which areas are heavily burdened at the tract level in San Bernardino County.

Figure 3. Geographic breakdown of San Bernardino County by Method 1 flags and regional areas of interest



Attachment: REVISED of SBCOG Equity Analysis Report writup - DRAFT for Monique Nov 11 (9219 : Report on Regional Equity Study)

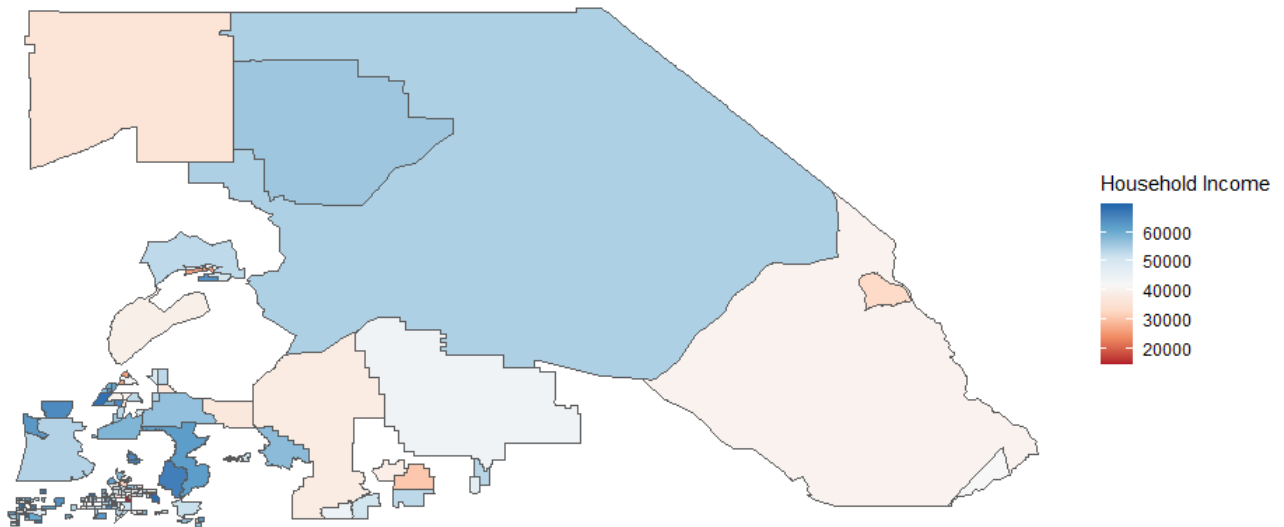


Method 2

Method 2 isolated tracts where the countywide area median household income (AMI) level is below 80%, and further isolated those tracts that had greater than 75% exposure to PM2.5 and also greater than 75% exposure to diesel particulate matter. The San Bernardino AMI is \$61,200 for 1 person, \$69,900 for 2 persons, \$78,650 for three persons, and \$87,400 for a 4 person household. We use a baseline of a 4 member household for the Method 2 AMI threshold cutoff.

Figure 4. Median household income level below 80%

Median Household Income for Tracts



Data from 2020 5-Year ACS, US Census Bureau

<https://drive.google.com/drive/folders/1K7DHvQpM-2eU-wh8-ZegFBodtGEewu5d>

The median household income in the northwest and southeast parts, such as Searles Valley, Twentynine Palms-Yucca Valley, and Needles in San Bernardino, has lower income levels, around \$35,000.¹¹ The median household income level in the southwest part, such as Ontario and Mount Baldy-Wrightwood, has a higher income level above \$60,000. We isolated 174 (45.9%) tract areas for Method 2, in which the Median Household Income level below 80%. We isolated 63 (16.62%) tract areas where the median household income level is below 80% and

¹¹ <https://statisticalatlas.com/county/California/San-Bernardino-County/Household-Income>

PM2.5 is above 75%. We isolated 49 (12.93%) tract areas for median household income level below 80% and diesel above 75%.

Figure 5. Method 2 Median household income level below 80% and PM2.5 above 75%

Tracts flagged by Method 2 cut, AMI and PM2.5

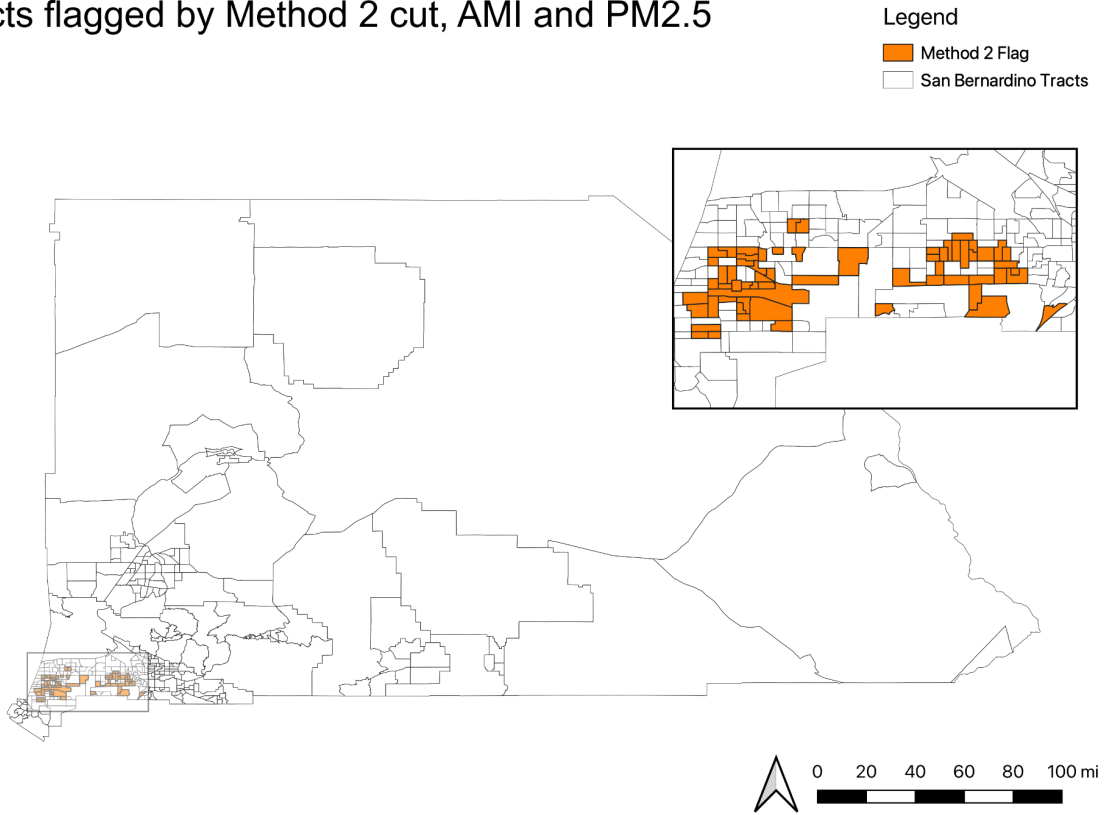
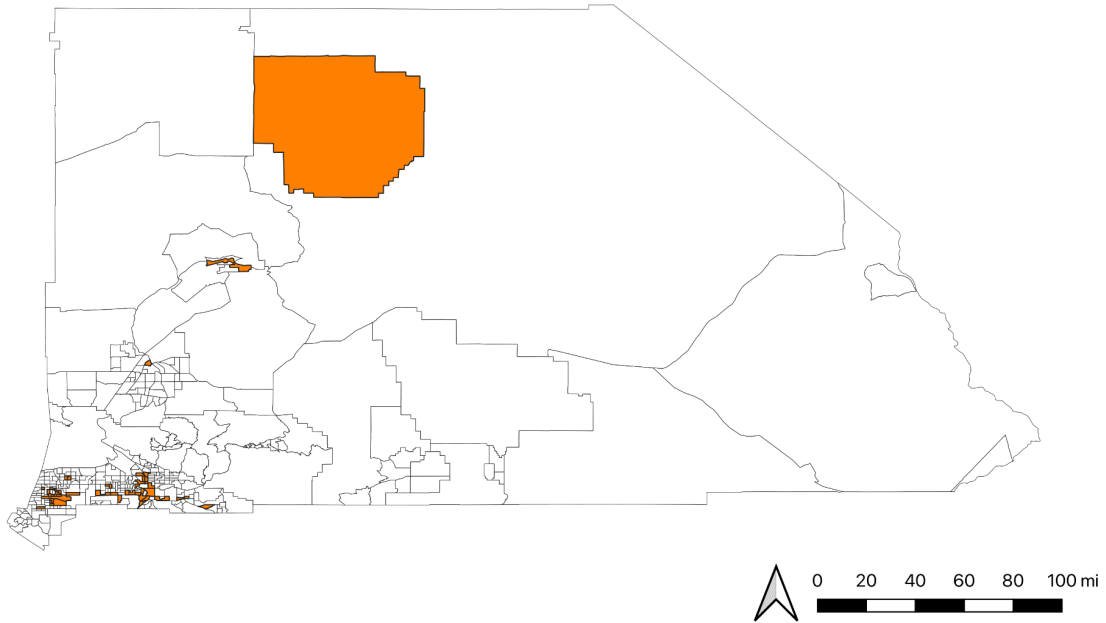


Figure 6. Method 2 Median household income level below 80% and Diesel above 75%

Tracts flagged by Method 2 cut, AMI and Diesel

Legend

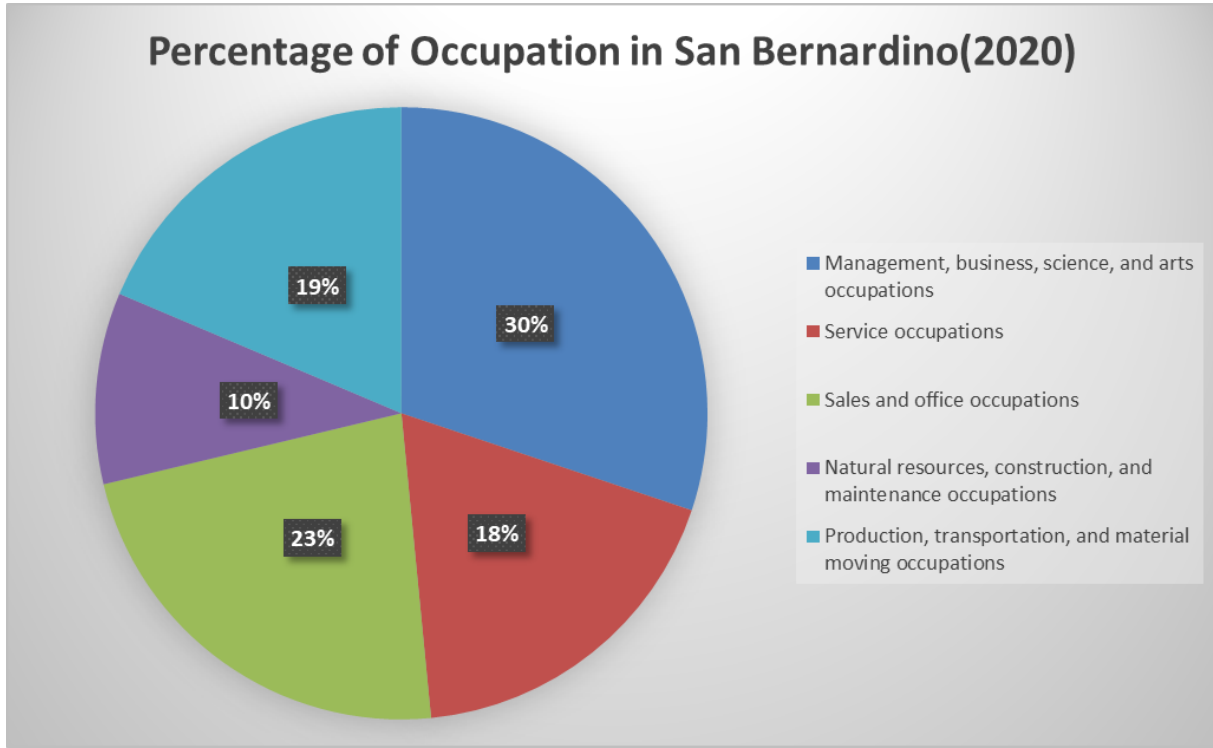
- Method 2 Flag
- San Bernardino Tracts



Data Link: https://drive.google.com/drive/folders/1u3FbY6GYVHrcfS1oJJY6X_V3yC1oTCfH
Method2_cut.csv

Occupation

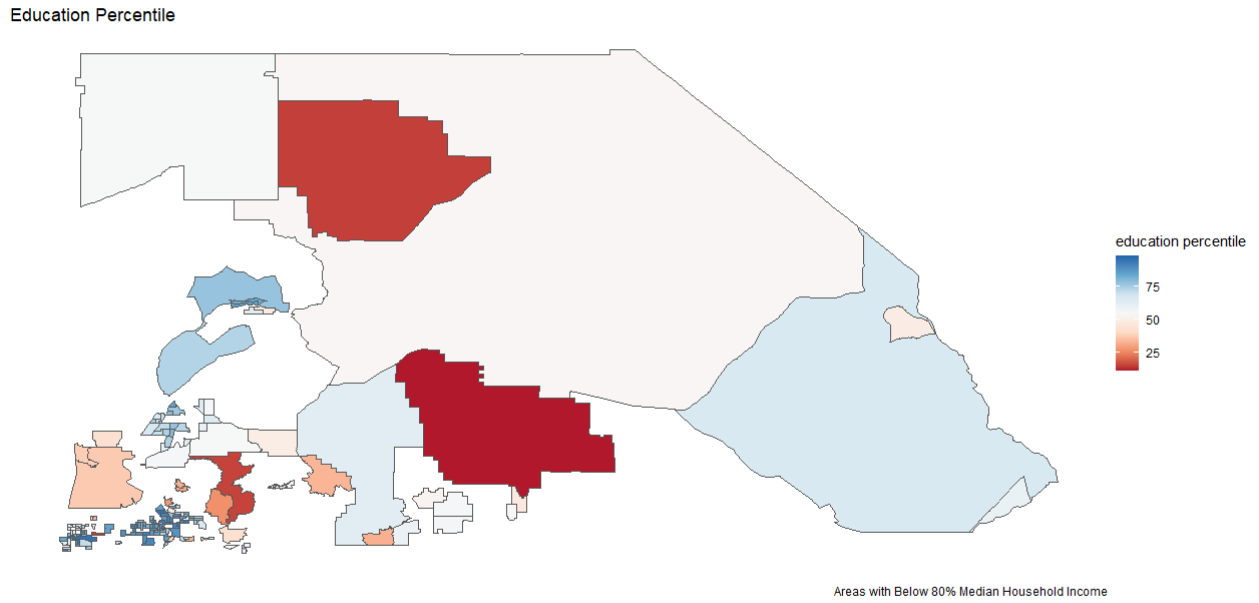
Figure 7. Percentage breakdown by occupation, 2020



In San Bernardino, management, business, science, and arts occupations have the highest percentage at 30%. The second highest category is sales and office occupations at 23%. The last one is natural resources, construction, and maintenance occupations at 10%.

Education percentile

Figure 8. AMI below 80% and Educational attainment percentile - over 25 and less than a high school diploma

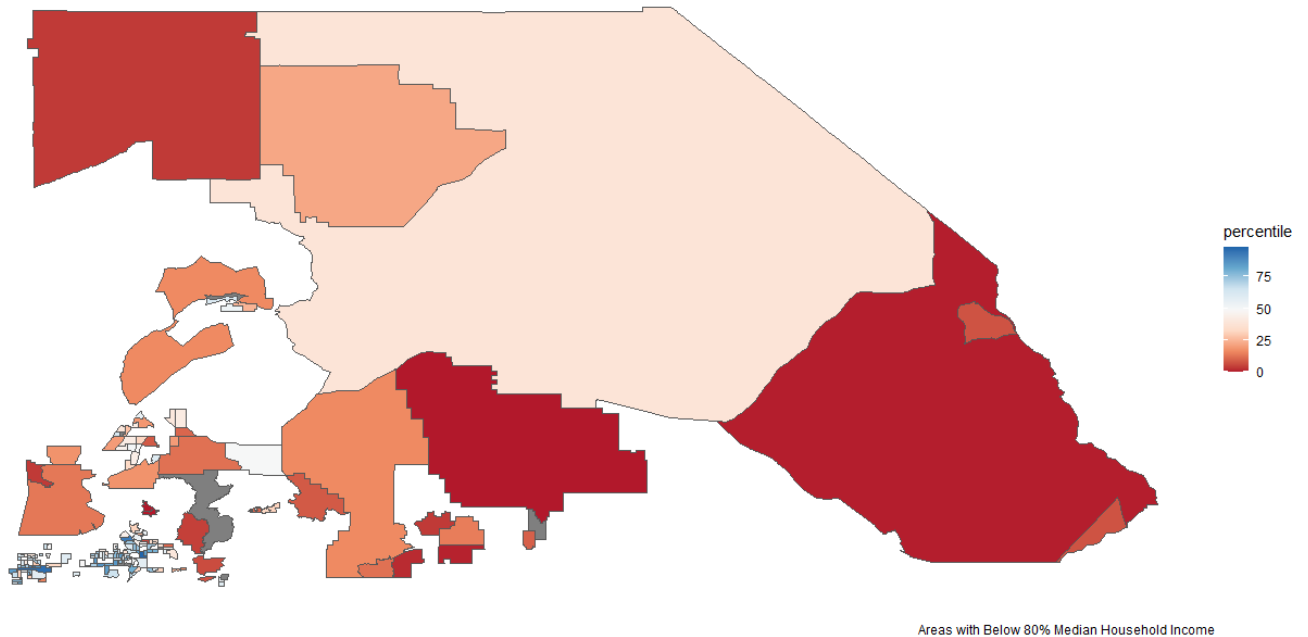


The education percentile plot shows the distribution of the percent of the population over 25 with less than a high school education.

Linguistic isolation

Figure 9. AMI below 80% and Linguistic Isolation

Linguistic Isolation Percentile



Linguistic percentiles show percent of limited English-speaking households. The southwest region has percentages above 70%.

Method 1 & 2 - Intersect

While there is reason to keep the various methods separate to better understand the impact of the data threshold filters on the resultant identified areas, we want to run an intersection of where variables flagged in Method 1 overlapped with those of Method 2. The flagged areas represent the CES 4.0 Score with the top 25% and median household income level below 80%. As seen in the figure below, the areas are largely in the northeast corner of the county (the High Desert) and in the southwestern portion of the county.

Figure 10. Areas where flags for methods 1 & 2 intersect

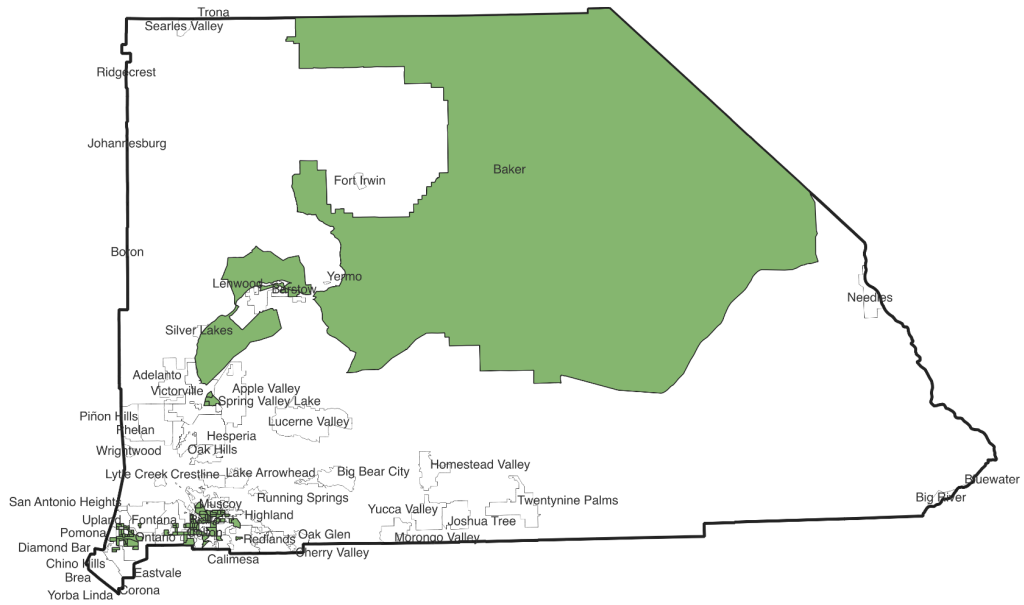
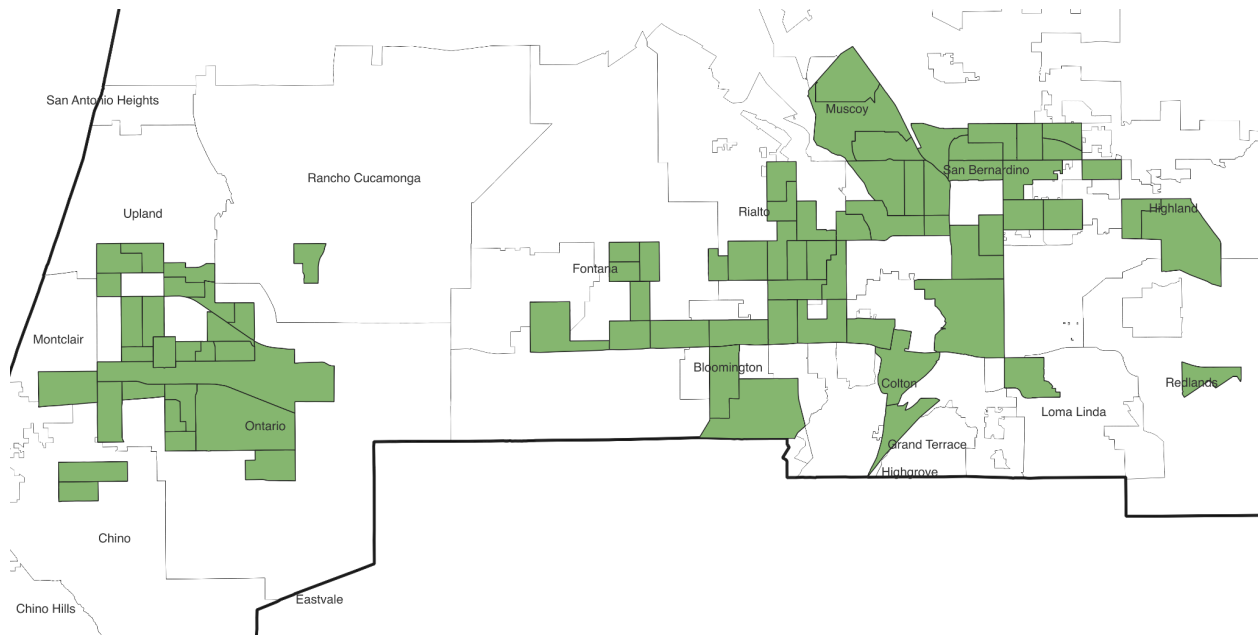


Figure 11. Areas flagged in the southwest corner of the county



The associated land use designations for these parcels ranged greatly, as seen in Table 1.

Table 1. Land uses associated with the tracts that were an overlap of Methods 1 and 2 cuts

Communication Facilities	Mixed Commercial and Industrial	Senior High Schools	Trade Schools and Professional Training Facilities	Pre-Schools/Day Care Centers
Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses	Older Strip Development	Regional Shopping Center	Fire Stations	Cropland and Improved Pasture Land
High Density Single Family Residential	Other Special Use Facilities	Trailer Parks and Mobile Home Courts, High-Density	Police and Sheriff Stations	Truck Terminals
Railroads	Electrical Power Facilities	Other Open Space and Recreation	Medium Density Single Family Residential	Correctional Facilities
Government Offices	Retail Centers	Commercial and Services	Non-Irrigated Cropland and Improved Pasture Land	Vacant Area
Elementary Schools	Low-Rise Apartments, Condominiums, and Townhouses	Mixed Transportation	Water Transfer Facilities	Natural Gas and Petroleum Facilities
Freeways and Major Roads	Mineral Extraction - Other Than Oil and Gas	Liquid Waste Disposal Facilities	Regional Parks and Recreation	Rural Residential High Density
Low Density Single Family Residential	Wholesaling and Warehousing	Water Storage Facilities	Solid Waste Disposal Facilities	Mineral Extraction - Oil and Gas
Manufacturing, Assembly, and Industrial Services	Water, Undifferentiated	High-Rise Major Office Use	Major Metal Processing	Mixed Transportation and Utility
Orchards and Vineyards	Under Construction	Mobile Home Courts and Subdivisions, Low-Density	Major Medical Health Care Facilities	
Urban Vacant	Mixed Residential	Irrigated Cropland and Improved Pasture Land	Base (Built-up Area)	
Open Storage	Colleges and	Horse Ranches	Unknown	

	Universities			
Improved Flood Waterways and Structures	Nurseries	Special Use Facilities	Rural Residential Low Density	
Local Parks and Recreation	Commercial Recreation	Junior or Intermediate High Schools	Rural Residential	
Low- and Medium-Rise Major Office Use	Golf Courses	Cemeteries	Dairy, Intensive Livestock, and Associated Facilities	
Other Public Facilities	Commercial Storage	Light Industrial	Poultry Operations	
Retail Strip Development	Vacant Undifferentiated	Maintenance Yards	Airports	
Religious Facilities	Hotels and Motels	Mixed Multi-Family Residential	Abandoned Orchards and Vineyards	
Public Parking Facilities	Other Agriculture	Vacant With Limited Improvements	Industrial	
Manufacturing	Medium-Rise Apartments and Condominiums	Bus Terminals and Yards	Mixed Residential and Commercial	

Source: SBCOG land use file

Method 3

Regression analysis

Regression analysis is a basic approach in which researchers study the values of several independent variables to predict or describe the values of outcome. A few models that were considered include:

Decision Tree Regression

The decision tree model breaks down a data set into subsets by splitting results into a tree with decision and leaf nodes. The main idea is to plot a value for any new data point connecting the problem. The parameters and algorithm determine the kind of way in which the split is conducted, and the split is stopped when the minimal number of information to be added reaches. Decision trees often yield good results, but even if any slight change in data occurs, the whole structure changes, making the models unstable.

Quantile regression (semi-parametric method)

Quantile regression has two main advantages. One is that it makes no assumptions about the distribution of the variables we want to analyze. Another is that it tends to endure the influence of an outside option. A **quantile regression model was ultimately chosen as it analyzes the**

relationship between a set of independent variables and specific quantiles(median) of dependent variables.

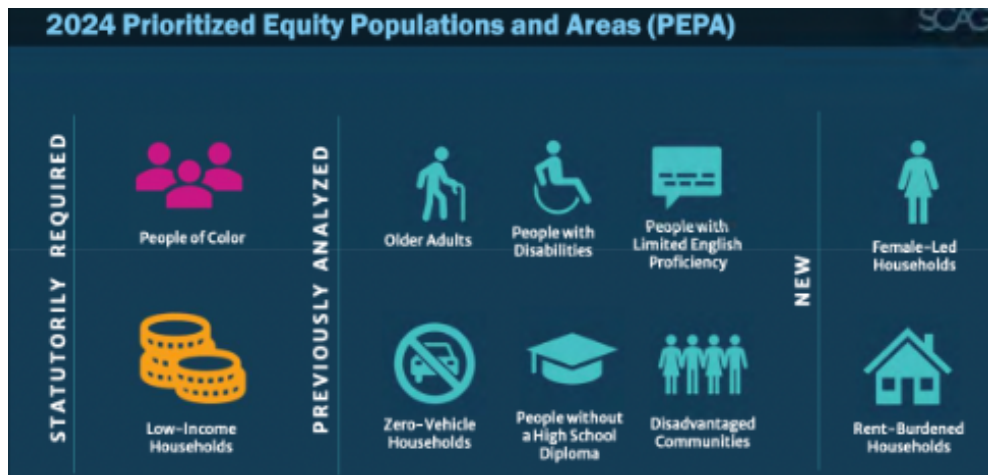
Quantile regression criteria:

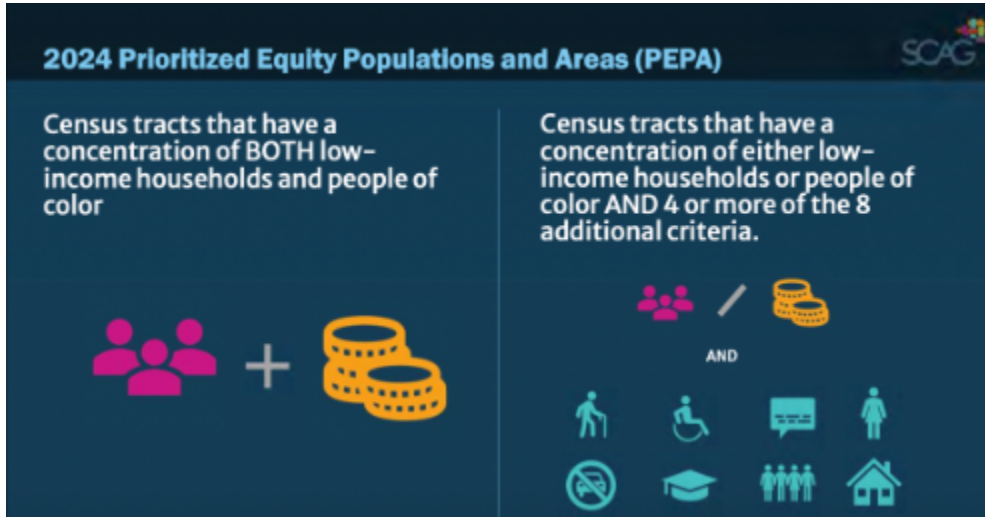
The target variable needs to be continuous. The predictors can be continuous variables or dummy variables for categorical forecasters. Either the intercept term or predictor is required to run an analysis. When selected, this quantile regression setting assumes that error terms are independently and identically distributed. Quantile regression has limitations because the parameters are more complicated to estimate than Gaussian or generalized regression.

Method 3: Housing Cost Burden

Because housing burden accounts for a large portion of household expenses, we chose that as one measure to identify disadvantaged communities. The first regression table focuses on what factors have a strong impact on the housing burden variable. Housing burden is measured percent housing-burdened low-income households. We selected variables from CalEnviroScreen 4.0, 2020 ACS (5-year estimate) household income, life expectancy, and health outcome dataset.

Figure 12. SCAG Prioritized Equity Populations and Areas approach





Source: SCAG presentation

Based on SCAG's proposed 2024 Prioritized Equity Populations and Areas (PEPA) analysis, we include 15 variables that may affect the housing burden variable at tract level in San Bernardino. The 15 variables are total population, CalEnviroScreen 4.0 score, traffic (traffic density in vehicle-kilometers per hour per road length, within 150 meters of the census tract boundary), cleanup sites (sum of weighted EnviroStor cleanup sites within buffered distances to populated blocks of census tracts), asthma (age-adjusted rate of emergency department visits for asthma), low birth weight (percent low weight birth), education (percent of population over 25 with less than a high school education), linguistic isolation (percent limited English speaking households), poverty (percent of population living below two times the federal poverty level), unemployment (percent of population over the age of 16 that is unemployed and eligible for the labor force), population characteristic (average of percentiles from the population characteristics indicator), household income, mean travel time to work, and life expectancy.

Figure 13. Regression analysis

<i>Predictors</i>	housing burden		
	<i>Estimates</i>	<i>CI</i>	<i>p</i>
(Intercept)	45.01	5.98 – 84.05	0.026
total population	0.00	-0.00 – 0.00	0.306
ces 4.0 score	0.25	0.08 – 0.41	0.004
traffic	-0.00	-0.01 – 0.00	0.148
cleanup sites	-0.10	-0.26 – 0.06	0.228
asthma	-0.07	-0.10 – -0.04	<0.001
low birth weight	-0.85	-1.97 – 0.26	0.136
education	-0.32	-0.51 – -0.14	0.001
linguistic isolation	0.27	0.03 – 0.50	0.031
poverty	0.09	-0.06 – 0.24	0.259
unemployment	-0.21	-0.56 – 0.14	0.251
pop char	0.27	0.06 – 0.47	0.012
household income	-0.00	-0.00 – 0.00	0.268
mean travel time	0.07	-0.09 – 0.24	0.364
life expectancy	-0.49	-0.96 – -0.02	0.045

Source: CSI

From the quantile regression table, we can find that the most critical factors related to housing burden variables are CalEnviroScreen.4.0. score, asthma, education, linguistic isolation, population characteristics, and life expectancy.

Ces.4.0.score: the coefficient estimate of 0.246 means that the 0.5 quantile of housing burden increases by about 0.246 for every one unit increase in ces.4.0.score. P-value is smaller than 0.05, and the coefficient is statistically significant at 95% confidence intervals.

Asthma: the coefficient estimate of -0.072 means that the 0.5 quantile of housing burden decreases by about 0.072 for every one unit increase in asthma. P-value is smaller than 0.05, and the coefficient is statistically significant at 95% confidence intervals.



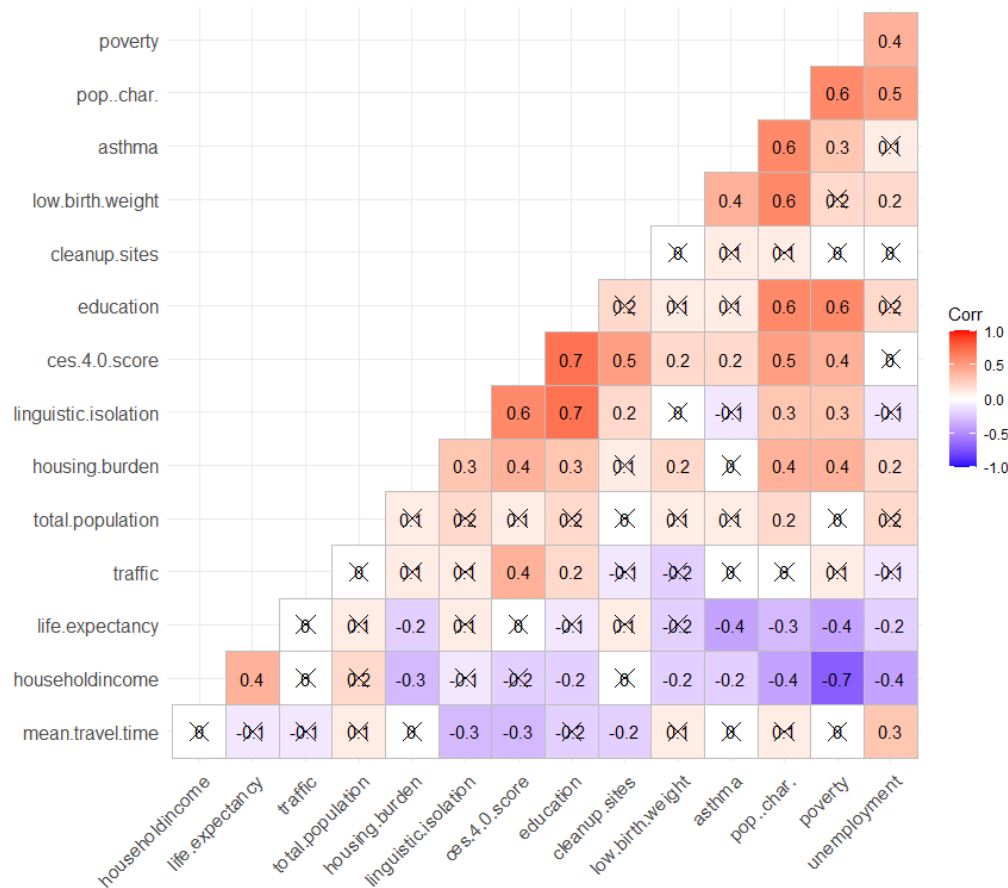
Education: the coefficient estimate of -0.324 means that the 0.5 quantile of housing burden decreases by about 0.324 for every one unit increase in education. P-value is smaller than 0.05, the coefficient is statistically significant at 95% confidence intervals.

Linguistic isolation: the coefficient estimate is 0.265 means that the 0.5 quantile of housing burden increases by about 0.265 for every one unit increase in linguistic isolation(percent limited English speaking households). P-value is smaller than 0.1, the coefficient is statistically significant at 0.1 level.

Population characteristics: the coefficient estimate is 0.266 means that the 0.5 quantile of housing burden increases by about 0.266 for every one unit increase in population characteristics. P-value is smaller than 0.1, the coefficient is statistically significant at 0.1 level.

Life Expectancy: the coefficient estimate is -0.489 means that the 0.5 quantile of housing burden decreases by about 0.489 for every one unit increase in life expectancy. P-value is smaller than 0.1, the coefficient is statistically significant at 0.1 level.

Figure 14. Correlation Heatmap Analysis



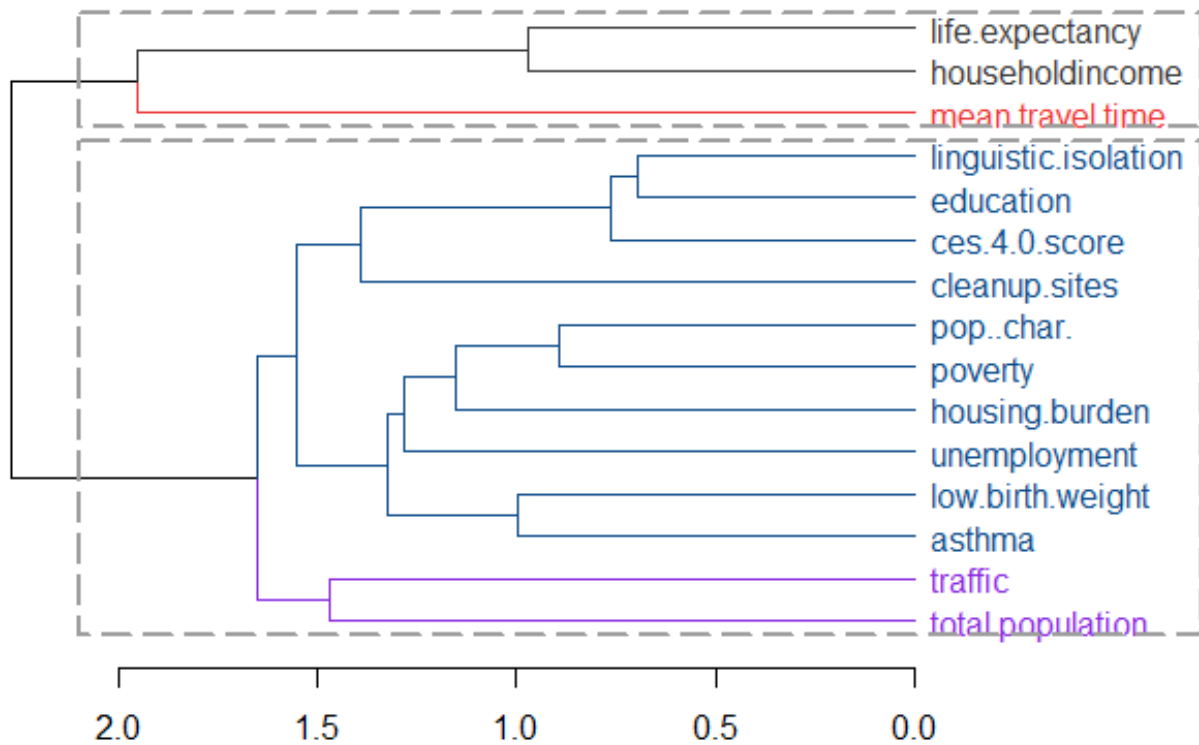
Source: CSI analysis of CalEnviroScreen 4.0 data and ACS 2020 5-year file

Correlation analysis studies how variables are related. Correlation analysis is helpful for testing relationships between categorical variables and continuous variables. Correlations are functional because if you detect what relationship variables have, you can make predictions about future behavior. Knowing the link between different variables and future behavior is critical in the social sciences, such as government policy, education, and healthcare.

A correlation coefficient measures the degree and puts a value to the relationship. Correlation coefficients have a value of between -1 and 1. The magnitude represents the strength of the correlation, and the sign indicates the direction of the correlation. A low degree of correlation close to 0 means no relationship between the variables. In contrast, a high degree of correlation closer to -1 or 1 indicates a perfect negative or positive correlation.

From the correlation matrix, we notice a high positive correlation between ces4.0 score, education, and linguistic isolation (0.7). Similarly, the poverty rate has a high negative correlation with household income (-0.7). Generally, areas with a higher level of household income have a lower level of poverty rate. Population characteristics also show a moderate correlation with asthma, low birth weight, education, and ces4.0 score.

Figure 15. Hierarchical Correlation Plot



Source: CSI analysis of CalEnviroScreen 4.0 data

The plot provides an overview of the correlation between 15 variables using a dendrogram, a tree-like structure. The plot lists the variables at the tree structure's end as the right column. The variables are then linked together in the dendrogram according to how well they are correlated. The x-axis measures the height within the dendrogram ranging from 0 to 2. The heights (lengths of the lines within the dendrogram) indicate the level of correlation between variables, with shorter sizes showing stronger correlations.

We can observe that linguistic isolation and education are pretty closely correlated and have a correlation of 0.7. Population characteristics and poverty rates are closely correlated with a correlation of 0.6. Similarly, low birth weight and asthma are moderately correlated (0.4). The group of variables, including population characteristics, poverty rate, housing burden, unemployment, low birth weight, and asthma, expectedly, have a higher level of correlation among themselves than they do with other variables. This result also matches the quantile regression model analysis.

Figure 16. Tracts with greater than 50% of households with housing cost burden

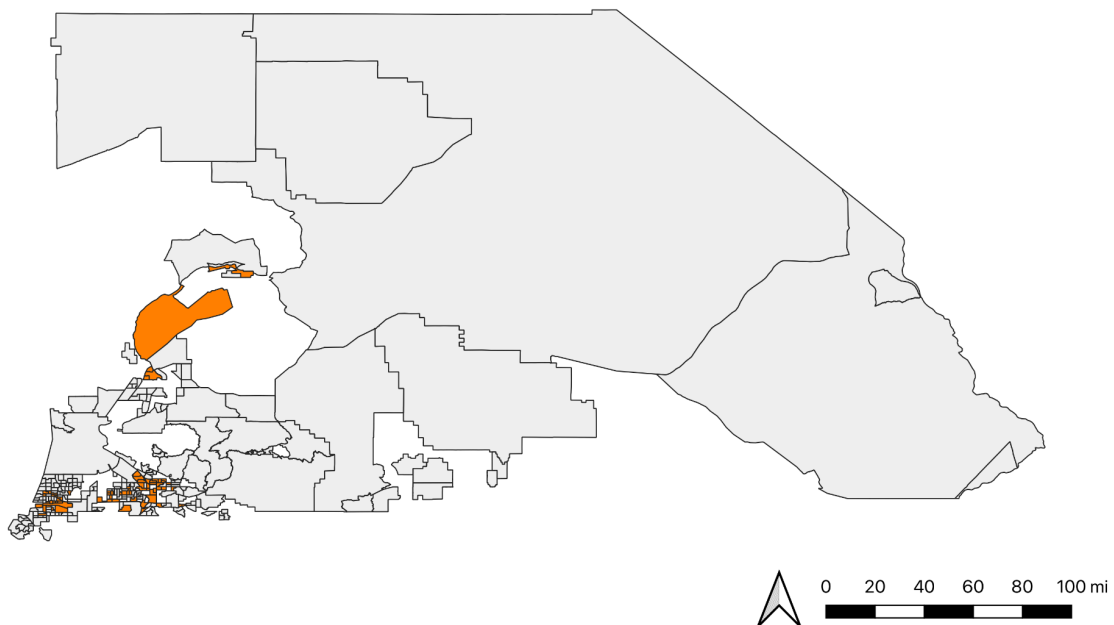
Housing Cost: > 50% of households with cost burden

Legend

Housing Cost Burden by Tract

□ No Burden

■ Greater than 50% burdened



Method 3: Proximity to food deserts

Inequitable access to affordable foods in some US communities may be one reason for observed economic and social disparities. A food desert describes a situation where low-income neighborhoods have limited access to full-service supermarkets. Because supermarkets generally offer a variety of healthy foods at reasonable cost, food access is defined by proximity to a supermarket. Food access has typically been measured as the physical distance between the centroids of spatial units of analysis (e.g., census tracts), or between the closest supermarket and the centroids of spatial units housing the population. Various distance thresholds have been used for residents: 1 mile, 10 miles, and 20 miles.

In San Bernardino, approximately 14.5 percent of residents live in poverty. According to Feeding America (a non-profit with a national network of 200 food banks and 60,000 food pantries and meal programs) more than 85,000 children across San Bernardino County experienced food insecurity in 2019. About 30 percent of San Bernardino residents are eligible to receive [SNAP](#),

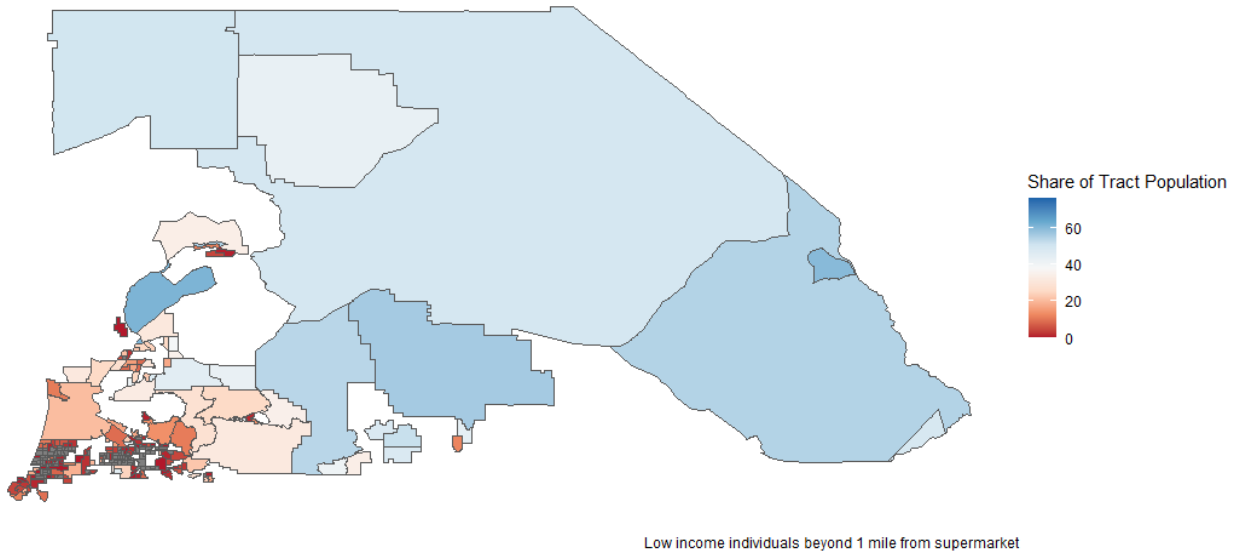
which provides nutrition benefits to supplement the food budget of needy families so they can purchase healthy food and underscore the county's extent of poverty.

Qualitative data from focus groups related to the larger SB1000 project also highlighted similar concerns from the community:

“Participants also expressed concern with a lack of access to healthy food in low-income communities. Fast food restaurants, liquor stores, and lower-quality grocery stores tend to concentrate in low-income communities, while higher resource communities enjoy access to healthy food at full-service grocery stores (Hilmers, Hilmers, and Dave 2012). A lack of access to fresh and healthy food is linked to a host of health complications, including diabetes, obesity, and high calorie diets.”

Figure 17. Low-income more than 1 mile from a supermarket

Food Access Share of Tract Population



Low income individuals beyond 1 mile from supermarket

Figure 18. Low-income greater than 10 miles from a supermarket

Food Access Share of Tract Population

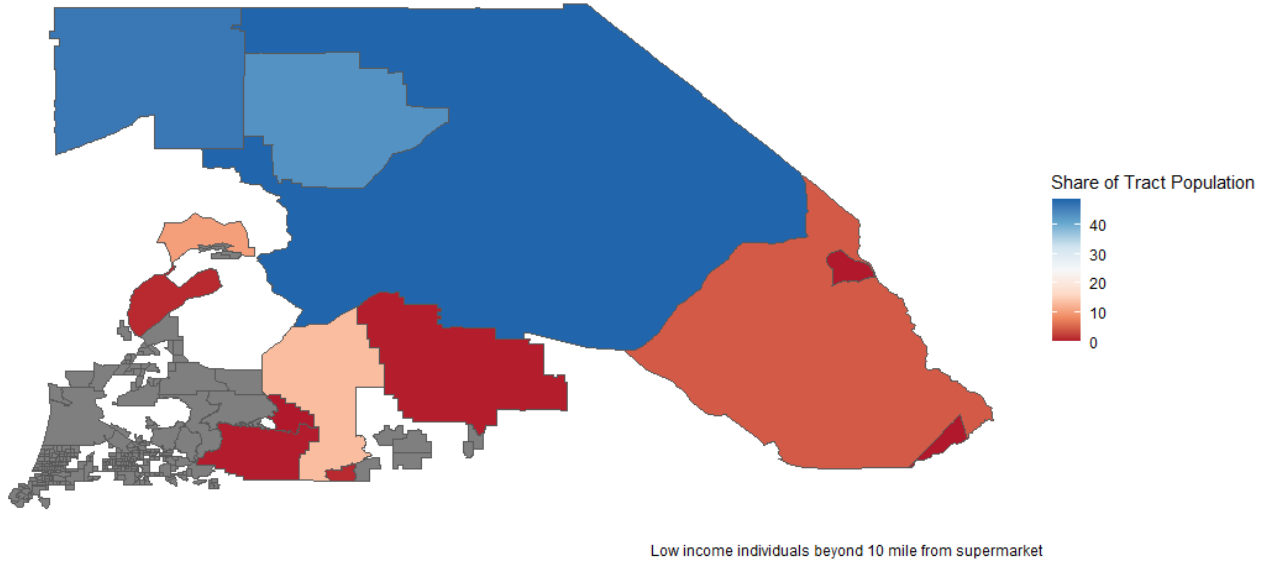
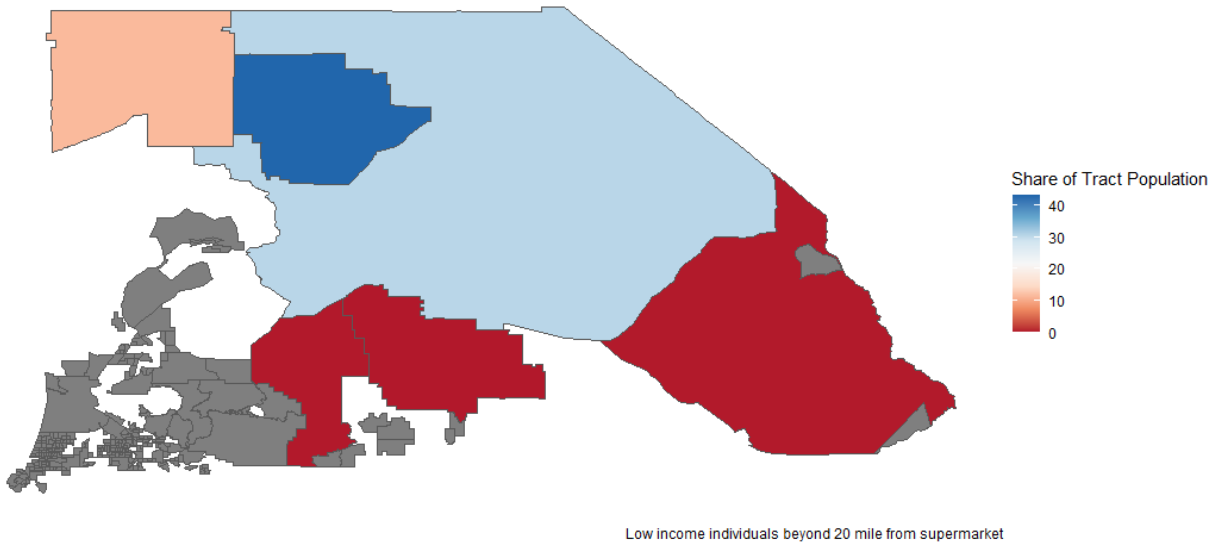


Figure 19. Low-income greater than 20 miles from a supermarket

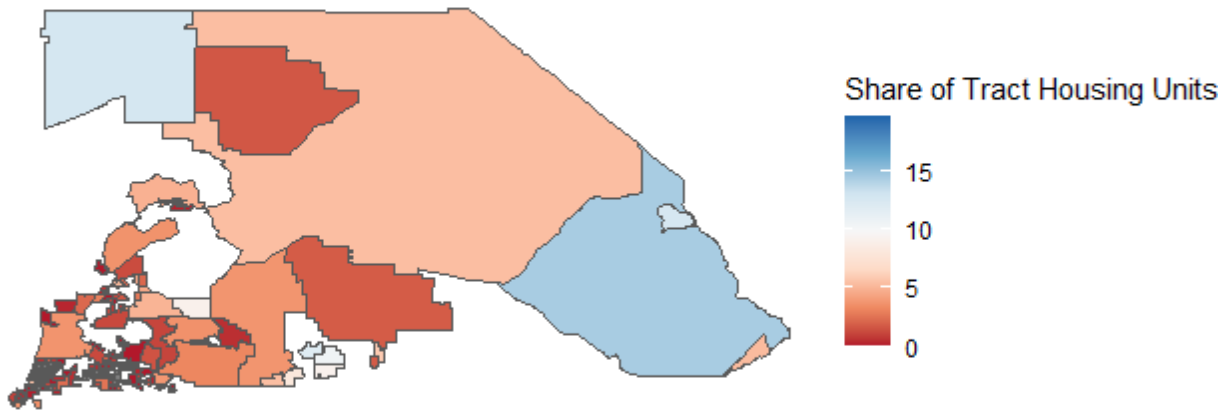
Food Access Share of Tract Population



<https://drive.google.com/drive/folders/1ykQ1dpHDCYD0ht6lz8hmU1WtT-Lg6Wt5>

Figure 20. Percentage of housing units without a vehicle and greater than 1 mile from a supermarket

Food Access Share of Housing Units



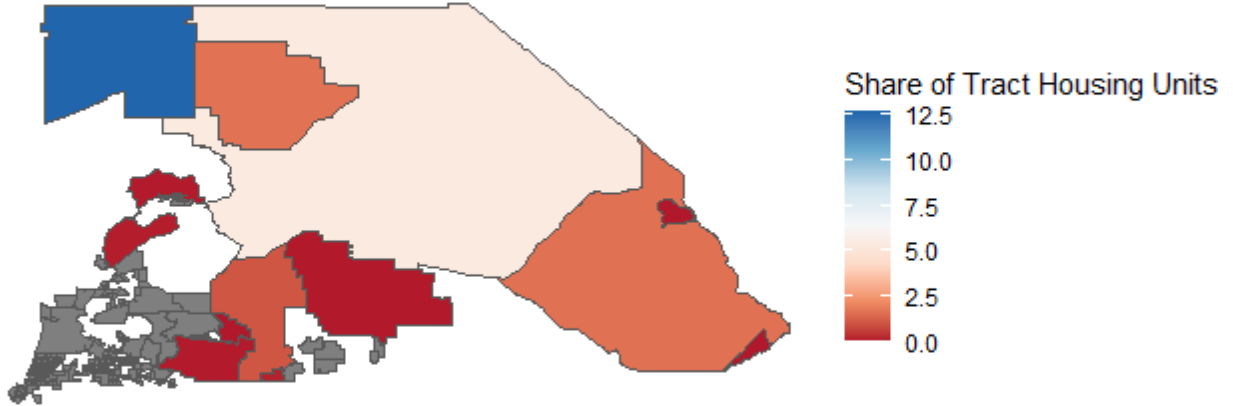
Housing units that are without vehicle and beyond 1 mile from supermarket

The figure above illustrates the percentage of housing units by tract that are without a vehicle and beyond 1 mile from a supermarket. Areas in red have a lower percentage, meaning that these tracts have fewer housing units without access to a vehicle, and are further than 1 mile away from a supermarket.

The following figures provide a similar analysis, though done for greater than 10 miles, and greater than 20 miles from a supermarket.

Figure 21. Percentage of housing units without a vehicle and greater than 10 miles from a supermarket

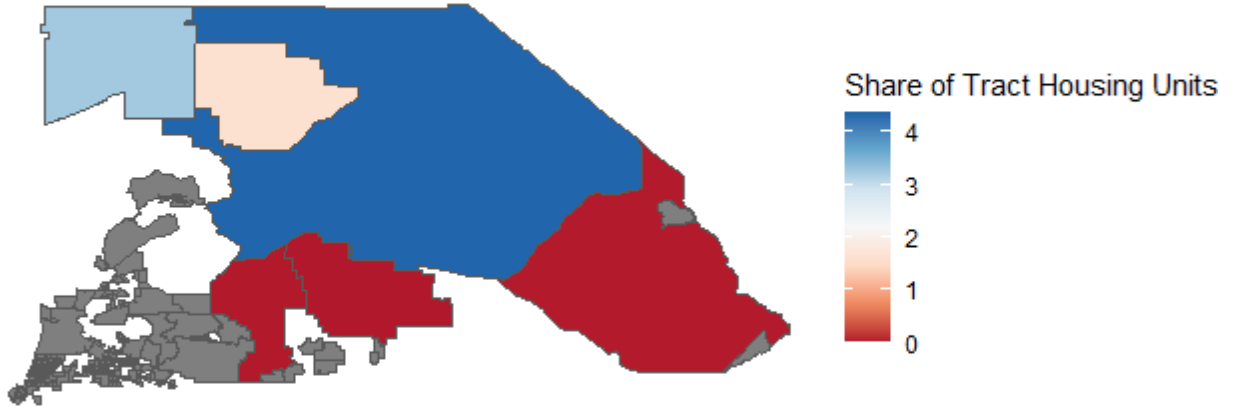
Food Access Share of Housing Units



Housing units that are without vehicle and beyond 10 mile from supermarket

Figure 22. Percentage of housing units without a vehicle and greater than 20 miles from a supermarket

Food Access Share of Housing Units

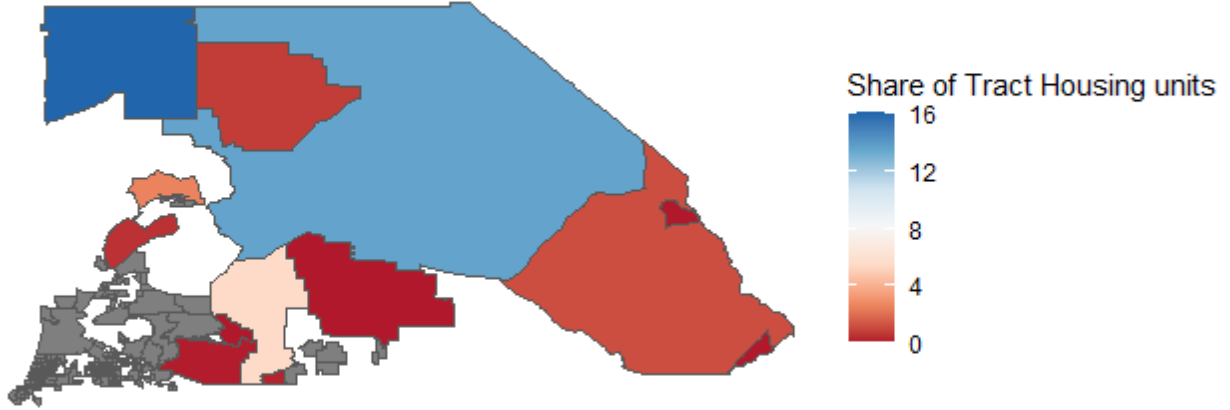


Housing units that are without vehicle and beyond 20 mile from supermarket

Data link: <https://drive.google.com/drive/folders/1yQ1dpHDCYD0ht6lz8hmU1WtT-Lg6Wt5>

Figure 23. Percentage of housing units receiving SNAP benefits, greater than 1 mile from a supermarket

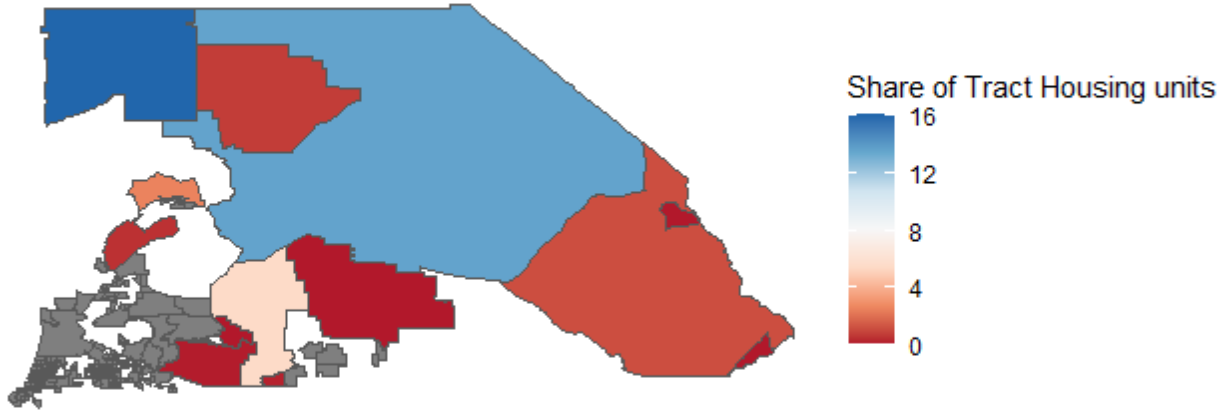
Food Access Share of Tract Population



Housing units receiving SNAP benefits count beyond 1 mile from supermarket

Figure 24. Percentage of housing units receiving SNAP benefits, greater than 10 miles from a supermarket

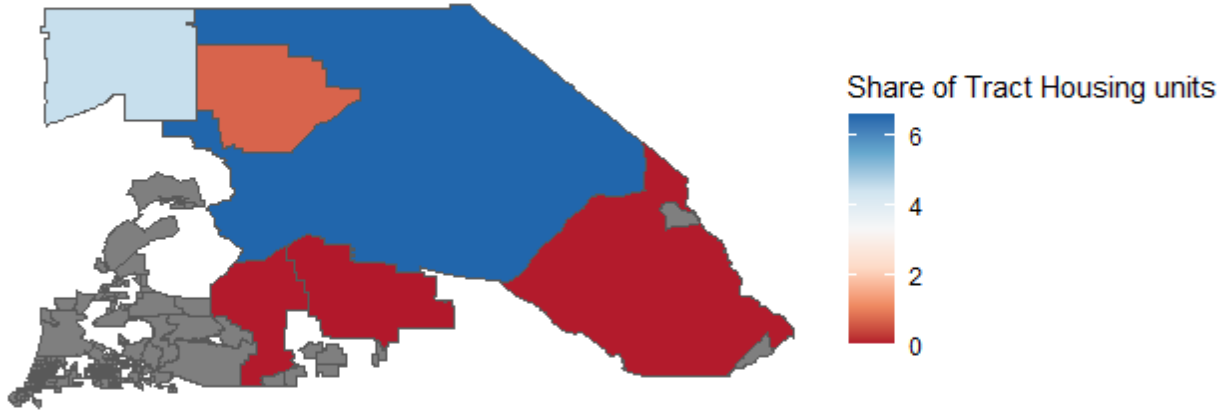
Food Access Share of Tract Population



Housing units receiving SNAP benefits count beyond 10 mile from supermarket

Figure 25. Percentage of housing units receiving SNAP benefits, greater than 20 miles from a supermarket

Food Access Share of Tract Population

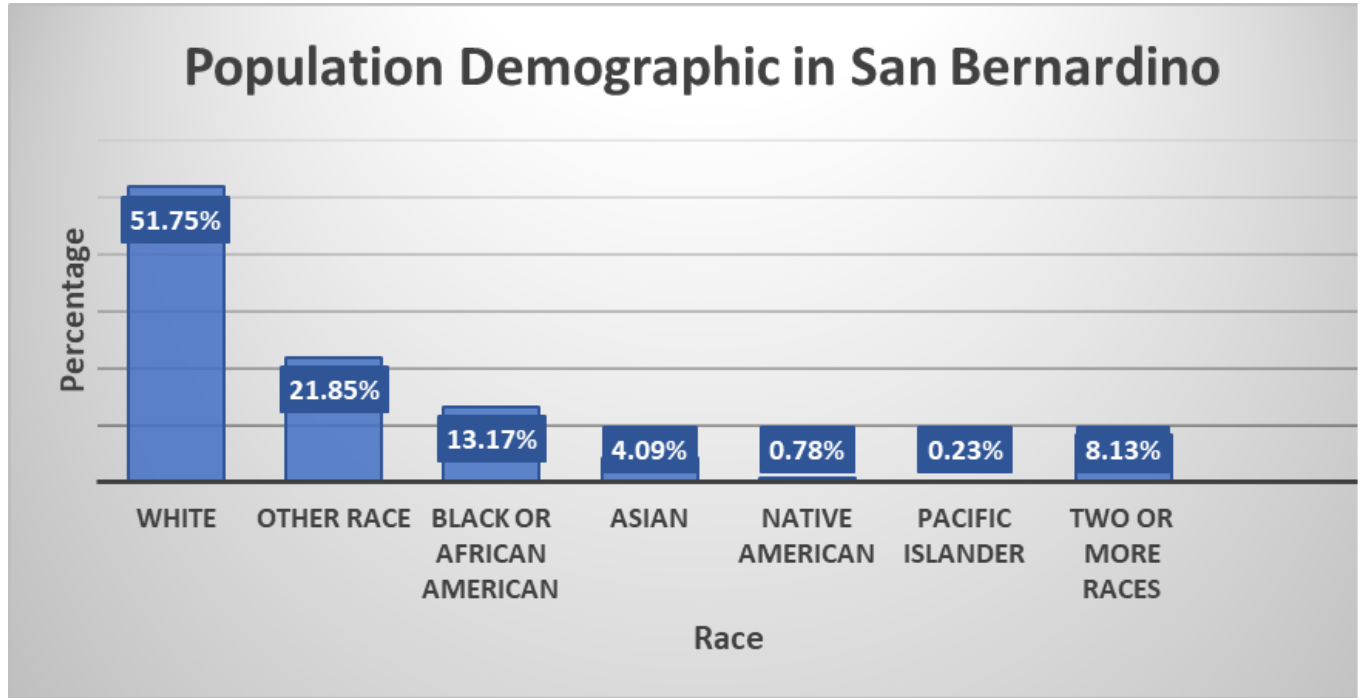


Housing units receiving SNAP benefits count beyond 20 mile from supermarket

Data link: <https://drive.google.com/drive/folders/1yQ1dpHDCYD0ht6lz8hmU1WtT-Lg6Wt5>

Supplemental Nutrition Assistance Program (SNAP) is for low-income people who satisfy federal income eligibility rules and issue monthly electronic benefits to add to their budget to buy more healthy and nutritious foods at many markets and food stores. These three figures show housing units receiving SNAP benefits at the tract level in San Bernardino.

Figure 26. Population count by tract



In 2020, the largest racial group in the county is White residents (51.75%, or 81k) and Other (21.85%, or 46.8k) The smallest racial group is Native Hawaiian or Pacific Islander at 0.23%.

Figure 27. Access to supermarkets within a 0.5, 1, 10, and 20 mile radius, by race

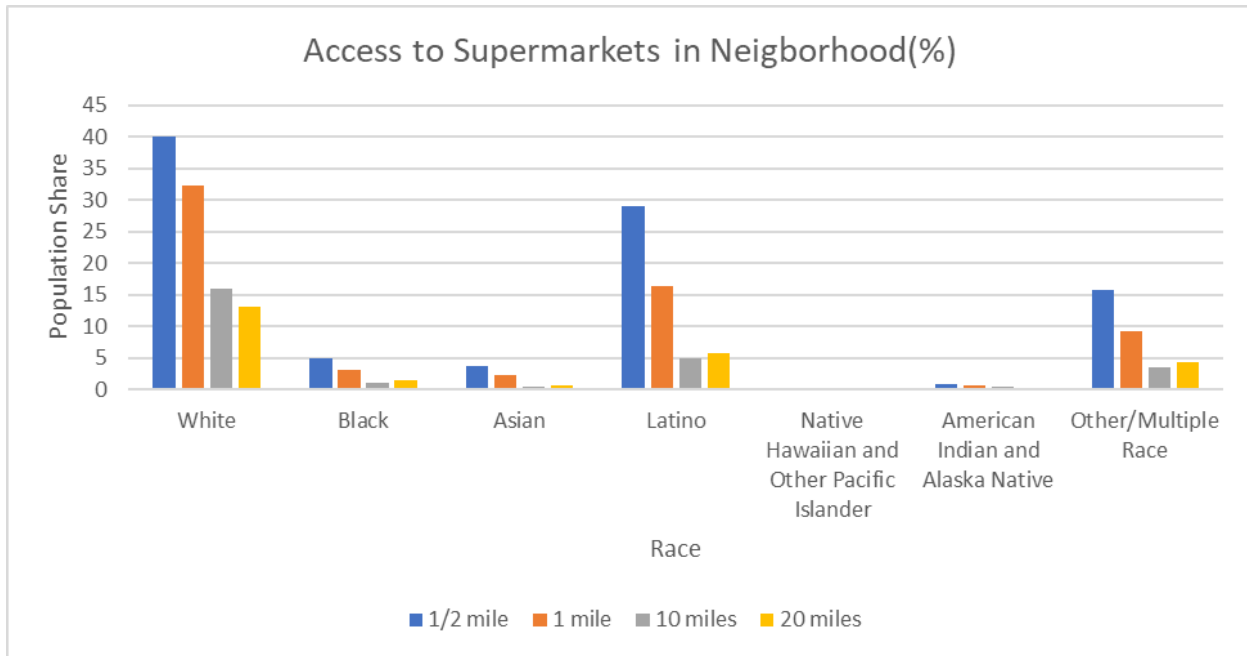
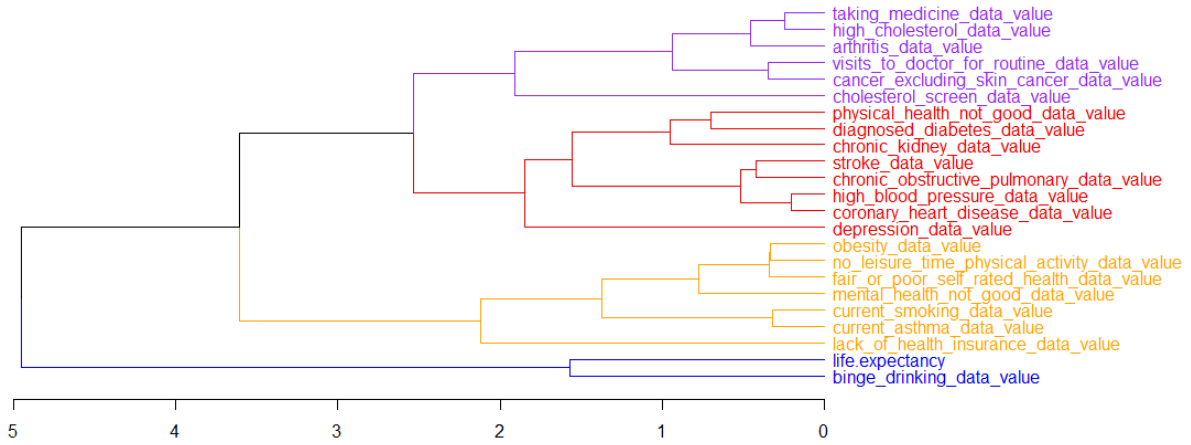


Figure 27 breaks down access to supermarkets within 0.5, 1, 10, and 20 miles by race. Whites make up the largest share of the region’s population, with the majority falling within ½ mile of a supermarket. Latinos make up the next largest population share, with the majority falling within ½ mile of a supermarket, though with a slightly greater share at the 20 mile distance cut than 10 miles.

Method 3: Life expectancy

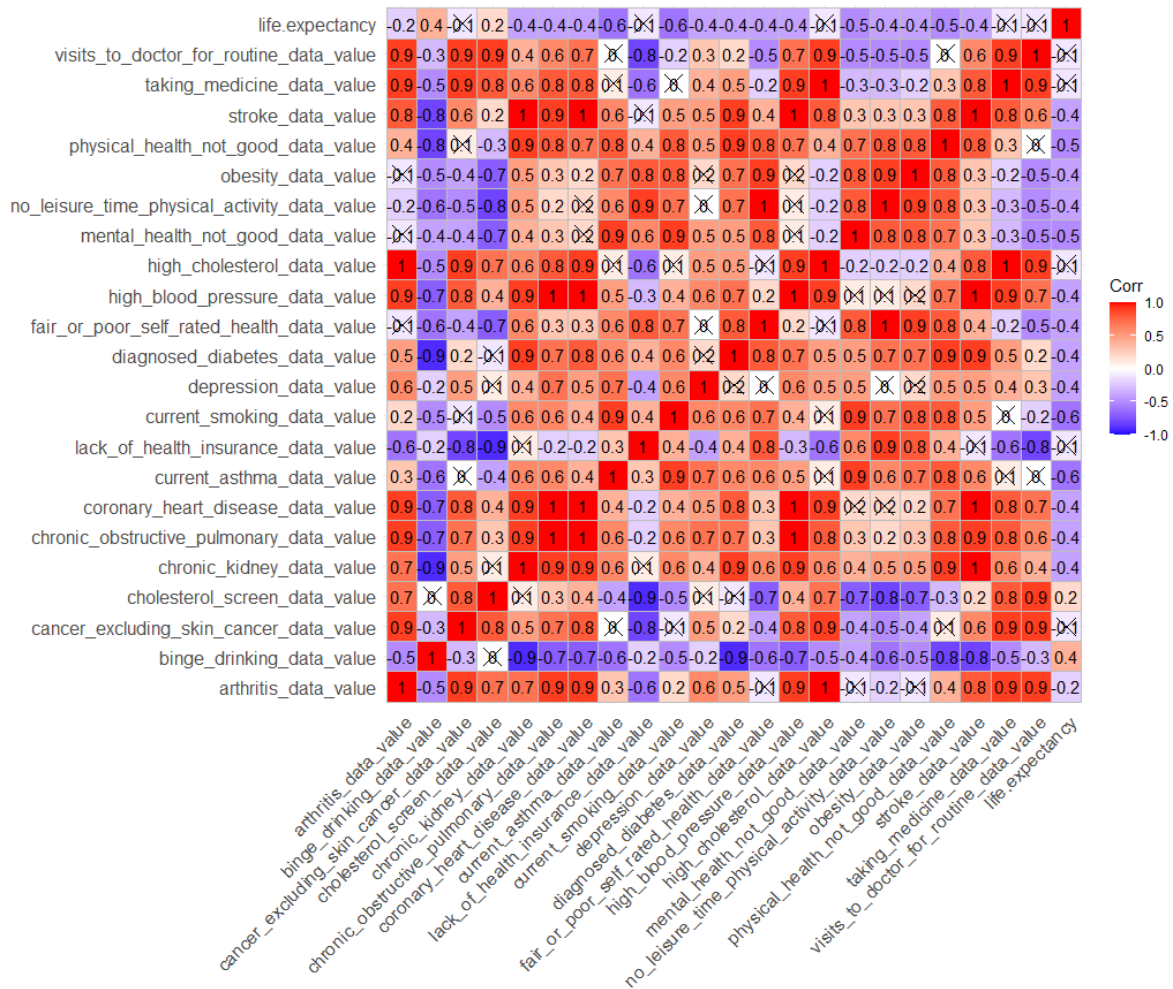
Data from the Centers for Disease Control and Prevention shows that US life expectancy is an average of 77.3 years - 74.5 years for men and 80.2 for women. Based on this information, we worked to understand what correlation - if any - there was between various health issues and how long an individual lived.

Figure 28. Dendrogram Correlation Plot of health variables



Data source: National Center for Health Statistics, USALEEP

Figure 29. Hierarchical correlation plot of health variables

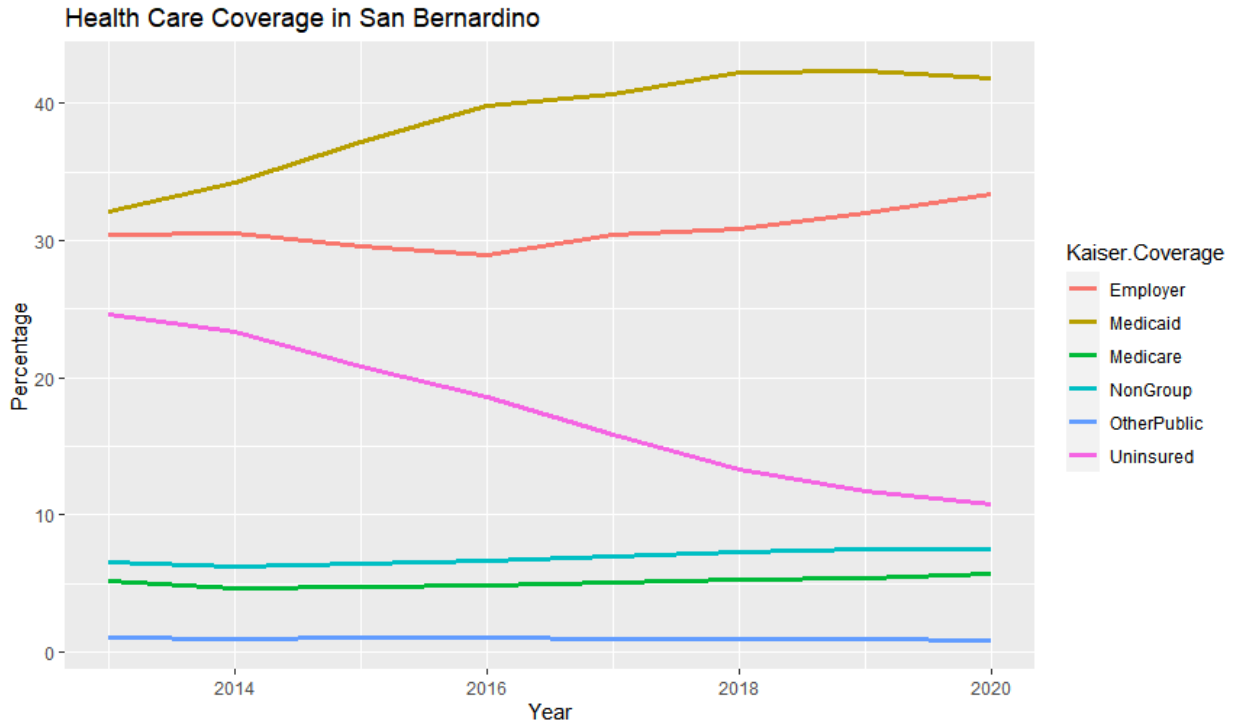


Data source: National Center for Health Statistics, USALEEP

This hierarchical correlation plot provides the correlation between life expectancy with 22 health issues at the tract level. The various health problems are linked in the dendrogram according to how well they correlate. The x-axis measures the height within the dendrogram ranging from 0 to 5. The heights indicate the correlation level between these variables, and shorter heights imply a stronger correlation.

We can observe that the current smoking data value correlates highly with asthma rates, and high blood pressure strongly correlates with coronary heart disease. The correlation between chronic kidney and arthritis is strong (0.7). The numeric correlation matrix heatmap provides whether the health issues have a strong positive correlation, strong negative correlation, or weak correlation. Life expectancy strongly correlates negatively with asthma and mental health issues (-0.6) and positively correlates with binge drinking rates (0.4).

Figure 30. Health care by coverage source



<https://datausa.io/profile/geo/san-bernardino-ca/>

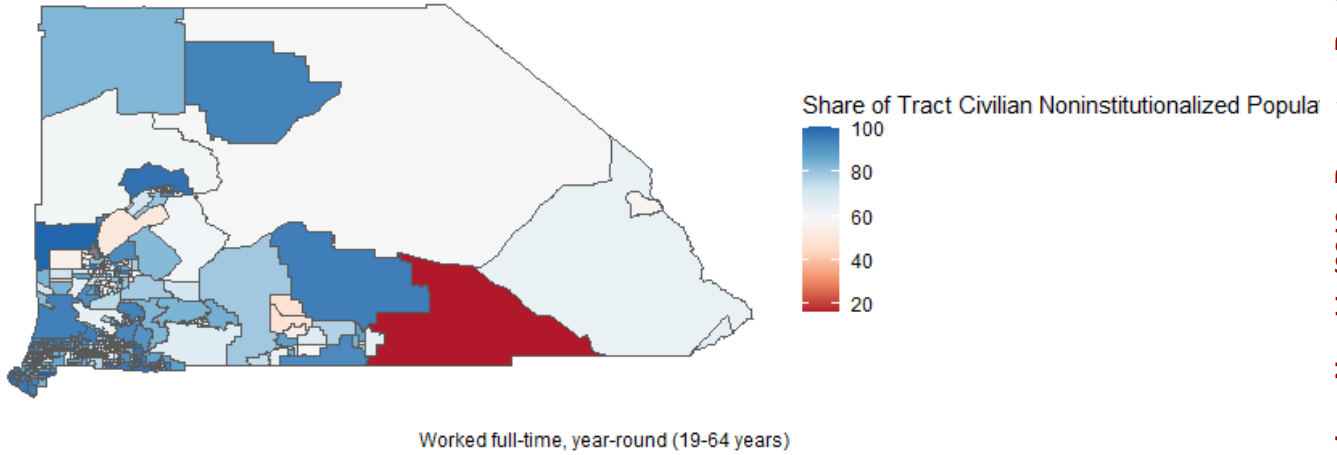
And Census Bureau ACS 5-year Estimate.

Data set: <https://drive.google.com/drive/folders/1t3u0uJL2fU1oDMr7GrF9sfSz0AXBAdh>

The percentage of uninsured households in San Bernardino has decreased by 8.7% during the COVID-19 pandemic. The graph shows various types of health care coverage changes over five years.

Figure 31. Percent private health insurance alone or in combination, 2020

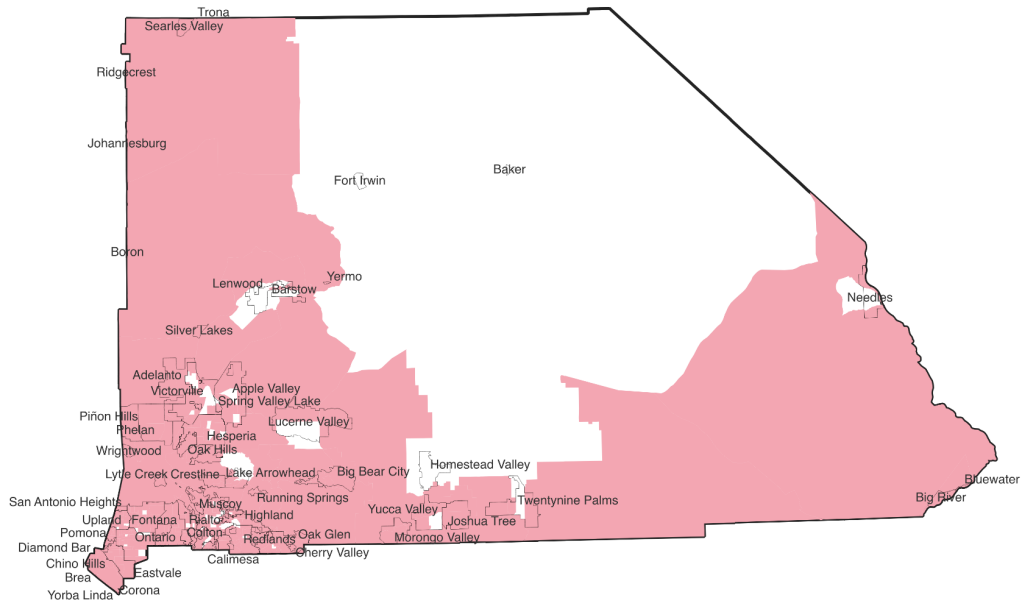
Percent Private Health Insurance Alone or In Combination in 2020



Data source: ACS 2020 5-year Estimate

Figure 31 shows the percent private coverage for the civilian noninstitutionalized population, where private coverage is defined as for private health insurance alone or in combination. The universe is the population who worked full-time, year-round (19-64 years), civilian noninstitutionalized population with private health coverage percentage at the tract level.

Figure 32. Areas with 74.5 years or greater life expectancy



Data Source: USA LEEP

Method 3: Childhood poverty

Figure 33. Poverty Rate by Age

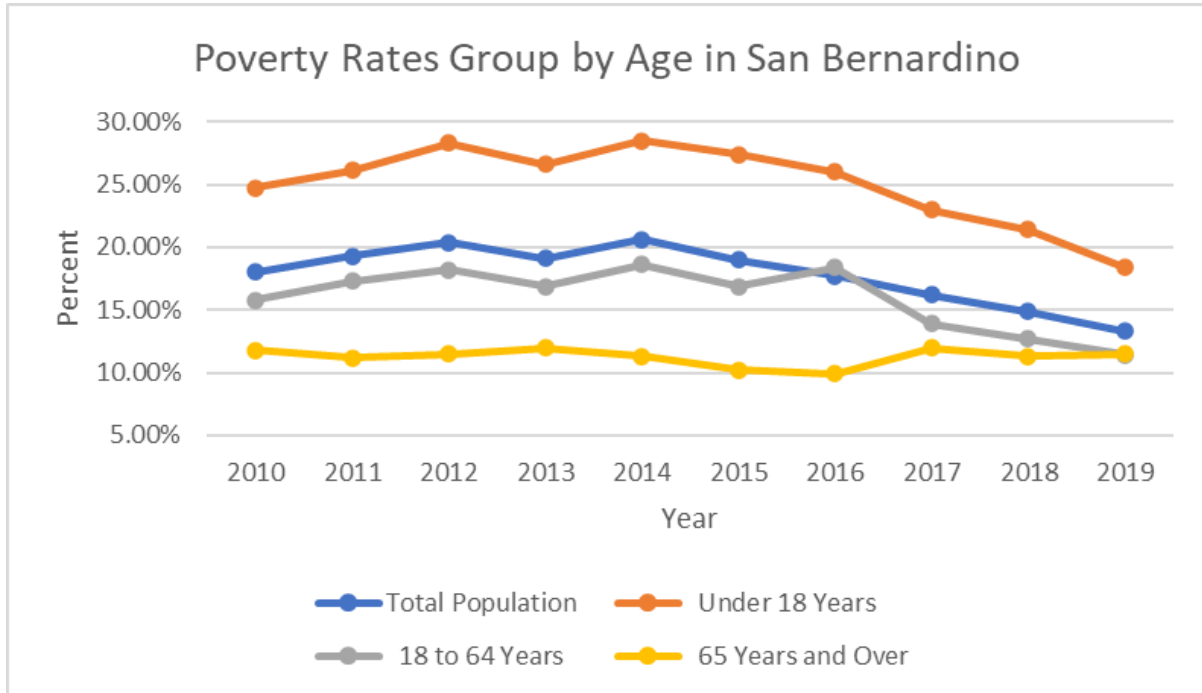
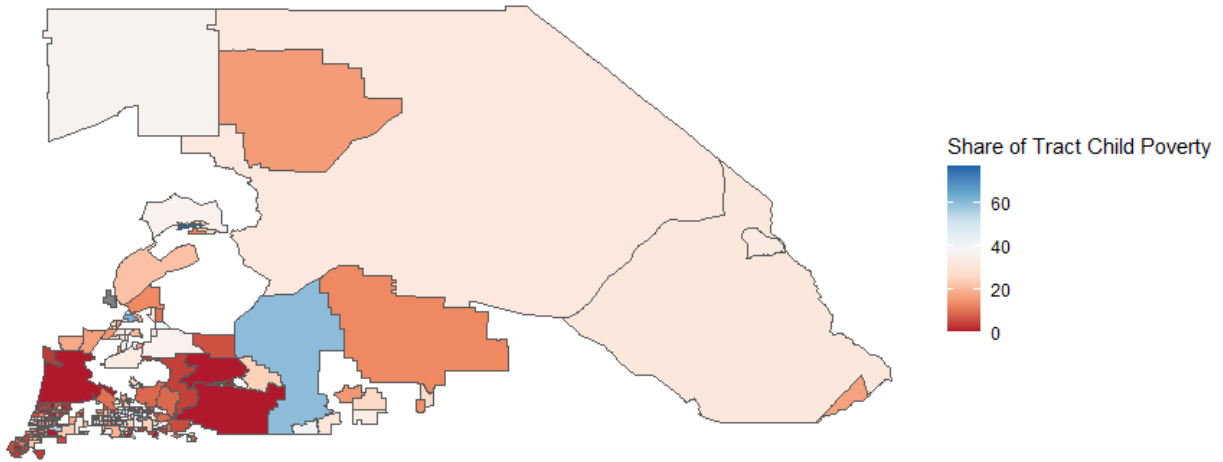


Figure 33 shows that poverty rates declined for most age groups over the past ten years. The percentage of households living in poverty decreased from 18% in 2010 to 13.3% in 2019. The poverty rate of those under 18 in San Bernardino County dropped from 24.7% in 2010 to 18.7% in 2019. Adult poverty rates declined four percentage points over the past ten years. Seniors aged 65 years and over show a slight change over the period 2010 - 2019.

Figure 34. Percent under 18 years below poverty level, 2012

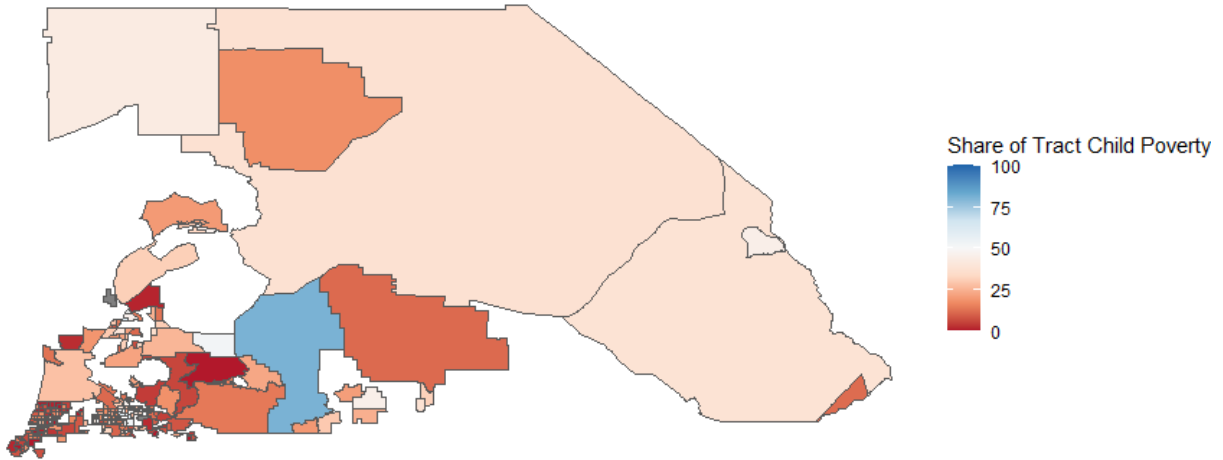
Percent Below Poverty Level Under 18 Years in 2012



This figure identifies children under 18 years who were below the poverty level in 2012 in San Bernardino County at the tract level. The blue tract areas have higher childhood poverty rates above 60%, in the south near Twentynine Palms of San Bernardino County. The northwest part near Searles Valley shows tracts where children's poverty rates are around 40%.

Figure 35. Percent under 18 years below poverty level, 2020

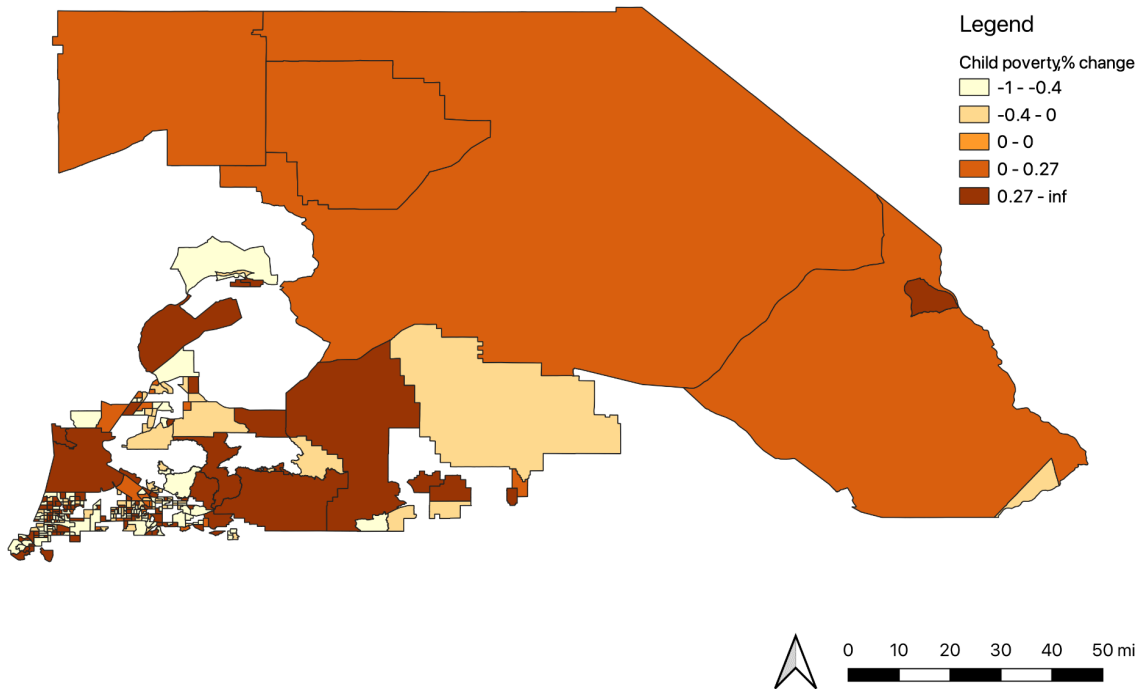
Percent Below Poverty Level Under 18 Years in 2020



The percentage under 19 years below the poverty level declines from 2010 to 2020 in many tract areas. In the northwest and southwest parts of San Bernardino, children's poverty rates have been reduced by about five percent.

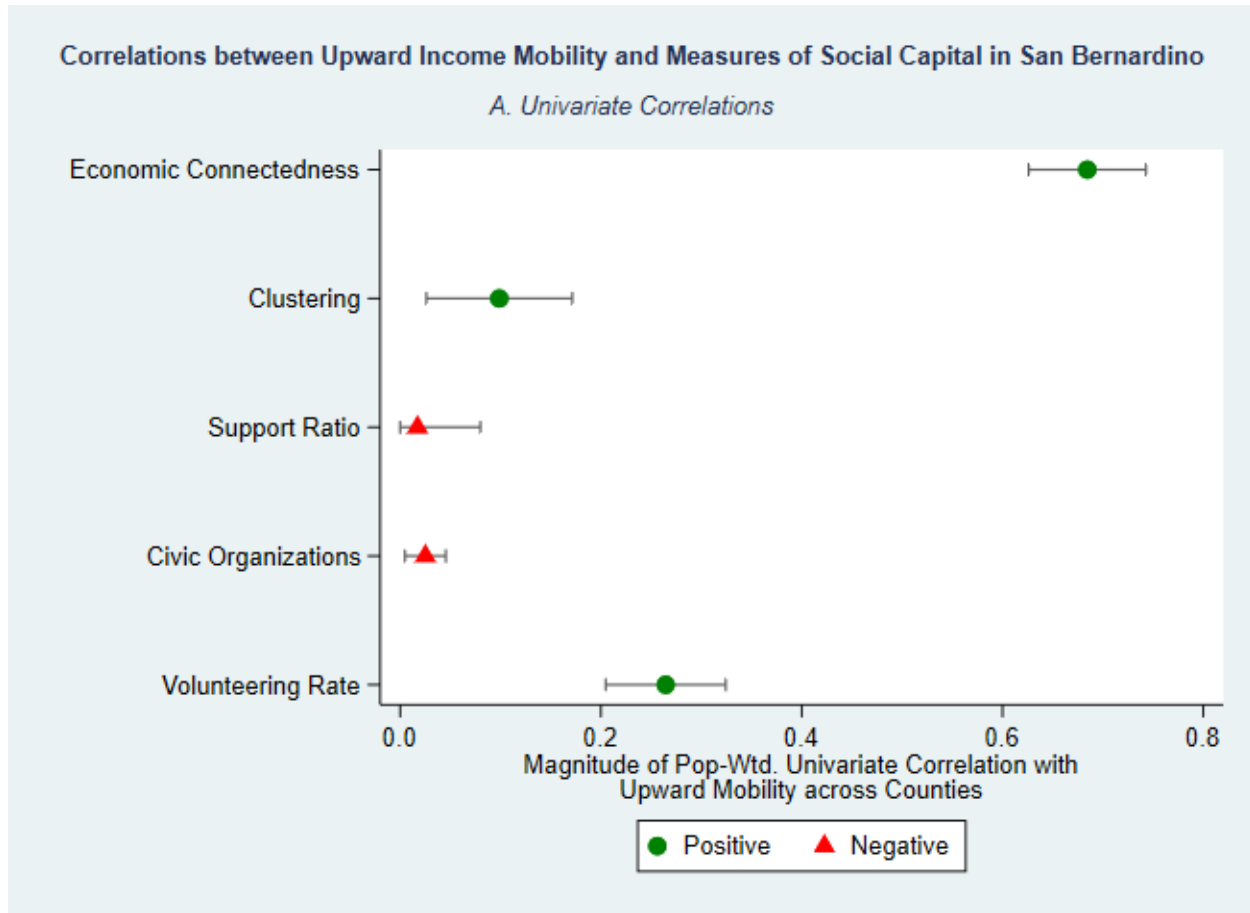
Figure 36. Percent change in poverty for those under 18 years of age, 2012 & 2020

Child poverty, percent change 2012 and 2020



Method 3: Childhood Poverty and Income Mobility

Figure 37. Correlation between upward mobility and measures of social capital



Data source:

<https://www.socialcapital.org/?dimension=EconomicConnectednessIndividual&dim1=EconomicConnectednessIndividual&dim2=CohesivenessClustering&dim3=CivicEngagementVolunteeringRates&geoLevel=county&selectedId=06037>

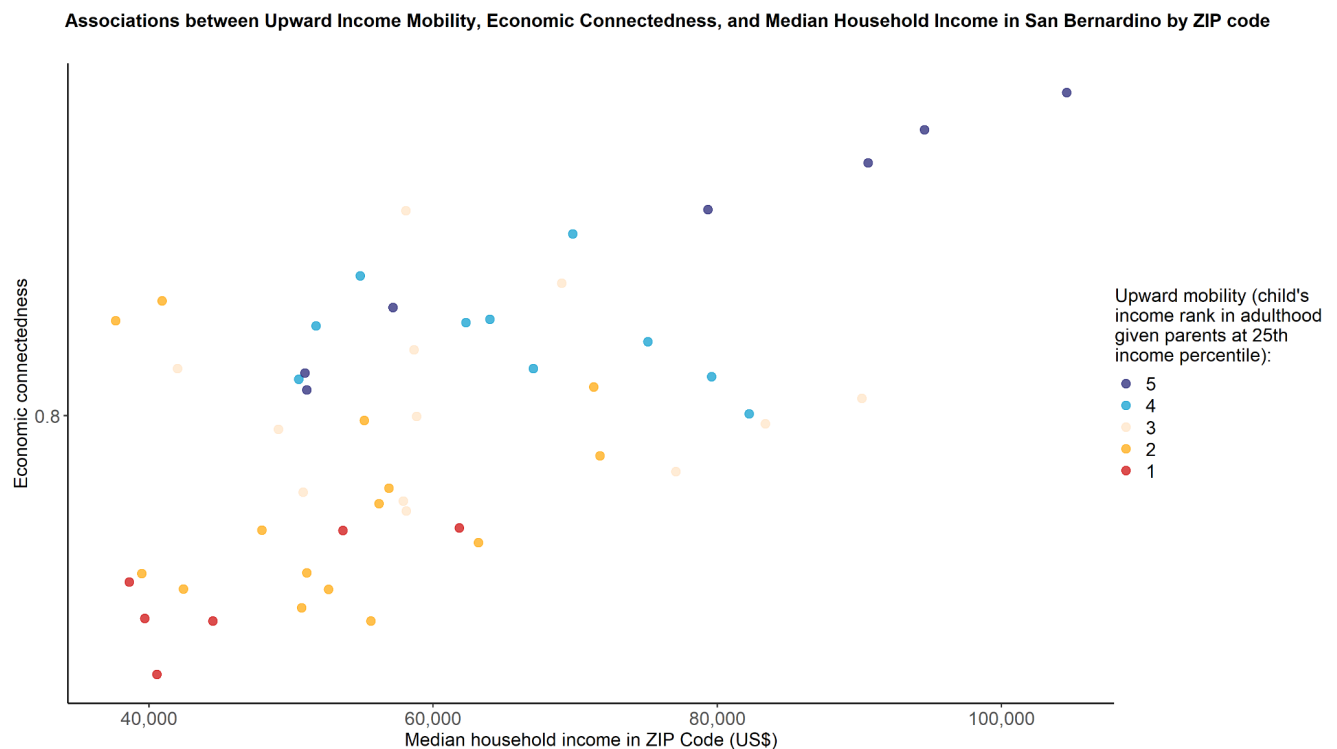
This figure shows the univariate correlation across zip code areas in San Bernardino between upward income mobility and measures of social capital constructed, such as economic connectedness, clustering, support ratio, civic organization, and volunteering rate.

Chetty (2022) defines economic connectedness as two times the share of high socioeconomic status (SES) friends among low-SES individuals, averaged over all low-SES individuals in a zip code. Clustering means the average fraction of an individual's friend pairs who are also friends with each other. Support ratio is the proportion of within-zip code friendships where the pair of friends share a third mutual friend within the same area. Volunteering shows the percentage of Facebook users who are members of a group predicted to be 'volunteering' or 'activism.' Civic organization describes the number of Facebook pages expected to be "Public Good" based on the page title, category, and other page characteristics, per 1000 users in the zip code. The average income percentile rank defines upward income mobility in San Bernardino in adulthood

of children in the 1978-1983 birth cohorts who grew up in the zip code area with parents at the 25th percentile of the national parental household income distribution.

From the figure, we can see that economic connectedness is strongly positively correlated with income mobility, and the correlation is 0.66. However, all the other measures of social capital are not strongly correlated to upward income mobility in San Bernardino.

Figure 38. Associations between upward mobility, income connectedness, and median household income by Zip code



Data source:

<https://www.socialcapital.org/?dimension=EconomicConnectednessIndividual&dim1=EconomicConnectednessIndividual&dim2=CohesivenessClustering&dim3=CivicEngagementVolunteeringRates&geoLevel=county&selectedId=06037>

The scatter plot shows the relationship between economic connectedness, median household income (based on 2014- 2018 ACS), and upward income mobility by zip code in San Bernardino. The difference in color indicates the level of upward income mobility for children who grew up in low-income families by zip code in San Bernardino. The red dots show areas with lower levels of mobility, and the blue dots show higher levels of upward income mobility. The results tend to show that children who grew up in an area with high economic

connectedness give rise to better prospects for upward income mobility than just around high-income households.

Figure 39. Association between upward income mobility and economic connectedness by selected counties



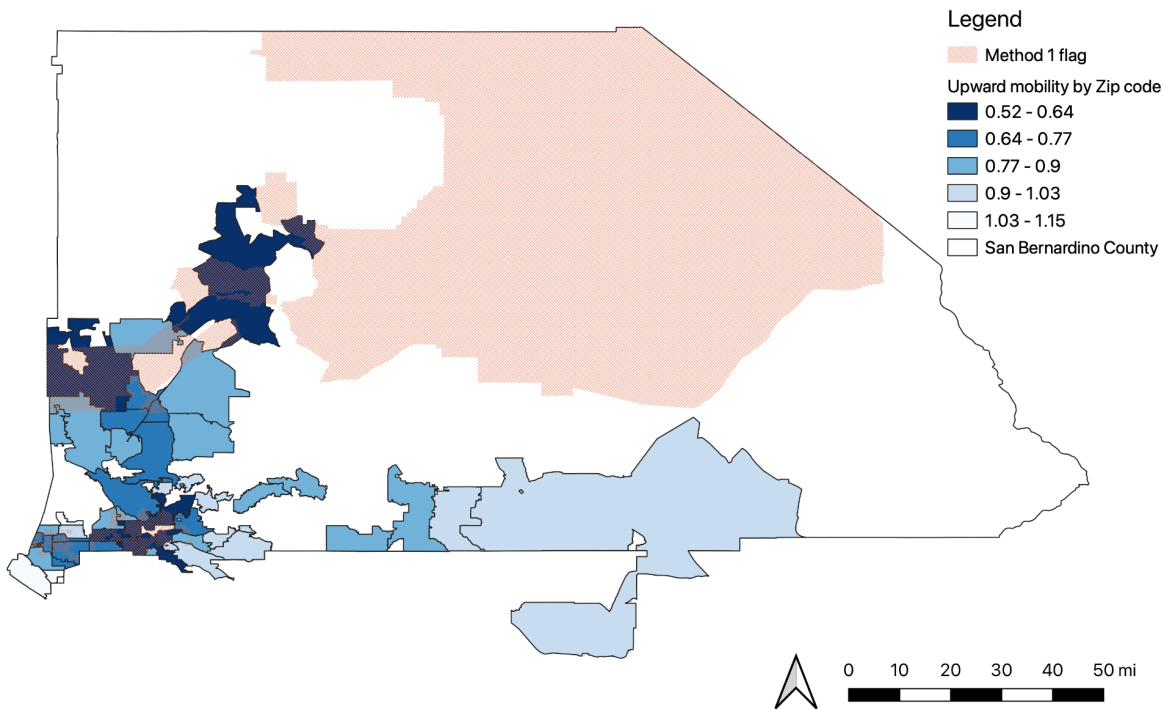
Data source:

<https://www.socialcapital.org/?dimension=EconomicConnectednessIndividual&dim1=EconomicConnectednessIndividual&dim2=CohesivenessClustering&dim3=CivicEngagementVolunteeringRates&geoLevel=county&selectedId=06037>

This figure presents the relationship between economic connectedness and income mobility non-parametrically through a scatter plot for the 200 counties in the U.S. Children who grow up in counties where low-SES individuals have more high-SES friends are inclined to have much higher rates of upward income mobility. We employed Chetty's (2022) method to run an OLS regression on the 200 largest U.S. counties by population, and standard errors are clustered by commuting zone in parenthesis. We select five counties (San Bernardino, Riverside, San Diego, Los Angeles, and San Francisco) in California.

Figure 40. Upward mobility by Zip code overlaid with Method 1

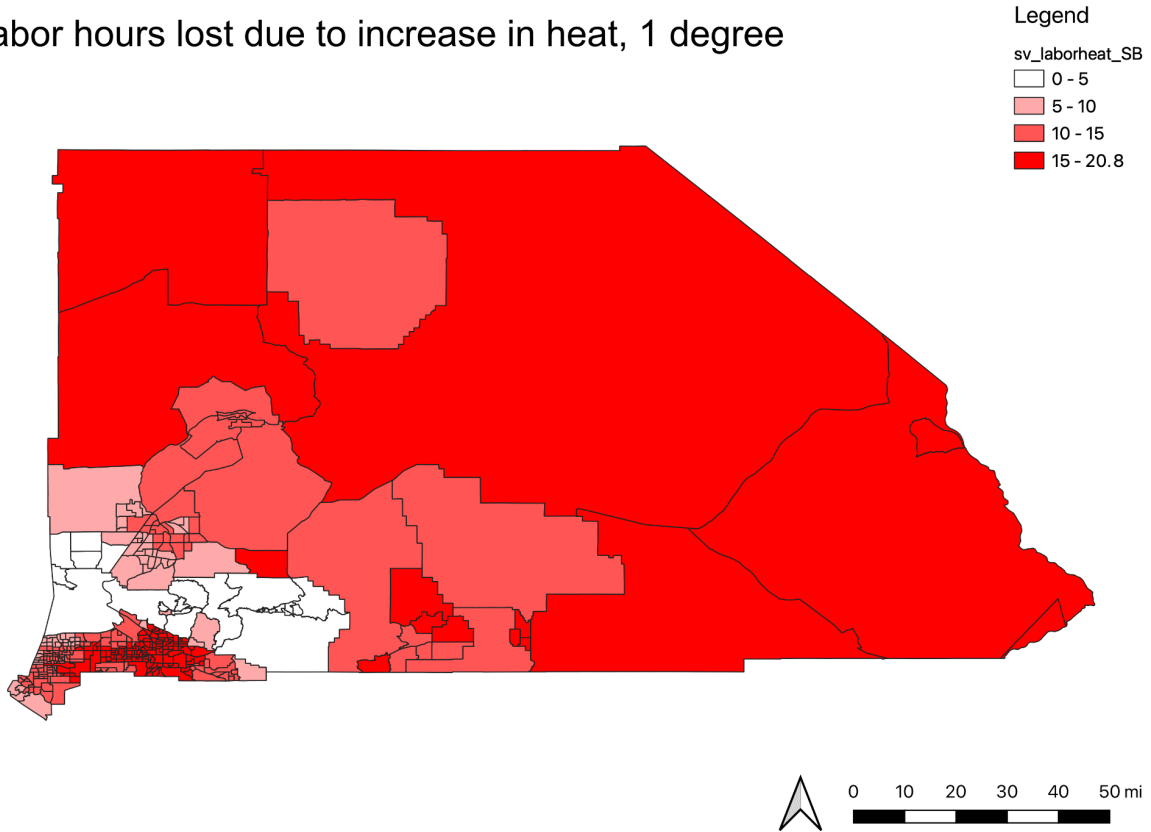
Upward mobility by Zip code



Method 3: Relationship to extreme heat

Figure 41. Hours lost per climate exposed worker per year, 1 degree

Labor hours lost due to increase in heat, 1 degree

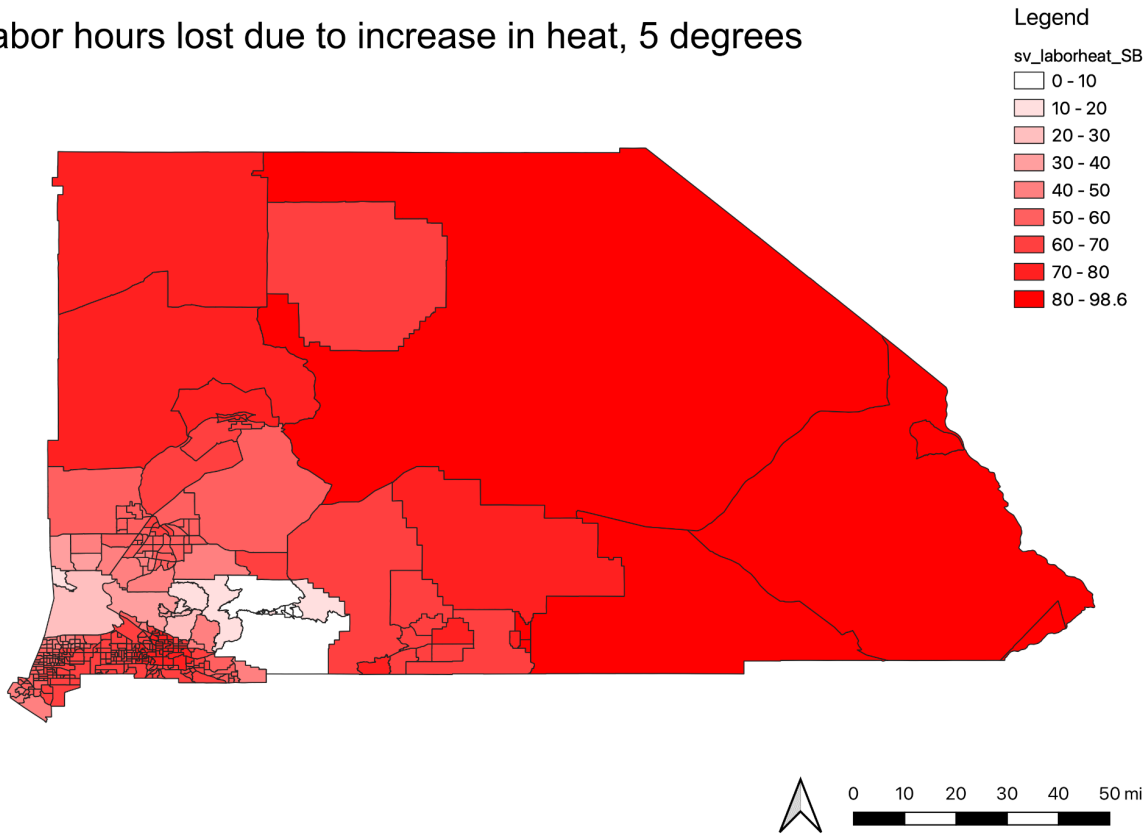


Source: Source: <https://www.epa.gov/cira/technical-appendices-and-data>

Extreme heat is becoming a greater issue in the region, which impacts daily life as well as worker conditions. The EPA has calculated hours of work lost per climate exposed worker for 1-degree increments of increased temperature, going up to 5 degrees.

Figure 42. Hours lost per climate exposed worker per year, 5 degrees

Labor hours lost due to increase in heat, 5 degrees



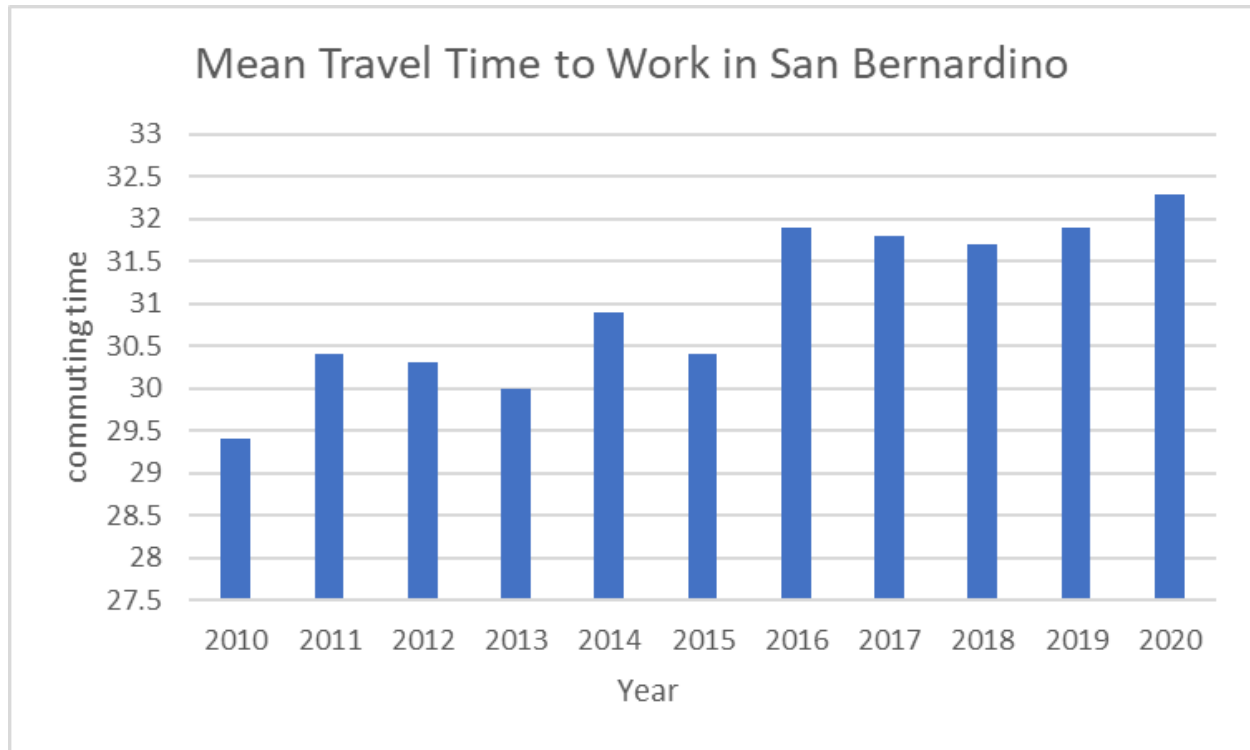
Large portions of the county face significant amounts of hours lost due to extreme heat, with up to half a full week of work lost with a 1 degree increase, and over two full weeks of work lost with a 5 degree increase.

Method 3: Travel time to work & mode of commute to work

San Bernardino County residents' average travel time to work was 32.3 minutes in 2020 and has increased slightly, compared with the average of 29.4 minutes in 2010.

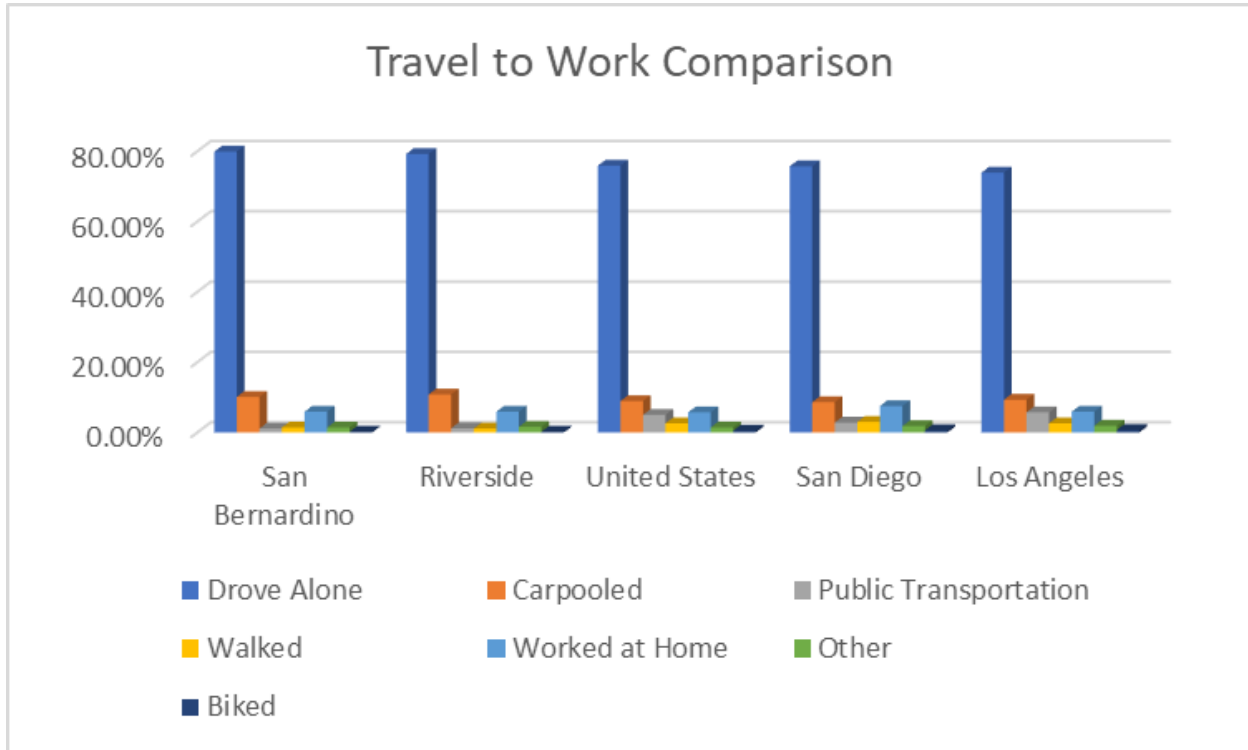
The majority of San Bernardino County commuters drove alone at 79.9% in 2019. This level has increased by 6.2% from 2010 to 2019. The second most popular common way of commuting is carpooling (10.1%), which has declined by 7.3% since 2010, when commuters were more likely to drive to work with someone else. Commuters working at home have steadily increased from 3.5% to 5.9% over the years.

Figure 43. Mean travel time to work



The average commuting time in San Bernardino takes a longer period (32.2 minutes) than the average US worker (26.9 minutes) in 2020. The mean travel time to work also shows an increasing trend from 2010 to 2020. In addition, based on the ACS 5-year estimate data, 5.75% of the labor pool commutes in excess of 90 minutes.

Figure 44. Travel to time to work by mode, comparison by other Southern California regions



The figure above shows the number of residents using each mode of transportation over time in 5 different areas in 2020. 77.1% of workers choose to drive alone to work in San Bernardino. Compared with Riverside, San Diego, Los Angeles, and the U.S., more people in San Bernardino drive alone to work.

Figure 45. Mean travel time to work, 2010

San Bernardino Estimate Mean travel Time to Work in 2010

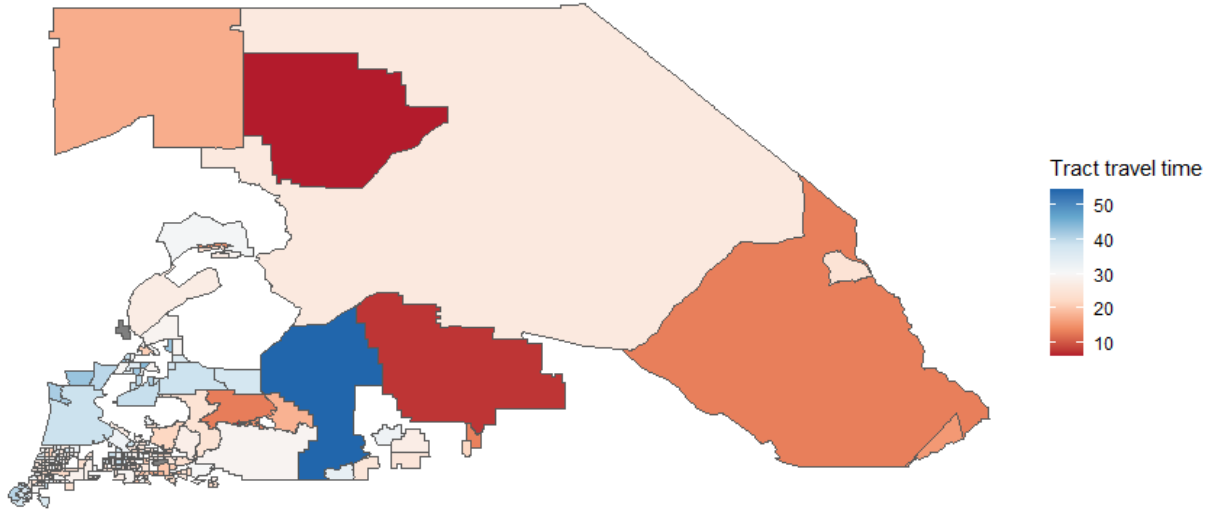


Figure 46. Mean travel time to work, 2020

San Bernardino Estimate Mean travel Time to Work in 2020

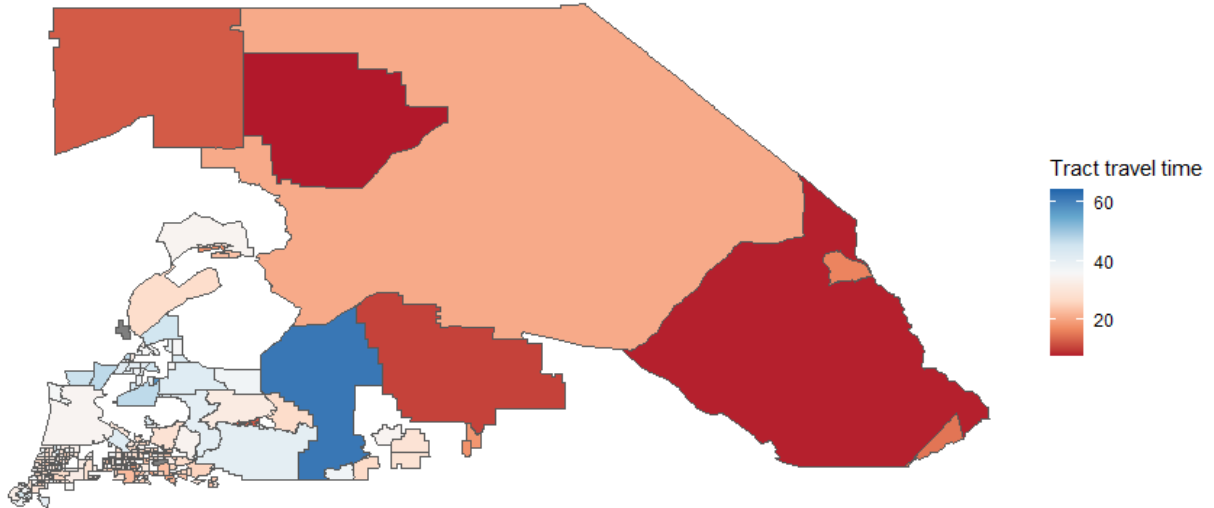
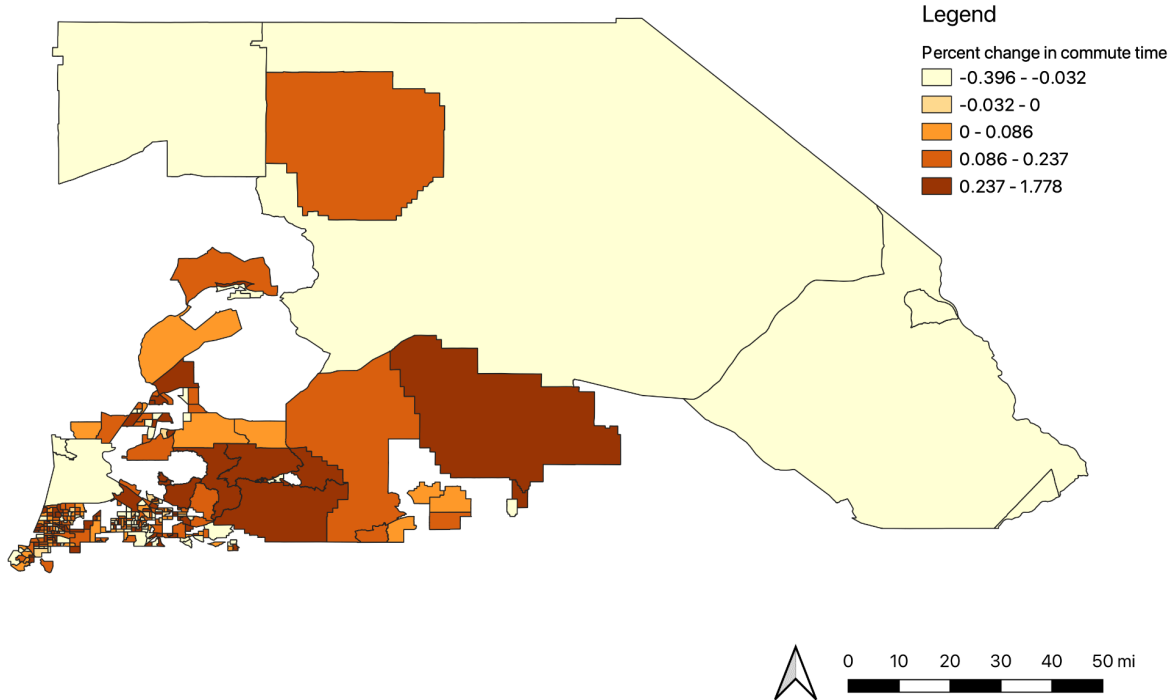


Figure 47. Commuting time percent change, 2010 & 2020

Percent change in commute time, 2010 & 2020



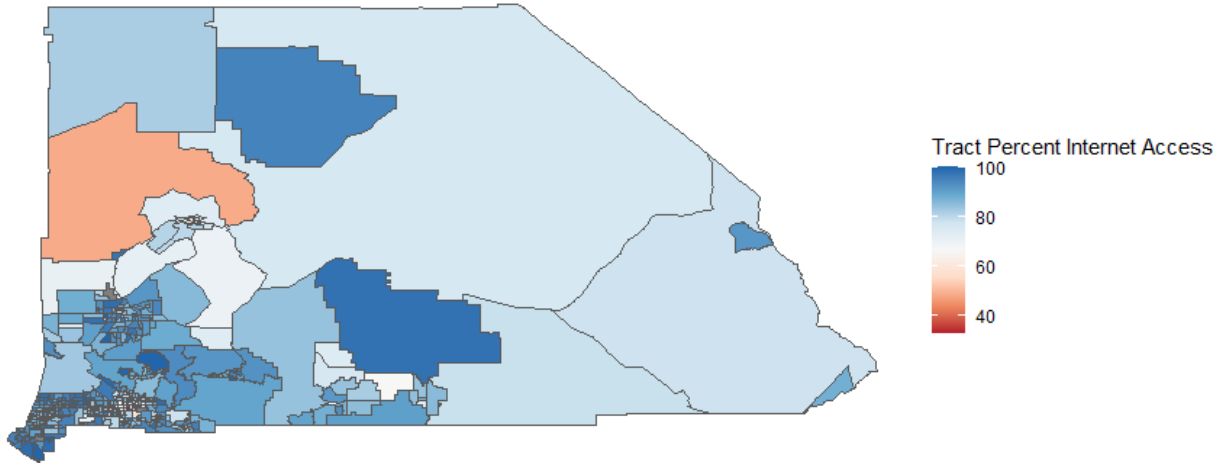
Method 3: Type of Internet Access

Access to reliable, high-speed broadband internet enhances access to employment, education, and healthcare. It is associated with increased economic development. Broadband access is necessary to support adequate employment opportunities, workforce development, education, healthcare, and access to federal programs (e.g., SNAP). It can foster social connectedness, particularly among the older population, reducing the burden of social isolation, strengthening community support, and decrementing solitude. Broadband Internet access has the potential to improve loneliness, strengthen community support, and alleviate the burden of social isolation, particularly among the elderly population.

Low-income areas are linked with lower broad internet access in San Bernardino. The distribution of internet access is distinct in different tract areas. Especially for the western parts, the internet access rate is below 50%, and the estimated percentage of households with broadband of any type is around 10%.

Figure 48. Percent of total households with an internet subscription, 2020

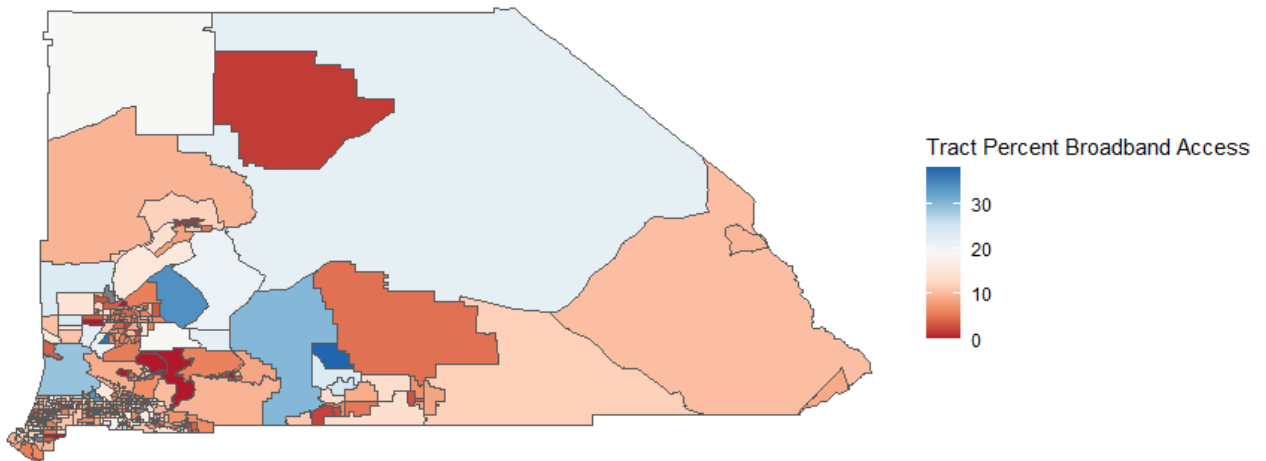
San Bernardino Estimate Percent Total Households With an Internet subscription in 2020



Data source: 2020 ACS 5-year

Figure 49. Percentage of households with broadband, 2020

San Bernardino Estimate Percent Total Households With Broadband of Any Type in 2020



Method 3: Spatial analysis

Part of UCR's task was to also evaluate to the extent possible the impact and relationship of the built environment to creating disadvantage. As part of this work, we explored several possibilities regarding network access, catchment areas, and proximity based on land use designations.

There are several limitations and caveats that need to be mentioned. First, while we hoped to do a land use change assessment (e.g., illustrate how industrial land use has changed over the last decade to understand the context of various measures of impacts), the land use parcel data we received lacked the level of consistency over each year of data provided needed to accurately understand the actual change over time. In the future, it would be helpful to start collecting land use data in a way that can be tracked longitudinally in order to be able to more accurately understand what types of land uses are changing and where, and what the potential spatial impacts may be on adjacent land uses.

Second, the spatial network proximity analysis relied heavily on the line geometry provided. This causes some inherent problems, as the network and spatial models run can only be as accurate as the relationship between the various lines and polygons. While we believe that this analysis still provides a basis for some general takeaways about proximity, location, and access, it should not be taken as a completely accurate and comprehensive representation. Additionally, line geometry is a representation of a point in time, and so its accuracy is highly dependent on how often the dataset is updated, which is notably a time-consuming and expensive process.

Third, while part of the intent of this project was to better understand disadvantage within San Bernardino County, the spatial data does not necessarily lend itself to understanding causality. For instance, the land use data only captures what the land use designation is, not what the particular parcel is actually being used for, and also does not capture what it might be in the process of being used for (e.g., small deviation (possibly just at the applicable, associated zoning level) or a larger deviation from what is currently indicated as the land use designation). While some of this data undoubtedly exists at the municipal level, including specific detailed business-related data, it was determined that acquiring this data would take significantly longer than the study period to complete, and it was also not clear to what extent we would be able to offer meaningful conclusions. Additionally, the spatial data we were able to access does not include specifics about zoning, just land use designations. While zoning data would be especially useful, particularly if it spanned multiple years, inconsistencies in labeling across jurisdictions also poses a large practical challenge in terms of creating a baseline for comparison.

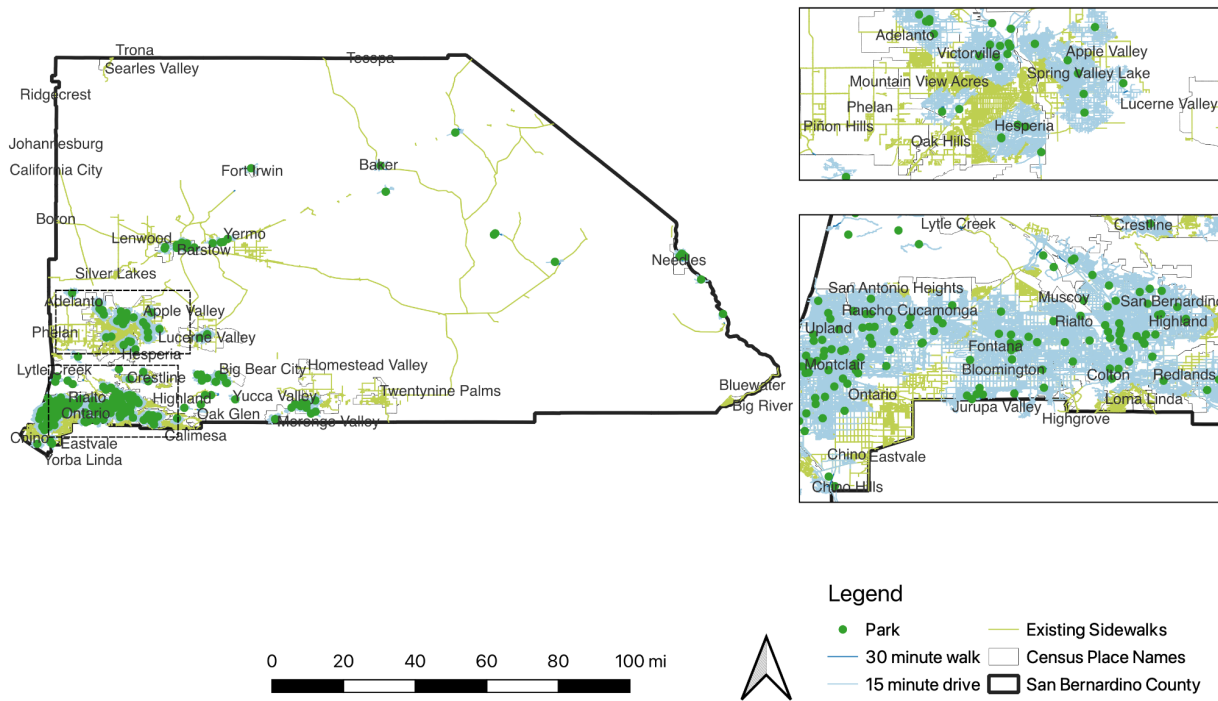
The majority of the figures below focus on the southwest section of San Bernardino County, as the other regions that are flagged by the overlap in Methods 1 & 2 data cuts are larger, less-densely populated areas of the county in the desert, and pose different circumstances and challenges.

Method 3: Access to parks

As part of this analysis, we sought to understand how accessible parks were to the larger community. We ran a network analysis based on the sidewalk line geography and road network geography to understand how accessible parks were from other land uses, using either walking or driving as mode share.

Figure 50. 30-minute walk-shed along an existing sidewalk route or 15 minute drive-shed at 35mph

Park access, 30 minute walk along a sidewalk or a 15 minute drive (35mph)

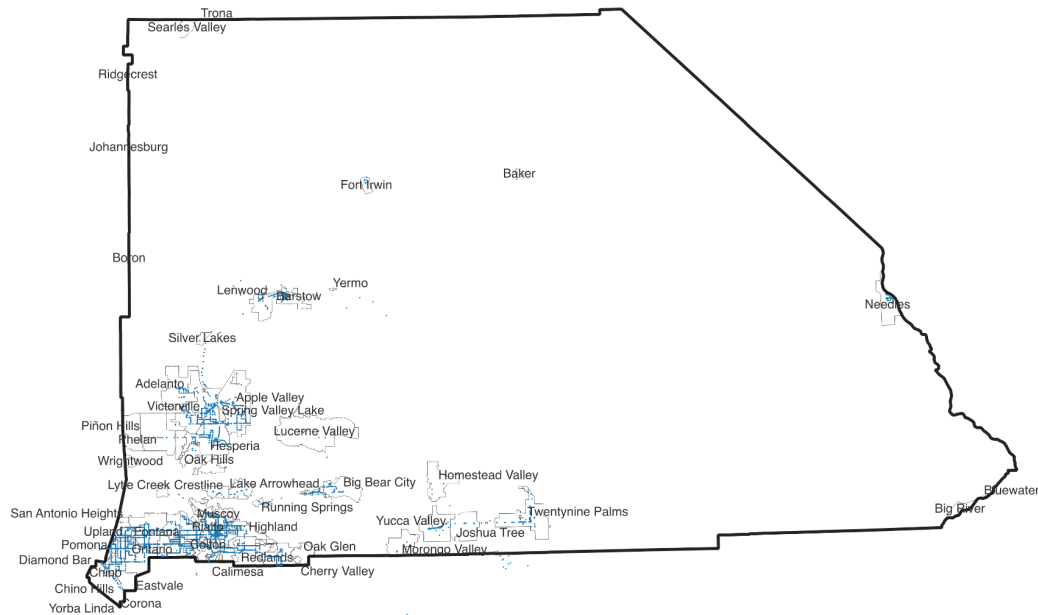


Method 3: Public Transportation

The densest public transit network of bus stops are located in southwest San Bernardino County. In this region, the places with the greatest concentrations of stops are Chino Hills, Chino, Montclair, Ontario, Upland, Rancho Cucamonga, Fontana, Bloomington, Rialto, Colton, Grand Terrace, Muscoy, San Bernardino, Loma Linda, Highland, Redlands, Monotone, and Yucaipa.

There are significantly smaller concentrations of bus stops in the Hesperia - Victorville area, Yucca Valley - Joshua Tree - Twentynine Palms area, and Barstow area.

Figure 51. Bus stops



This difference in coverage density is important because in practical terms, it creates barriers to being able to actually rely on public transportation for one's daily transportation needs.

From the focus groups:

"In addition to neighborhood-scale concerns, participants cited existing transportation infrastructure as an issue impacting the built environment and public health, particularly in remote areas of the County (e.g., high desert and tribal communities). Participants noted that public transportation infrastructure is either non-existent or not accessible for remote communities. Local organizations have piloted alternative transportation models (e.g., carpools, van shares, etc.), ensuring access to critical services (e.g., medical care, grocery stores, mental health services) with success and recommend supporting these models with public funding. Additionally, the lack of active transportation infrastructure across the region reinforces dependence on GHG-emitting vehicles, resulting in poor air quality and negative health outcomes (SBAG and SCAG 2015)."

Granted, from a policy perspective, the lower density in the remote areas of the County creates practical barriers in terms of funding and resources to be able to fund, maintain, and sustain a robust public transportation infrastructure.



Method 3: Residential land use designations in proximity to industrial and industrial-adjacent land use designations, within a 15 minute walk (along a sidewalk) of a bus stop

In large part, one of the biggest goals of the spatial analysis portion of this project was to better understand the impact of industrial and industrial-adjacent land use designations on the immediate and surrounding community. While it is impossible to make any causal statements, we wanted to better understand the proximity between residential land use designations and industrial and industrial-adjacent land use designations. In this particular case, we wanted to understand the catchment area of a 15 minute walk radius along a sidewalk from a bus stop, as this may capture those residents who are most reliant on public transportation and may also be particularly cost-burdened.

From the focus group data:

“Across all focus groups, participants expressed concern with environmental justice issues in the built environment and public health impacts in San Bernardino County, particularly for low-income communities and people of color. Participants cited disproportionate exposure to unhealthy and polluting land uses, resulting in poor air quality and negative health outcomes. A report on racial equity conditions across the Southern California Associated Governments (SCAG) region, explains that a “disproportionate share of people of color and low-income communities live near freeways and industry, exposing communities to higher rates of exposure to all sources of air pollution.” High levels of air pollution are linked to serious health issues, including asthma, heart disease, cancer, and premature death (SCAG 2021).

The logistics and distribution industry was prominently cited by participants as a main driver of poor air quality. Warehousing and distribution centers, often located in industrial zones, contribute to air pollution with truck traffic, truck idling, and warehousing construction operations (CA DOT 2009). The logistics industry can also create negative noise and traffic impacts to communities surrounding these sites. Participants noted that a lack of access to green infrastructure, such as solar technology and electric vehicles, compounds air quality issues in low-income communities and communities of color.”

Table 2. Residential and industrial land use and industrial land use-adjacent designations, within 15 minutes of a bus stop along a sidewalk

Residential LU designations	Industrial and related LU designations
Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses	Industrial Light Industrial



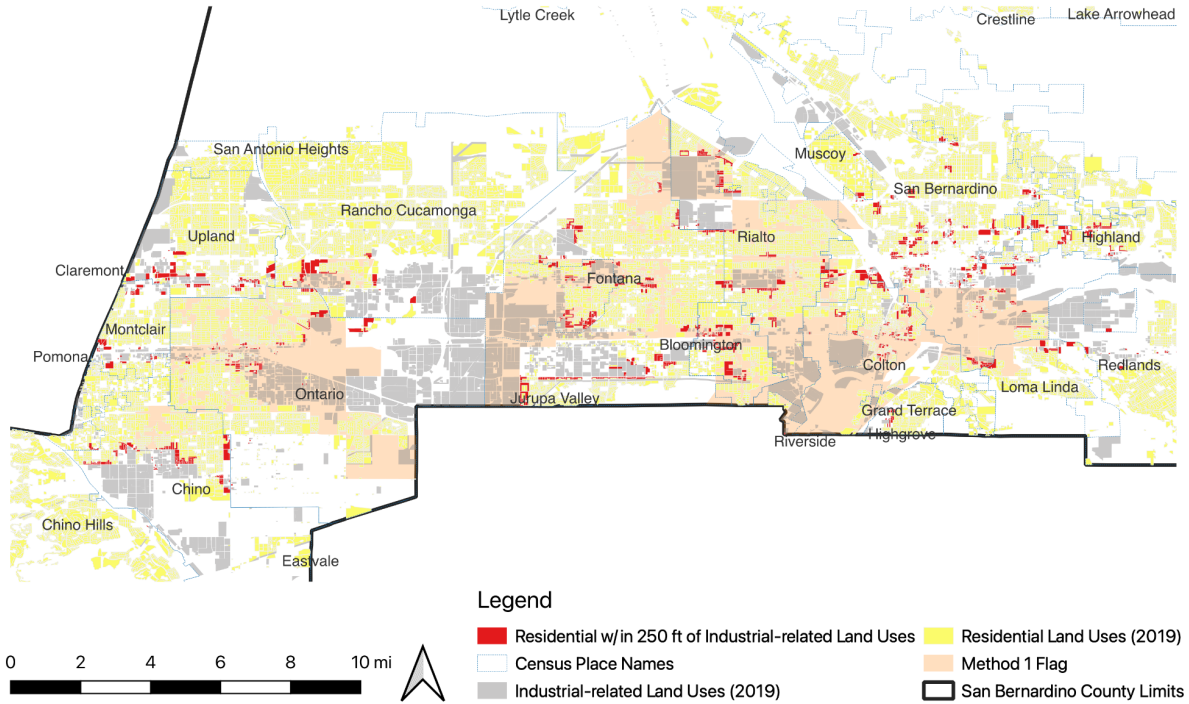
<p>High Density Single Family Residential Low Density Single Family Residential Low-Rise Apartments, Condominiums, and Townhouses Medium Density Single Family Residential Medium-Rise Apartments and Condominiums Mixed Multi-Family Residential Mixed Residential Mixed Residential and Commercial Mobile Home Courts and Subdivisions, Low-Density Rural Residential Rural Residential High Density Rural Residential Low Density Trailer Parks and Mobile Home Courts, High-Density</p>	<p>Liquid Waste Disposal Facilities Major Metal Processing Manufacturing Manufacturing, Assembly, and Industrial Services Mineral Extraction - Other Than Oil and Gas Mixed Commercial and Industrial Natural Gas and Petroleum Facilities Solid Waste Disposal Facilities Wholesaling and Warehousing</p>
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As part of this Method 3 analysis, we aimed to identify residential land use designations that fell within a 15-minute walking distance of a bus stop as well as within close proximity to industrial designated land uses.

This was done in part for two reasons. First, we wanted to understand how many residential areas were within a reasonable distance of a bus stop to better understand accessibility for those who may not have access to a car. Second, we wanted to identify those residential areas that are also within close proximity of an industrially-designated land use. While we cannot identify which of these land uses are currently occupied by actual, active industrial uses, because their land use designation is for industrial and industrial-type uses, it can be reasonably assumed that these locations are prime spots for any type of new industrial and/or industrial-adjacent uses that may be proposed and/or approved in the future.

Figure 52. Any type of designated residential land use that is within a 250 foot buffer of any type of designated industrial, manufacturing, or warehouse land use.

Residential-designated Land Uses within 250 feet of an Industrial-designed Land Use

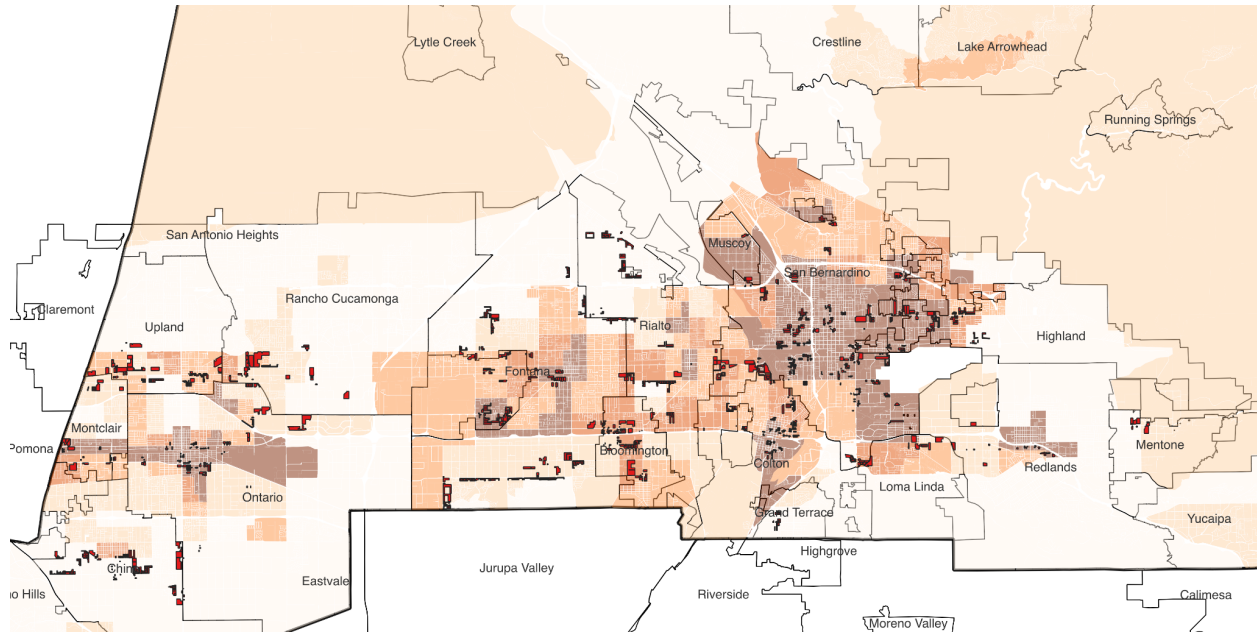


Much of southwestern San Bernardino county has parcels that fall within this catchment area, and include the Census Places: Chino, Montclair, Upland, Rancho Cucamonga, Ontario, Fontana, Bloomington, Rialto, Muscoy, San Bernardino, Colton, Grand Terrace, Loma Linda, Highlands, Redlands, and Mentone. Other areas in the county include Hesperia, Apple Valley, Victorville, Adelanto, Lenwood, and Barstow. There are several other areas, but they have significantly smaller densities of these parcels.

We merged the parcel level data with the CalEnviroScreen 4.0 data at the tract level to get an approximation of what potential disadvantage-related variables corresponded with each parcel.¹² Layering this information with poverty rates using the CalEnviroScreen 4.0 dataset, we see that many of these communities are also areas with high poverty rates.

¹² Note that this is only an approximation; CalEnviroScreen 4.0 (CES) data uses the 2010 tract vintage, where the parcel level data is from San Bernardino County COG's parcel level file. There are likely several geometries that did not merge completely, and as such these takeaways should only be used to get a general indication of what some of the associated CES variables may be for each of the parcel level geometries.

Figure 53. Residential land use designations that fell within a 15-minute walking distance of a bus stop as well as within close proximity to industrial designated land uses, overlaid with CES 4.0 poverty rates



Method 3: Residential land use designated areas in proximity to freight truck routes

As part of the qualitative analysis done by the larger SB1000 team, focus groups were asked to identify top concerns regarding environmental justice and equity. Respondents identified the logistics and distribution industry as a top concern, and a key contributor to the region's poor air quality.

From the focus group:

“The logistics and distribution industry was prominently cited by participants as a main driver of poor air quality. Warehousing and distribution centers, often located in industrial zones, contribute to air pollution with truck traffic, truck idling, and warehousing construction operations (CA DOT 2009). The logistics industry can also create negative noise and traffic impacts to communities surrounding these sites. Participants noted that a lack of access to green infrastructure, such as solar technology and electric vehicles, compounds air quality issues in low-income communities and communities of color.”

As part of this analysis, we sought to isolate residential land uses that were in close proximity to freight truck routes. Note that we used freight truck routes instead of the basic road network as

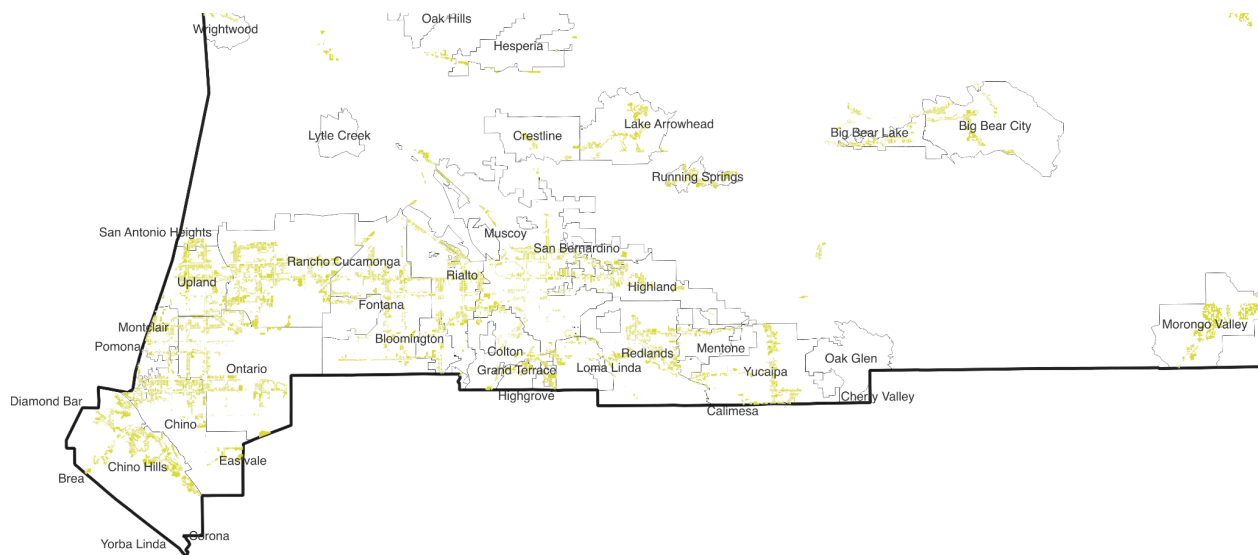
we wanted to ensure that we picked up large freight vehicles which typically can primarily only operate on certain thoroughfares, as opposed to the smaller trucks that do not necessarily have the same restrictions.

Freight Line geometry:

<https://data-usdot.opendata.arcgis.com/datasets/usdot::freight-analysis-framework-faf5-network-links/about>

While the range of surrounding residential area whose air quality may be impacted by freight traffic is difficult to generalize (e.g., particulate matter trajectories are highly dependent on a range of factors, including atmospheric conditions, the modeling of which is outside the scope of this project), because most large freight vehicles must primarily travel on designated routes we instead opted to capture all residential designated land uses within proximity of these designated routes.

Figure 54. Residential land use designation within proximity of a truck freight route



However, we also wanted to understand who lives in these residentially-designated areas. As an important caveat, the residential parcels indicated above in olive green are those that are designated as residential on the land use file - the land use dataset does not indicate what use is actually on a particular parcel.

Additionally, as noted earlier, there are limitations to further analysis based on this data. The following two figures rely on the merging of parcel-level data with tract-level data. This was primarily done to get an idea of the potential demographics that may be impacted by freight movement along these designated corridors. However, due to the nature of combining two

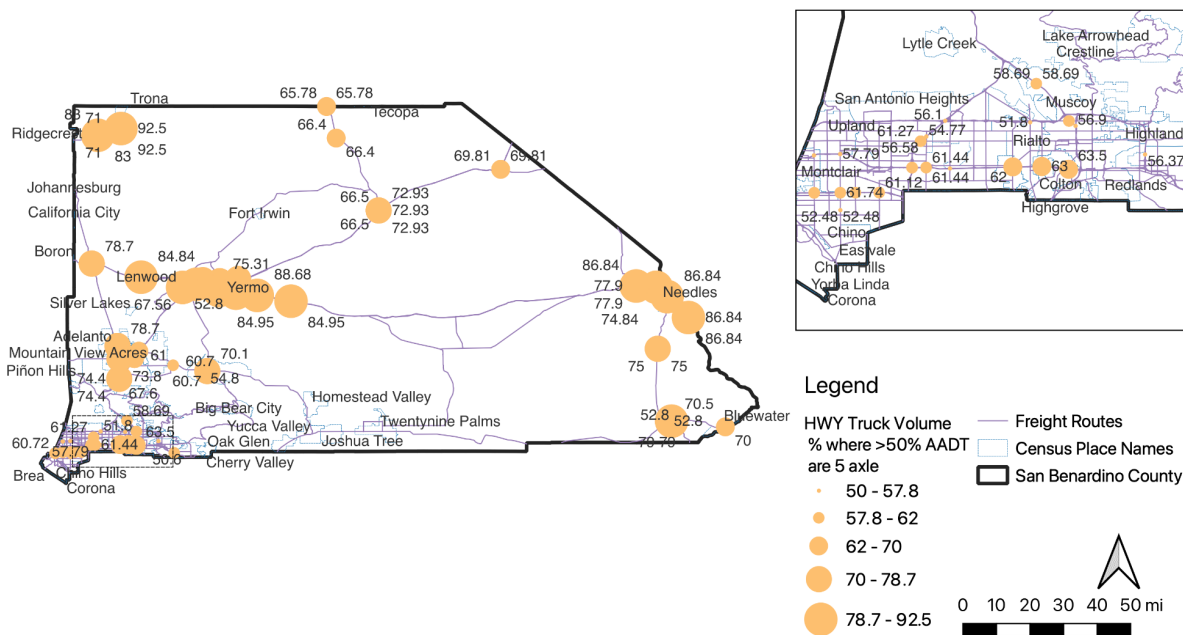
different line geometries from two different sets of year vintages, there are limitations to the accuracy of the data merge, and any comparisons that can be made using it.

Method 3: Freight truck volumes, locations

[Freight truck volumes](#) are also particularly high in this region, with many counting stations recording over 20,000 daily trips, and with many of the counting stations recording over 40% of the trips attributed to 5-axle truck trips (labels on map are percentages of total share of recorded trips).

Figure 55. Freight truck volume monitoring locations

Freight Truck Volume Monitoring, % of 5-Axle Trucks Accounting for > 50% Average Annual Daily Trips



The following table lists monitoring locations that have greater than 50% of the Annual Average Daily Traffic attributed to 5 axle trucks as of August 2022.

Table 3. Monitoring locations with greater than 50% of its annual average daily truck traffic attributed to 5 axle trucks

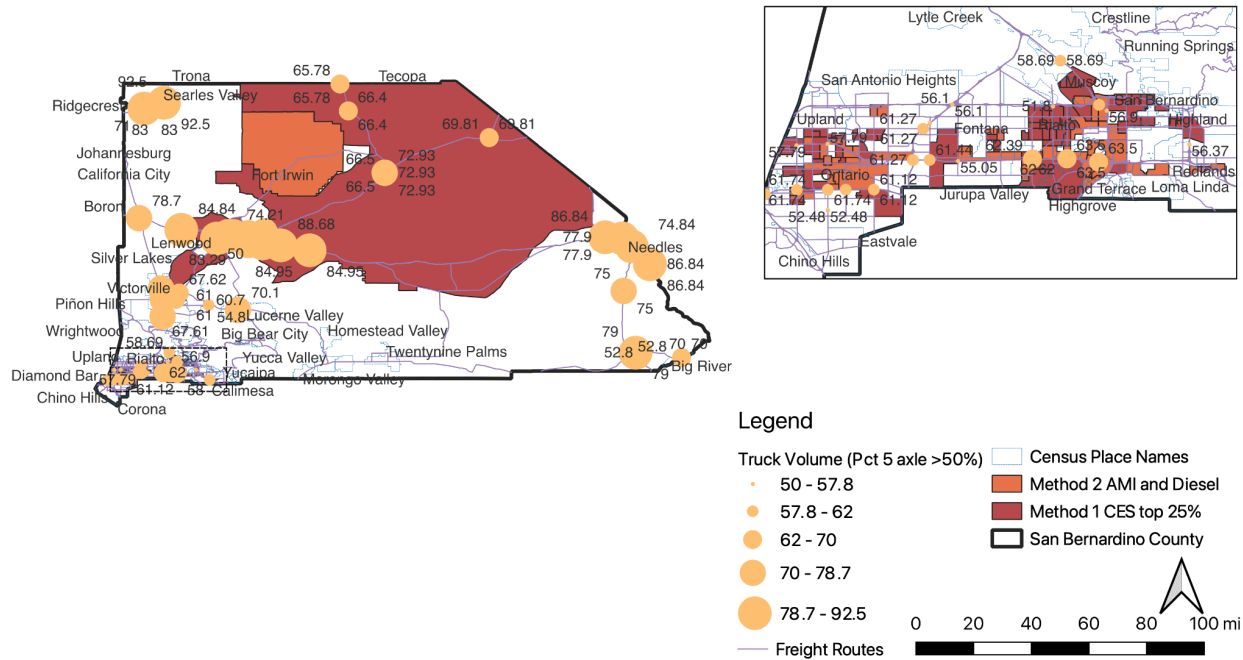
MONTCLAIR, CENTRAL AVENUE	BAKER, JCT. RTE. 127	JCT. RTE. 95
UPLAND, JCT. RTE. 83	NIPTON ROAD	SCHAEFER AVE
ONTARIO, JCT. RTE. 15	LUCERNE VALLEY, JCT. RTE. 247	JCT. RTE. 62
ETIWANDA AVENUE	BEAR VALLEY CUTOFF	HAVASU LAKE ROAD
FONTANA, CHERRY AVENUE	BARSTOW, JCT. RTE. 15	EAST JCT. RTE. 40
BLOOMINGTON, CEDAR AVENUE	A STREET	WEST JCT. RTE. 40
PEPPER AVENUE	AIRPORT ROAD	SARATOGA SPRINGS ROAD
COLTON, MOUNT VERNON AVENUE	WEST NEWBERRY ROAD	SAN BERNARDINO/INYO COUNTY LINE
YUCAIPA BOULEVARD	E/O DESERT OASIS ROADSIDE REST	TRONA ROAD
JCT. RTE. 10	JCT. RTE. 95 NORTH	RIALTO, RIVERSIDE AVENUE
JCT. RTE. 66	PARK ROAD	JCT RTE 15
RANCHO CUCAMONGA, MILLER AVENUE	JCT. RTE. 95 SOUTH	E/O SANTA ANA RIVER BRIDGE
JCT. RTE. 395 NORTH	ARIZONA STATE LINE	SAN BERNARDINO, JCT. RTE. 259 NORTH
JCT. RTE. 18 SOUTH	IRON WASH BRIDGE	SAN BERNARDINO, HIGHLAND AVENUE
VICTORVILLE, JCT. RTE. 18 SOUTHEAST	JCT. RTE. 15	SAN BERNARDINO, JCT RTE 206
BARSTOW, LENWOOD ROAD	LOS ANGELES/SAN BERNARDINO COUNTY LINE	JCT. RTE. 18
BARSTOW, JCT. RTE. 40 EAST	CENTRAL AVENUE	STODDARD WELLS ROAD
JCT. RTE. 58 WEST	ONTARIO, JCT. RTE. 83	PALMDALE ROAD; JCT. RTE. 18

GHOST TOWN ROAD	GROVE AVENUE	GEORGE AIR FORCE BASE ROAD
YERMO INSPECTION STATION	ARCHIBALD AVENUE INTERCHANGE	TWENTY MULE TEAM RD

While the largest share of monitoring stations that picked up greater than 50% of AADT for 5-axle trucks were located in southwest San Bernardino, there were also clusters located in the Barstow area as well as in the Hesperia - Victorville area. Many of these areas (particularly in southwest San Bernardino) are also either within or adjacent to tracts identified as within the top 25% of CalEnviroScreen 4.0 scores, which is one measure of significant disadvantage.

Figure 56. CES 4.0 top 25% scores, and percentage of diesel particulate matter

5 axle Truck Volume > 50% of AADT, Method 1 and Method 2 (diesel)



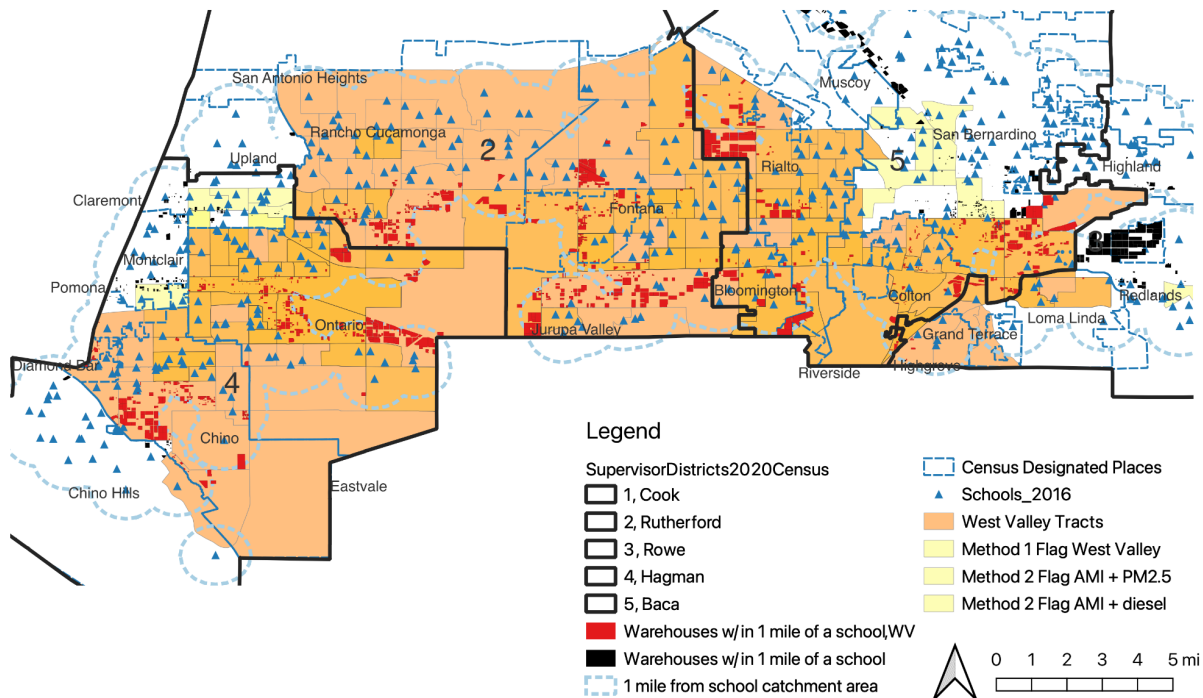
Ideally we would have been able to analyze historical data to help identify potential trends in AADT, which would be an important variable to track down for further analysis.

Method 3: Proximity to warehouses and warehouse-adjacent zoning assessed designations

One area of concern was the relationship between land uses and environmental justice aspects. This particular analysis looked at the proximity of schools to warehouses. While we were able to identify over 2,000 warehouses and warehouse-related uses (as identified on Assessor parcel data) that were within 1 mile of a school, of which over 1,000 were in the West Valley area, it should be noted that there may be more or fewer warehouses that are close to a school, depending on the actual land use.

Figure 57. Schools in proximity to warehouses, warehouse distribution centers, and warehouse-adjacent zoning assessed designations

Warehouses within 1 mile of a school (overlaid with Method 1 & 2)



Parcel data source:

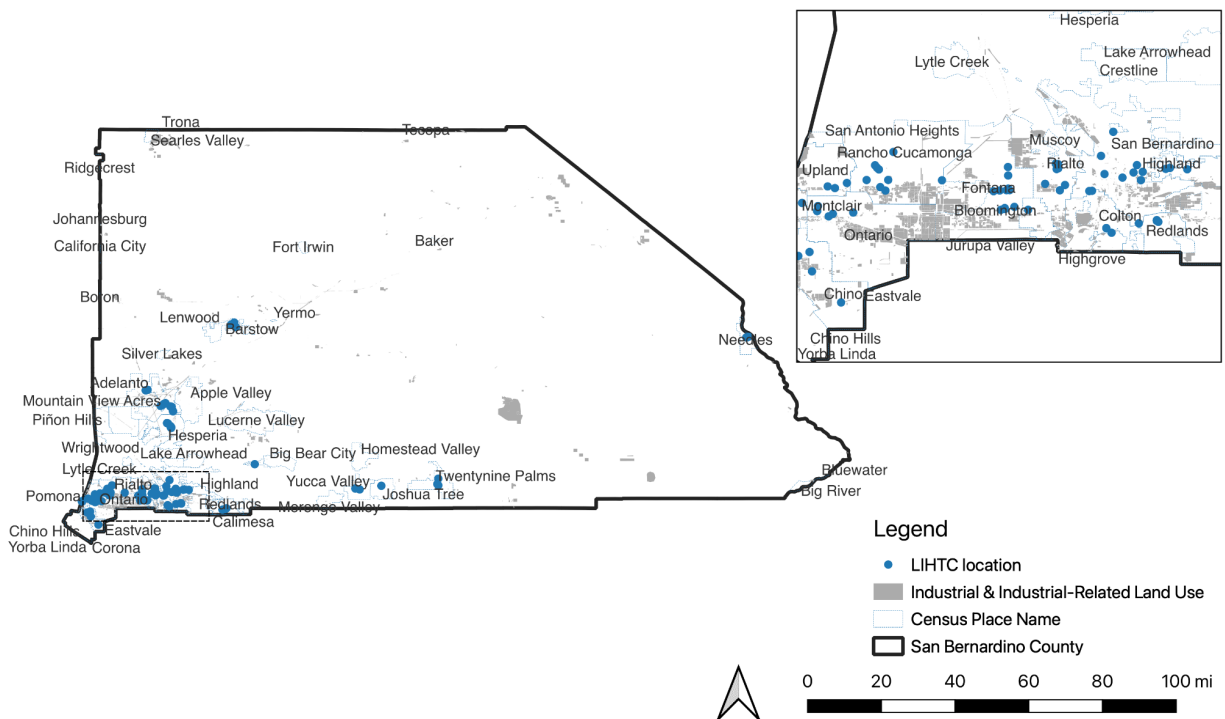
<https://open.sbcounty.gov/datasets/sbcounty::sbco-parcel-polygons/explore?location=33.410376%2C-118.648044%2C22.99>

We also wanted to understand what, if any, spatial burden low-income individuals have with relation to proximity to warehouses and warehouse-related land uses. Based on the same

Assessor data, we mapped out low-income housing tax credit housing production in relation to warehouses and other industrial land use designations. Similar to the caveat identified above, this analysis does not take into account what the actual land use is. However, it does provide information on what the land use designation is, which does factor into what the actual use of a particular parcel is.

Figure 58. LIHTC residential areas in proximity to warehouses, warehouse distribution centers, and warehouse-adjacent zoning assessed designations

LIHTC Locations & Warehouse/Industrial Land Use Designations



Data source: <https://lihtc.huduser.gov>

Method 3: Access to alternative fueling stations

Alternative fuel sources have been identified as one way to address pressing air quality issues. As part of the policy push to address global warming and climate change, both the state and federal level have been pushing vehicle manufacturers to adopt alternative fuel technology for consumer-type motor vehicles, offering significant incentives to help increase demand. However, a major barrier to greater increases in purchases of these types of vehicles is availability of alternative fueling stations - be they in residential or commercial type settings.

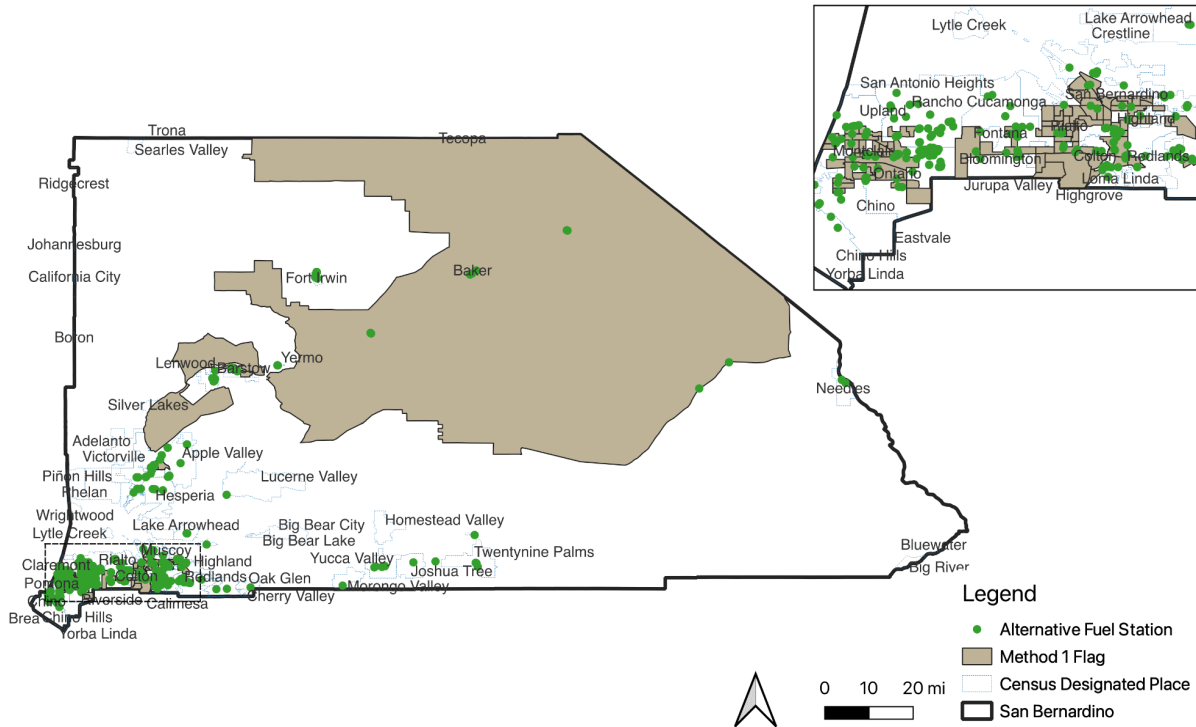
From focus group:

“The logistics and distribution industry was prominently cited by participants as a main driver of poor air quality. Warehousing and distribution centers, often located in industrial zones, contribute to air pollution with truck traffic, truck idling, and warehousing construction operations (CA DOT 2009). The logistics industry can also create negative noise and traffic impacts to communities surrounding these sites. Participants noted that a lack of access to green infrastructure, such as solar technology and electric vehicles, compounds air quality issues in low-income communities and communities of color.”

Lack of access to alternative fueling stations also impacts the ability of communities to fully take advantage of alternative fuel vehicles such as electric vehicles. Particularly for those who live in multi-unit housing, such as apartment complexes, having access to infrastructure like publicly-accessible electric charging stations becomes key to enabling communities to leverage the environmental benefits of alternative fuel vehicles as well as take advantage of the many state- and federal-level incentives tied to owning an alternative fuel vehicle.

Figure 59. Public alternative fuel stations, overlaid by Method 1 (CES 4.0 top 25%)

Alternative Fuel Stations and Method 1 Cut



Data source:

<https://data-usdot.opendata.arcgis.com/datasets/usdot::alternative-fueling-stations/about>

Groupings of public alternative fuel stations are predominantly located in the southwest corner of San Bernardino, with smaller clusters in the Hesperia - Victorville area and the Barstow area. Otherwise there are a handful in the northeastern half of the county, primarily located at travel centers.

Discussion & Suggested Next Steps

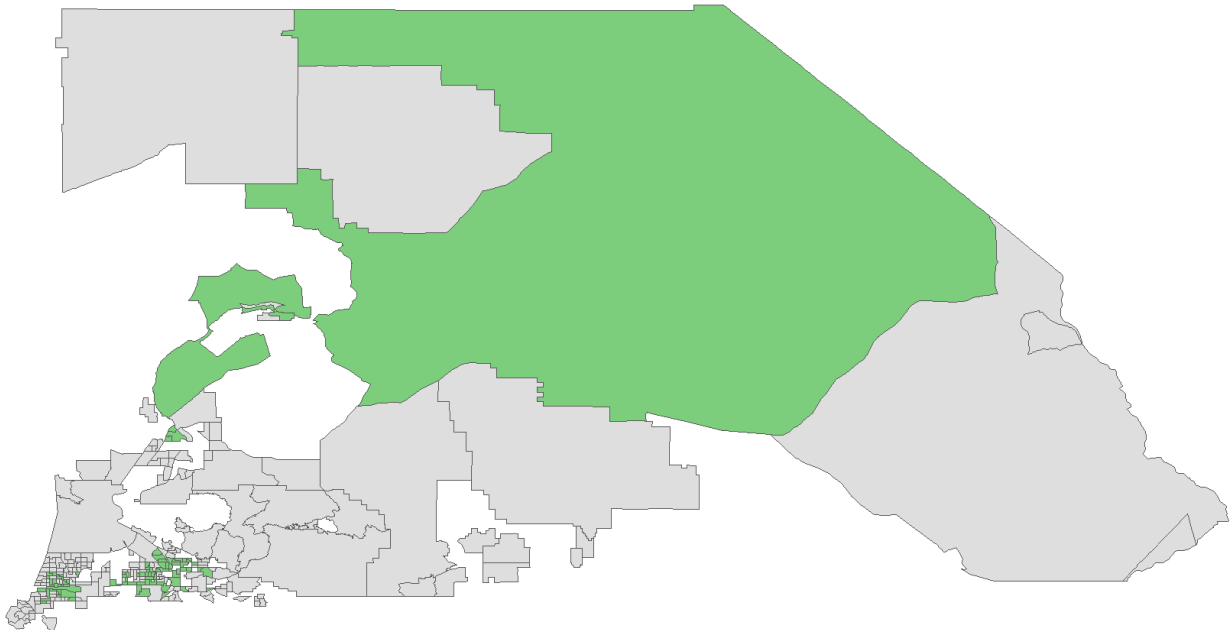
Summary discussion

The Method 1 cut isolated areas with tracts that had the top 25% scores via the CalEnviroScreen 4.0 dataset. The areas flagged were concentrated in the southwest corner of San Bernardino County as well as parts of the Barstow-Victorville area, and then a substantial portion of the northeast segment of the county (note: the tracts here are geographically very

large as the population density is very low). Through this approach we isolated 129 tracts (35% of total).

The Method 2 cut further drilled down on various aspects of disadvantage, initially isolating areas with an area median income of less than 80%. Some other options that were considered as part of this cut were PM2.5 percentile and diesel percentile as per the same CalEnviroScreen 4.0 dataset. Because of the nature of the SB1000 proposed Method 2 cuts, which then suggest using other measures of disadvantage, we opted to evaluate some options from SCAG's PEPA approach (illustrated in Figure 13). However, we could not use all of the variables as including all of them would have flagged a majority of tracts within the County, reducing the utility of this particular analysis. Because of this, we opted to isolate several variables based on knowledge of the policy process as well as what the literature has identified as important to understanding disadvantage (both in the present as well as contributing to generational disadvantage). A few things should be noted here. First, while we conducted a regression analysis to better understand which variables were most highly correlated with disadvantage - and ideally to isolate which ones should be used for the method cuts - the reality is that this particular set of decisions was more of an 'art' approach than a 'science' approach. For instance, while we used SCAG's PEPA approach to help inform our consideration of variables that might make sense for a Method 2 cut (see Figure 13 for SCAG's proposed PEPA variables), variables such as older populations were excluded since there are areas that tend to skew older, but are not necessarily disadvantaged (e.g., while it is in Riverside County, the Palm Springs area is an example of a community that skews older but is also affluent). Additionally, the variable households that do not have access to an automobile was also excluded since technically many policy approaches are working to steer people away from using vehicles and instead toward using mass transit and active transportation options. Finally, we also opted to omit the variable female-led households because that then removes male-led households (while less frequent, there are households that are single parent and not female-led) as well as households where either a grandparent or another family member/guardian are the primary caregivers. Through this approach we then isolated 173 tracts (46.8% of total). By combining Method 1 and Method 2, we isolated 87 tracts (23.5% of total).

Figure 60. San Bernardino County tracts with Method 1 and 2 Flag



The Method 3 cut aimed to address spatial aspects of the built environment, as well as feedback that was gathered from some of the qualitative data collection conducted as part of the larger SB1000 process conducted by the overall SB1000 team (note: UCR was not an active part of this particular process due to several external issues beyond the team's control). Aspects that were considered included walkability, access to parks/open space, access to bicycle lanes, proximity to sidewalks, land uses (e.g., schools, residential) that were within a specified distance of a warehouse, land uses within proximity of public bus stops, racial breakdown of proximity to major freight thoroughfares, proximity to publicly accessible electric vehicle charging stations, among others.

For this particular assessment, a few things should be noted. First, population density throughout the county varies considerably, and as a practical measure does factor into aspects such as the existence and/or extensiveness of public transportation networks, the frequency of public parks, and the relative usefulness of mapping out proximity/adjacency of land uses. Second, infrastructure investments also vary widely, and often correspond to the type of development in an area - i.e., urban areas will inherently look different than very rural areas. While sidewalks may be common in densely populated urban areas (granted this isn't always the case, particularly in areas that are also heavily populated by industrial uses, or older neighborhoods, or lower-income), they often are not a part of the landscape in rural areas, and sometimes are only sparsely deployed in very suburban areas. The same can be said of bike lanes and for newer infrastructure amenities such as electric vehicle charging stations.

A few major takeaways can be noted. First, the sidewalk infrastructure in the southwest portion of the county - which is also the location of some of the highest population densities in the

county - is fairly comprehensive. As a caveat, this analysis is based on the current line geometry available for use by the study team, and may not be fully updated and/or may not fully be indicative of the current condition of the sidewalk (e.g., incomplete, broken sections, unusable sections). Second, the amount and distribution of parks is fairly high for the southwest portion of the county - again where there is the highest population density. Granted this is dependent on available data, but further analysis could look at trends related to health outcomes, including variables such as frequency of exercise that is not related to work.

When looking at the breakdown of residential uses by race, the southwest portion of the county is heavily Hispanic/Latino, with much smaller frequencies of Black/African American residents.

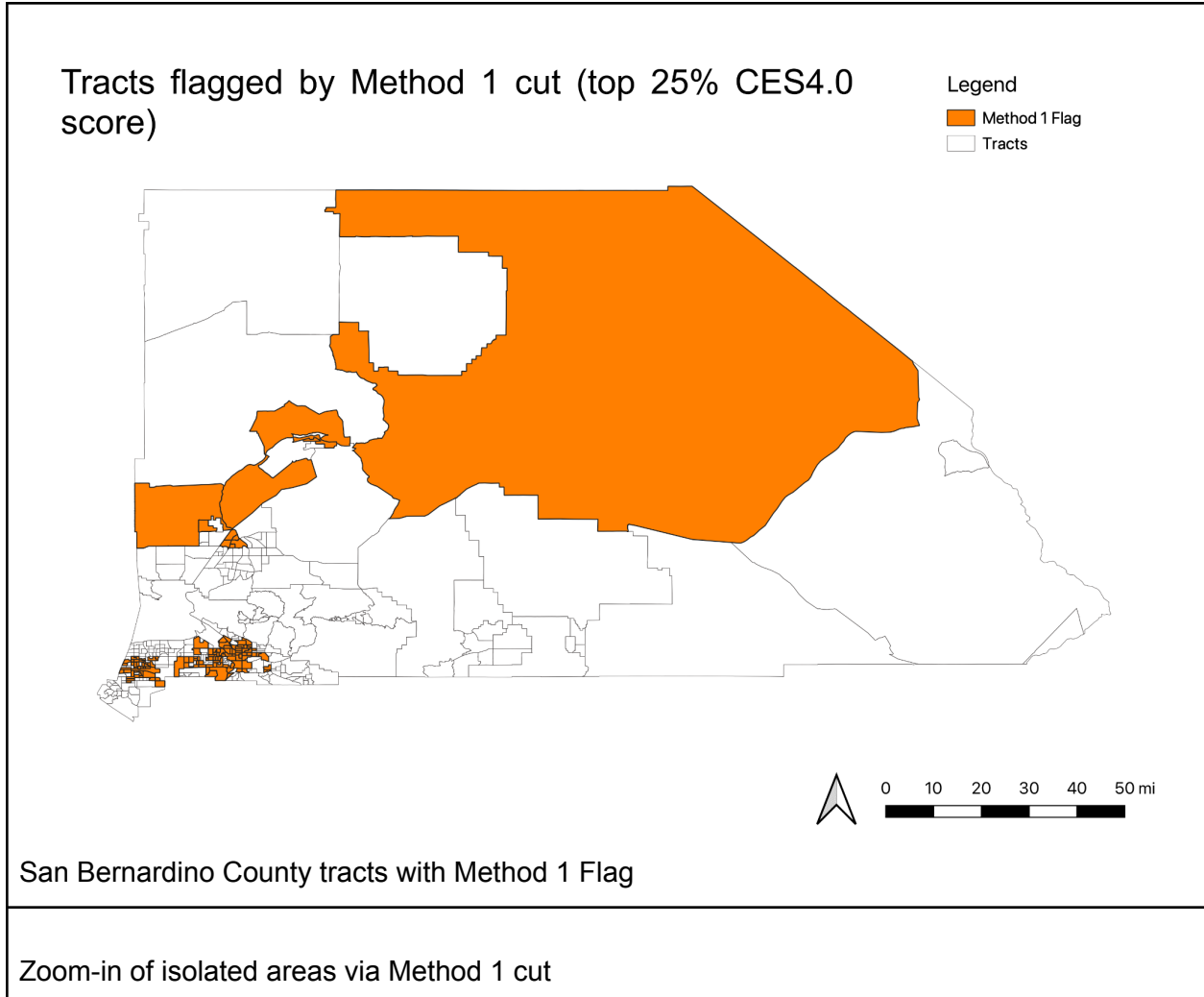
The following are some major takeaways:

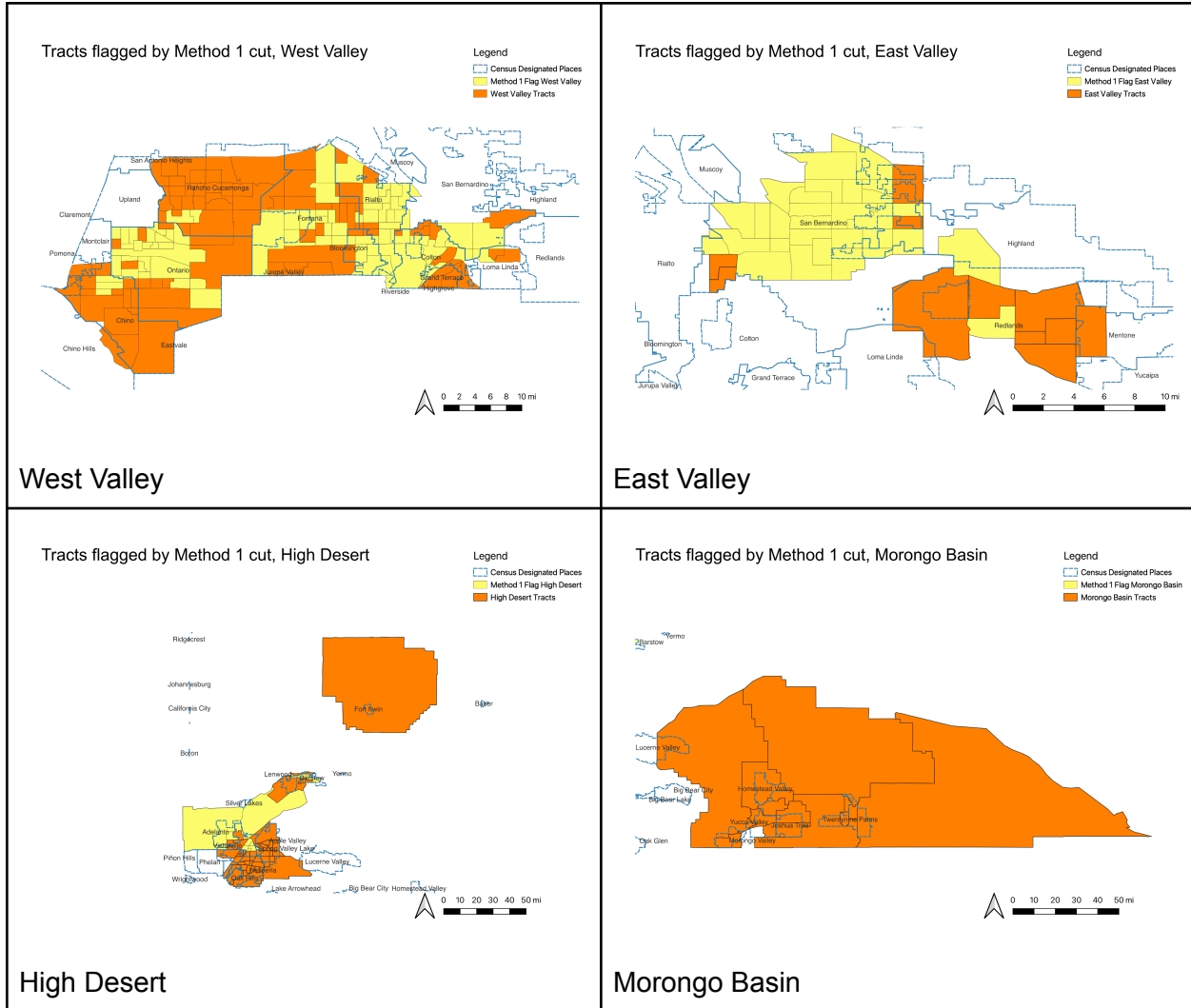
- The southwest corner of the county /West Valley has significant environmental disadvantage
- For some spatial metrics (e.g., park access, availability of sidewalks, public transportation access) disadvantage in the SW corner of the county/West Valley is less than in other parts of the county (note: this region has greatest population density and greatest clusters of urban areas)
- Existing data raises some questions about land use designations and decisions (e.g., relationship between siting of LIHTC production, schools, warehouses, truck routes and volumes)
- Emerging technologies that may impact future environmental burden scores like CalEnviroScreen, such as electric vehicle charging infrastructure, are becoming more common and are increasingly found outside of major urban centers, but still skew heavily toward more urbanized areas and/or areas that are heavily trafficked
- Food access is a significant concern, with tracts throughout the county where households that do not have access to a vehicle also live more than ½ mile from a grocery store; in rural areas food access shows 9 tract areas representing low income greater than 20 miles from supermarket, and 18 tract areas representing low income greater than 10 miles from a supermarket.
- Regression analysis identifies the following key indicators relevant to housing cost burden: household income, life expectancy, CES 4.0 score, asthma rate, poverty rate, linguistic isolation, and educational attainment
- Childhood poverty and upward income mobility analysis shows the correlation between upward mobility and social capital

Regional profiles

As part of this analysis, we were asked to also zero in on four sub-regional areas: West Valley, East Valley, the High Desert, and the Morongo Basin.

Figure 61. San Bernardino County sub-regions of focus





East Valley is in San Bernardino County, including San Bernardino, Loma Linda, Bryn Mawr, Grand Terrace, Redlands Colton, and Rialto. The average household income is \$57,392, below the San Bernardino area median income of \$61,200, and the poverty percentile is 72.20%. The average CES 4.0 score percentile is also above 75%. Around 52% of residents choose to rent their homes.

West Valley is mainly located in the cities of Rancho Cucamonga and Chino. The average household income is \$86,012, above the San Bernardino area median income, and the poverty percentile (38.81%) is the lowest compared with East Valley, High Desert, and Morongo Basin. The Education percentile (percent of the population over 25 with less than a high school education) is 45.06%, lower than the other three regions.

High Desert areas include Victorville, Hesperia, and Barstow cities. It usually turns extremely hotter in the summer and much colder in the winter than in the lower valleys. The average household income is \$51,081 which is below the median income level in San Bernardino

County, and the poverty rate is the highest (79.44%) compared to the other three regions. In addition, the asthma rate (79.66%) is also higher than in East Valley, West Valley, and Morongo Basin.

Morongo Basin is a valley region and an endorheic basin, including Joshua Tree, Morongo Valley, Copper Mountain Mesa, Wonder Valley, Pioneertown, Johnson Valley, Homestead Valley, Yucca Mesa, and Desert Heights, located in San Bernardino County in Southern California. The total population is 22,315, which is the lowest compared to the other three regions. In addition, the average household income is \$42,185, which is much lower than the median income level, and the poverty rate is above 75%. The CES 4.0 percentile is 33.97%, which means the pollution burden in Morongo Basin is comparatively low. The linguistic isolation percentile is 9.51%, which is lower than the other three regions, though the area also has a low population density and so this lower percentage needs to be taken within context.

Table 4. Analyzing Characteristics in East Valley, West Valley, High Desert, and Morongo Basin

Characteristics	East Valley	West Valley	High Desert	Morongo Basin
Average Household Income	57,392	86,012	51,081	42,185
Ces.4.0. Percentile*	77.47%	51.06%	56.54%	33.97%
Asthma Percentile**	75.08%	30.88%	79.66%	56.49%
Low Birth Weight Percentile	68.35%	44.77%	67.82%	46.91%
Education Percentile***	73.73%	45.06%	68%	52.58%
Linguistic Isolation Percentile	52.70%	45.86%	37.73%	9.51%
Poverty Percentile	72.20%	38.81%	79.44%	77.74%
Child Poverty Percentile	24.79%	8.47%	28.15%	37.98%
Housing Burden Percentile	54.77%	40.29%	53.40%	53.42%
Total Population	288546	179313	124373	22315
Population Density (pp/sq. m.)	0.001579	0.0015601	0.0000439	0.0000113
Population Density (ppl/sq. mi)	6.48e-10	1.74e-11	6.25e-10	2.811e-12

Notes: none of the data reported above reflects any of the method cuts described earlier

* Average percentile

** Average Age-adjusted rate of emergency department visits for asthma

*** Average Percent of population over 25 with less than a high school education

Table 5. Analyzing Estimated Total Population Group by Race and Education in East Valley, West Valley, High Desert, and Morongo Basin (ACS 2020 5-year estimate)

Region	East Valley	High Desert	Morongo Basin	West Valley
White	52.13%	68.70%	80.95%	56.34%
Black or African American	10.12%	9.41%	1.47%	6.21%
American Indian and Alaska Native	0.60%	1.22%	0.62%	0.86%
Asian	4.87%	3.14%	2.30%	12.08%
Native Hawaiian and Other Pacific Islander	0.21%	0.60%	0.80%	0.22%
Some Other races	22.81%	8.34%	3.98%	13.79%
Two or more races	9.27%	8.61%	9.92%	10.49%
Hispanic or Latino	66.94%	54.25%	20.50%	45.68%
Estimate Percent Below High School Graduate	27.43%	13.20%	21.61%	14.28%
Estimate Percent High school graduate or higher (population 25 years and over)	72.57%	78.39%	85.72%	86.80%
Estimate Percent Bachelor's degree or higher (population 25 years and over)	16.15%	9.62%	19.85%	29.17%
Estimate Percent High school graduate	29.34%	33.05%	24.10%	22.76%
Estimate Percent Bachelor's degree	10.23%	6.59%	12.73%	19.49%



Estimate Percent Graduate or professional degree	5.92%	3.03%	7.17%	9.66%
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Figure 62. Estimated percent of population by educational attainment

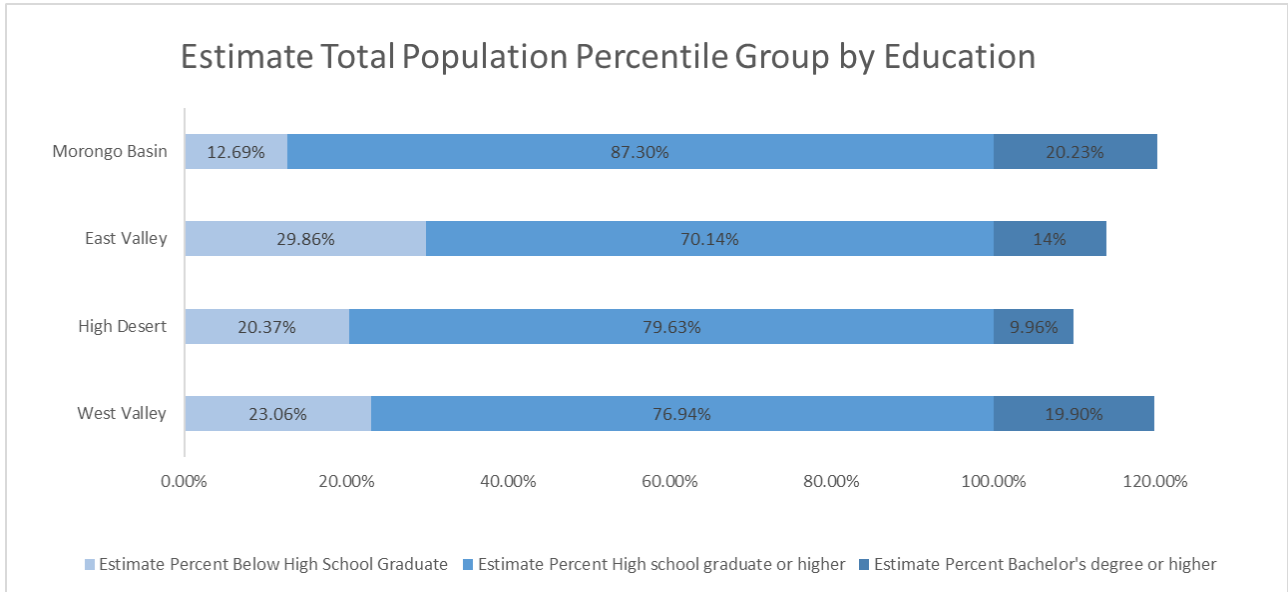
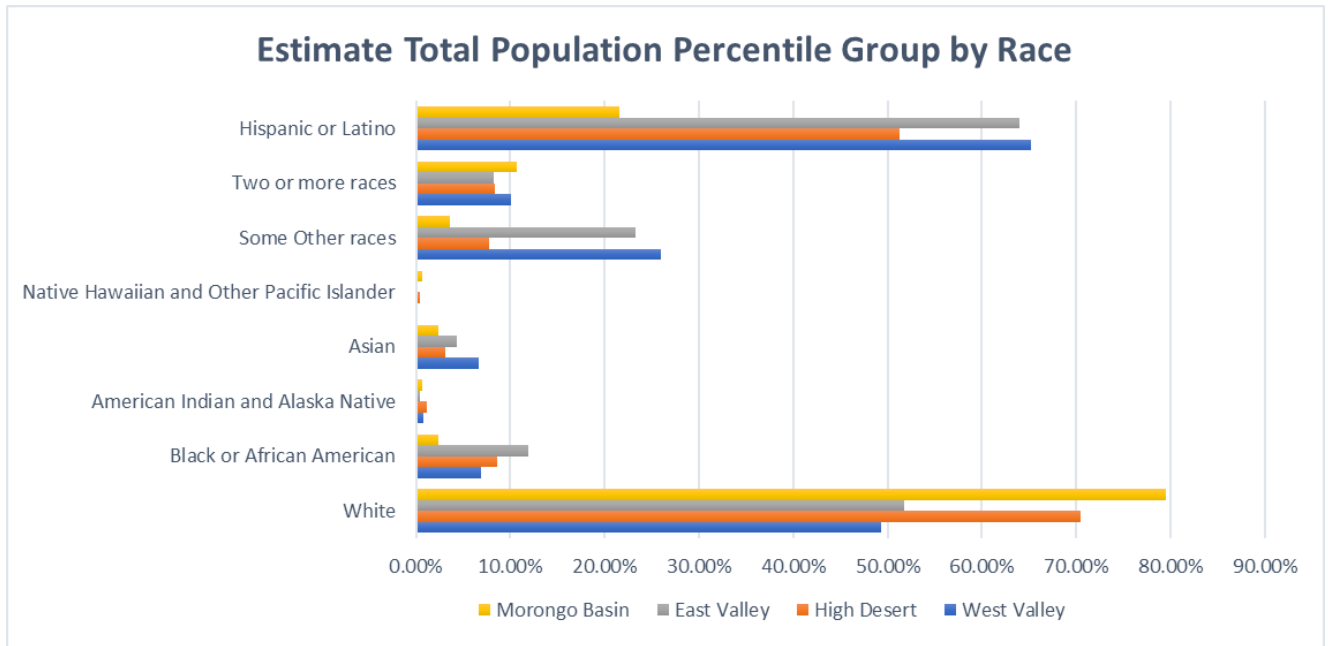


Figure 63. Estimate total percentage of population by race

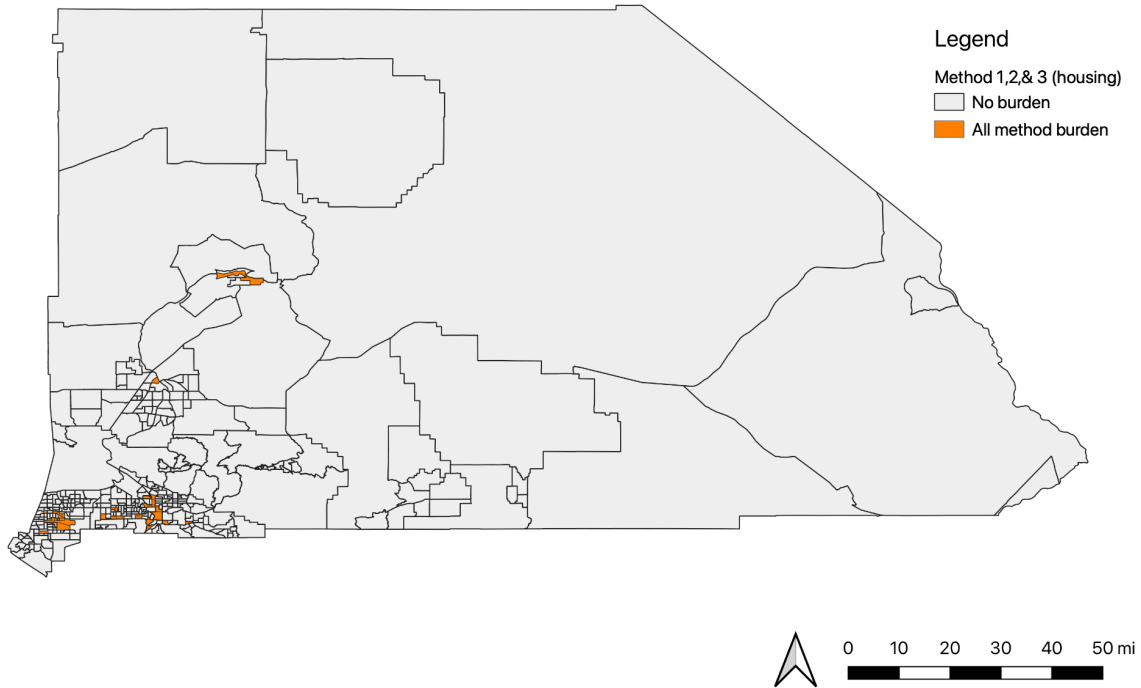


Method 1, 2, and 3: Housing

- Areas with top 25% Composite CalEnviroScreen 4.0 Score
- Below 80% Median Household Income
- Diesel in the 75th Percentile or higher
- Housing Burden in the 50 percentile or higher

Figure 64. Tracts flagged by Method 1, 2, & 3: housing cost burden

Tracts flagged by Method 1, 2, & 3: Housing Cost Burden



Note: Method 2 uses < 80 % AMI and Diesel >= 75%

Table 6. Method 1, 2, and 3 (Housing Burden Cost) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012500	West Valley	Colton
6071012400	West Valley	San Bernardino
6071005701	East Valley	San Bernardino
6071001812	West Valley	Ontario
6071012002	High Desert	Barstow
6071001600	West Valley	Ontario
6071001803	West Valley	Ontario
6071001400	West Valley	Ontario

6071000604	West Valley	Chino
6071002501	West Valley	Unincorporated San Bernardino County area
6071001504	West Valley	Ontario
6071007303	West Valley	Loma Linda
6071004604	East Valley	San Bernardino
6071007107	West Valley	Grand Terrace
6071004302	East Valley	San Bernardino
6071003000	West Valley	Fontana
6071003612	West Valley	Colton
6071003302	West Valley	Fontana
6071003301	West Valley	Fontana
6071002803	West Valley	Fontana
6071004700	East Valley	San Bernardino
6071004800	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071001501	West Valley	Ontario
6071001305	West Valley	Ontario
6071001309	West Valley	Ontario
6071001308	West Valley	Ontario
6071009400	High Desert	Barstow

Method 1, 2, and 3: Child poverty

Areas with top 25% CalEnviroScreen 4.0 Score
 Below 80% Median Household Income
 Diesel in the 75th Percentile or higher
 Child Poverty 20th Percentile or Higher

Figure 65. Tracts flagged by Method 1, 2, & 3: child poverty

Tracts flagged by Method 1, 2, & 3: Child poverty

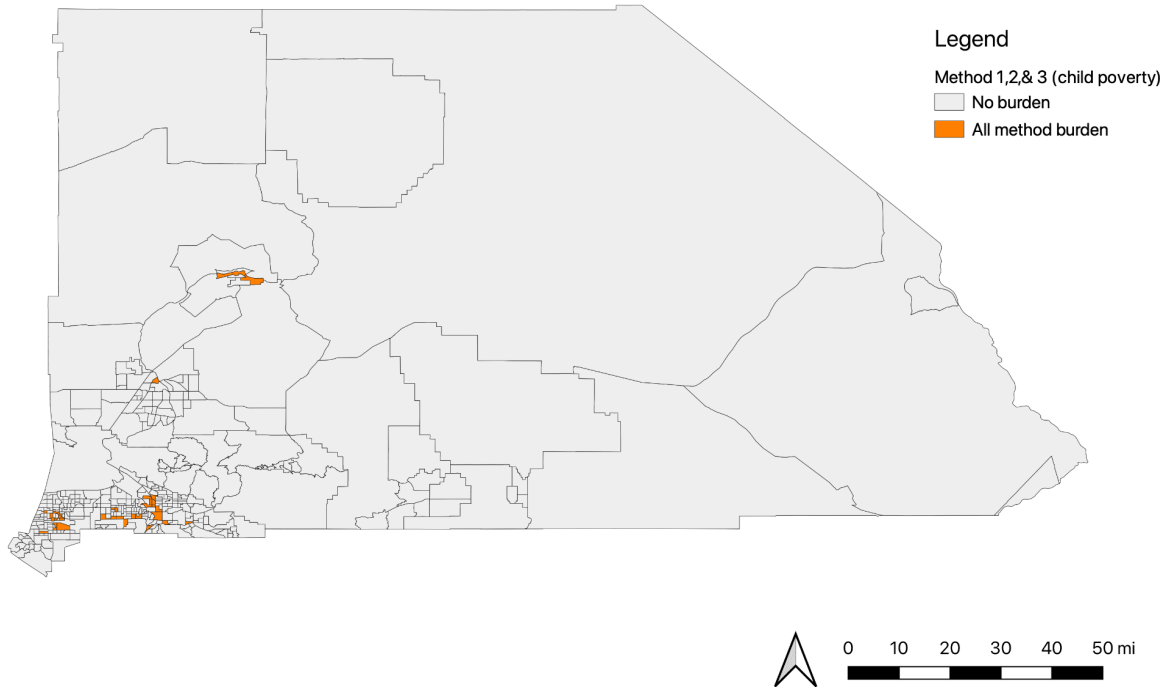


Table 7. Method 1, 2, and 3 (Child Poverty) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012400	West Valley	San Bernardino
6071005701	East Valley	San Bernardino
6071003609	West Valley	Rialto
6071001810	West Valley	Ontario
6071012002	High Desert	Barstow
6071001803	West Valley	Ontario
6071001400	West Valley	Ontario
6071000604	West Valley	Chino

6071002501	West Valley	Unincorporated San Bernardino County area
6071001504	West Valley	Ontario
6071007303	West Valley	Loma Linda
6071004604	East Valley	San Bernardino
6071007107	West Valley	Grand Terrace
6071004302	East Valley	San Bernardino
6071004001	West Valley	Bloomington
6071003000	West Valley	Fontana
6071003612	West Valley	Colton
6071003302	West Valley	Fontana
6071003301	West Valley	Fontana
6071002803	West Valley	Fontana
6071004202	East Valley	San Bernardino
6071004700	East Valley	San Bernardino
6071004800	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071001813	West Valley	Ontario
6071001103	West Valley	Ontario
6071001501	West Valley	Ontario
6071001305	West Valley	Ontario
6071001309	West Valley	Ontario
6071009400	High Desert	Barstow

Method 1, 2, and 3: Linguistic isolation

Areas with top 25% Composite CalEnviroScreen 4.0 Score

Below 80% Median Household Income

Diesel in the 75th Percentile or higher

Linguistic Isolation in the 50th Percentile or Higher

Figure 66. Tracts flagged by Method 1, 2, & 3: linguistic isolation

Tracts flagged by Method 1, 2, & 3: Linguistic Isolation

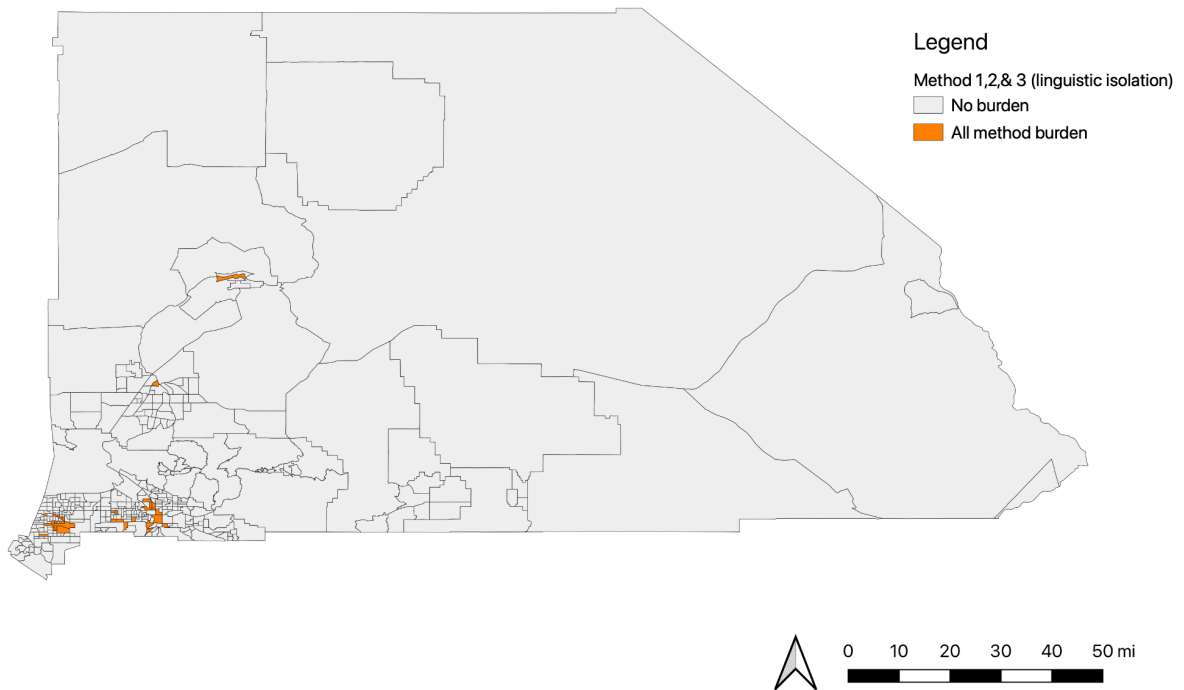


Table 8. Method 1, 2, and 3 (Linguistic Isolation) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012500	West Valley	Colton
6071012400	West Valley	San Bernardino
6071005701	East Valley	San Bernardino
6071003609	West Valley	Rialto
6071001812	West Valley	Ontario
6071001600	West Valley	Ontario
6071001803	West Valley	Ontario
6071001400	West Valley	Ontario
6071000604	West Valley	Chino

6071001504	West Valley	Ontario
6071007303	West Valley	Loma Linda
6071007107	West Valley	Grand Terrace
6071004302	East Valley	San Bernardino
6071004001	West Valley	Bloomington
6071003000	West Valley	Fontana
6071003302	West Valley	Fontana
6071003301	West Valley	Fontana
6071002803	West Valley	Fontana
6071004202	East Valley	San Bernardino
6071004700	East Valley	San Bernardino
6071004800	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071001813	West Valley	Ontario
6071001501	West Valley	Ontario
6071001305	West Valley	Ontario
6071001308	West Valley	Ontario
6071009400	High Desert	Barstow

Method 1, 2, and 3: Travel to work

Areas with top 25% Composite CalEnviroScreen 4.0 Score

Below 80% Median Household Income

Diesel in the 75th Percentile or higher

Mean Travel Time to Work Longer or Equal Than 30 min are 173 tracts (46.8%)

Figure 67. Tracts flagged by Method 1, 2, & 3: travel time to work (> 30 minutes)

Tracts flagged by Method 1, 2, & 3: Mean travel time to work

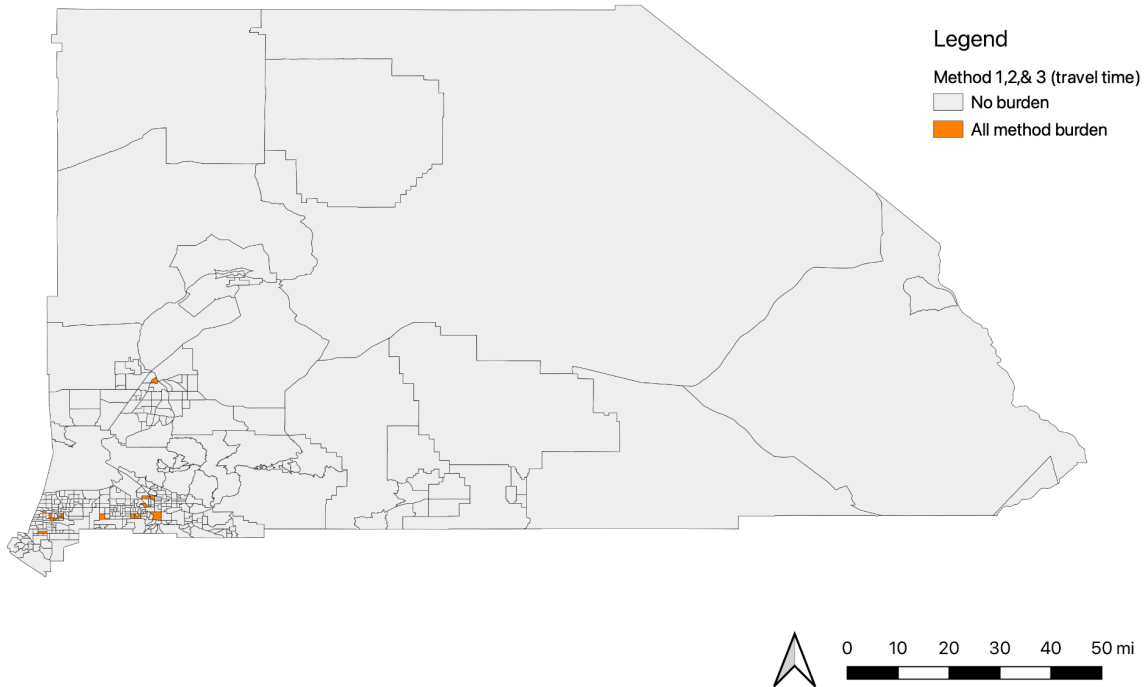


Table 9. Method 1, 2, and 3 (Mean Travel Time to Work) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012400	West Valley	San Bernardino
6071003609	West Valley	Rialto
6071001400	West Valley	Ontario
6071000604	West Valley	Chino
6071002501	West Valley	Unincorporated San Bernardino County area
6071004604	East Valley	San Bernardino
6071004302	East Valley	San Bernardino
6071003612	West Valley	Colton

6071009800	High Desert	Victorville
6071001103	West Valley	Ontario
6071001501	West Valley	Ontario
6071001309	West Valley	Ontario
6071001308	West Valley	Ontario

Method 1,2, and 3: Asthma

Areas with top 25% Composite CalEnviroScreen Score
 Below 80% Median Household Income
 Diesel in the 75th Percentile or higher
 Areas with Asthma rate in 75% or higher are 137(37.1%)

Figure 68. Tracts flagged by Method 1, 2, & 3: asthma rate > 75%

Tracts flagged by Method 1, 2, & 3: Asthma rate > 75%

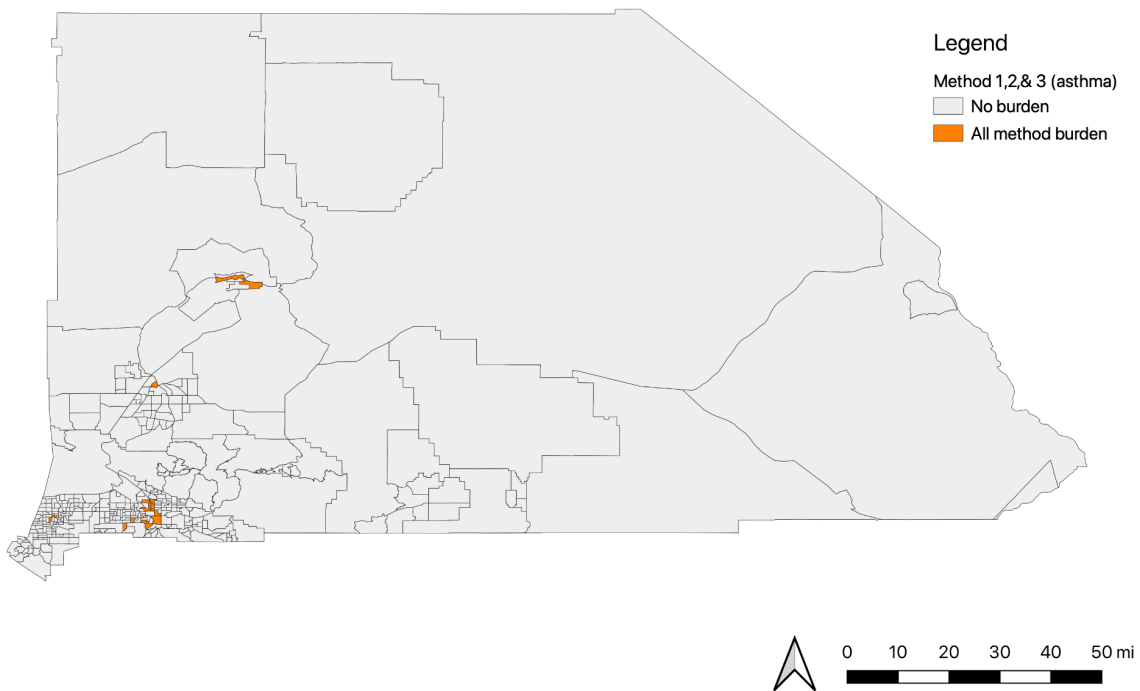


Table 10. Method 1, 2, and 3 (Asthma) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012500	West Valley	Colton
6071012400	West Valley	San Bernardino
6071005701	East Valley	San Bernardino
6071003609	West Valley	Rialto
6071012002	High Desert	Barstow
6071006601	West Valley	Colton
6071004604	East Valley	San Bernardino
6071004302	East Valley	San Bernardino
6071004001	West Valley	Bloomington
6071004202	East Valley	San Bernardino
6071004700	East Valley	San Bernardino
6071004800	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071001103	West Valley	Ontario
6071009400	High Desert	Barstow

Method 1, 2, and 3: Educational attainment

Areas with top 25% Composite CalEnviroScreen Score

Below 80% Median Household Income

Diesel in the 75th Percentile or higher

Areas with Estimate Percent Less than High School Graduate greater or equal than 20% are 140 (37%)

Figure 69. Tracts flagged by Method 1, 2, & 3: educational attainment (>20% with less than a high school diploma)

Tracts flagged by Method 1, 2, & 3: Educational attainment (>20% with less than a high school diploma)

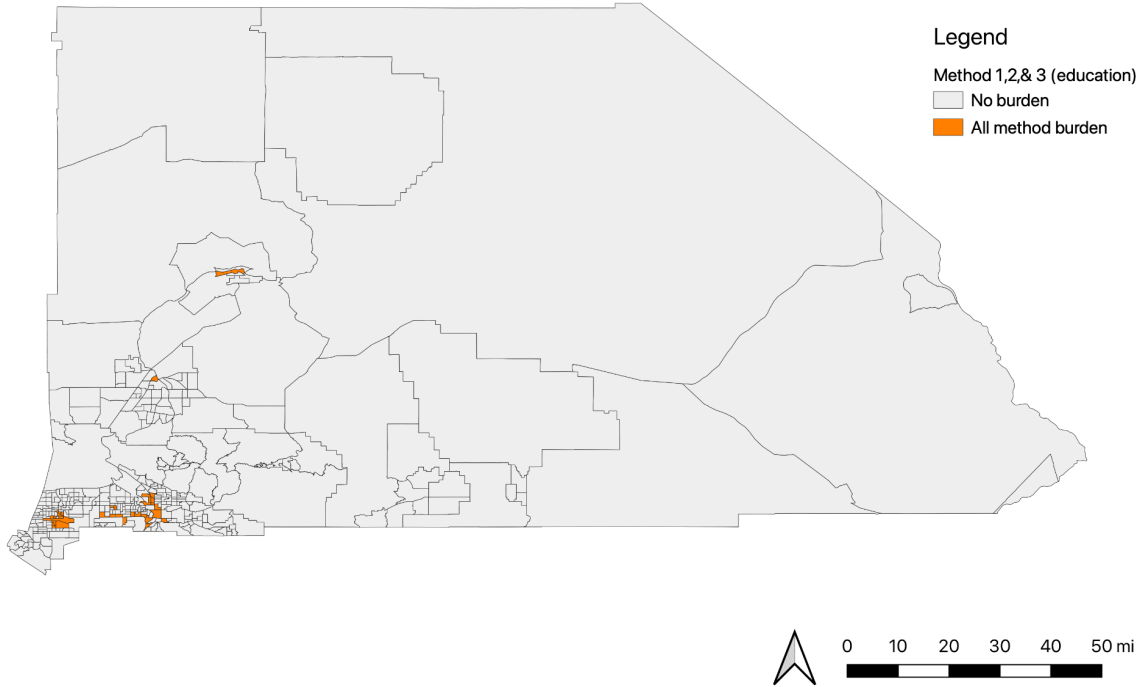


Table 11. Method 1, 2, and 3 (Low Education Attainment) Tract Areas for Four Regions

Tract	Region	Approximate Location
6071012500	West Valley	Colton
6071012400	West Valley	San Bernardino
6071005701	East Valley	San Bernardino
6071003609	West Valley	Rialto
6071001812	West Valley	Ontario
6071001810	West Valley	Ontario
6071001600	West Valley	Ontario
6071001803	West Valley	Ontario

6071001400	West Valley	Ontario
6071002501	West Valley	Unincorporated San Bernardino County area
6071006601	West Valley	Colton
6071001504	West Valley	Ontario
6071007303	West Valley	Loma Linda
6071004604	East Valley	San Bernardino
6071007107	West Valley	Grand Terrace
6071004302	East Valley	San Bernardino
6071004001	West Valley	Bloomington
6071003000	West Valley	Fontana
6071003612	West Valley	Colton
6071003302	West Valley	Fontana
6071003301	West Valley	Fontana
6071002803	West Valley	Fontana
6071004202	East Valley	San Bernardino
6071004700	East Valley	San Bernardino
6071004800	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071001813	West Valley	Ontario
6071001501	West Valley	Ontario
6071001305	West Valley	Ontario
6071001309	West Valley	Ontario
6071001308	West Valley	Ontario
6071009400	High Desert	Barstow

Method 1, 2, & 3: all six indicators combined

Table 12. Method 1, 2, and 3 Disadvantaged Tract Areas

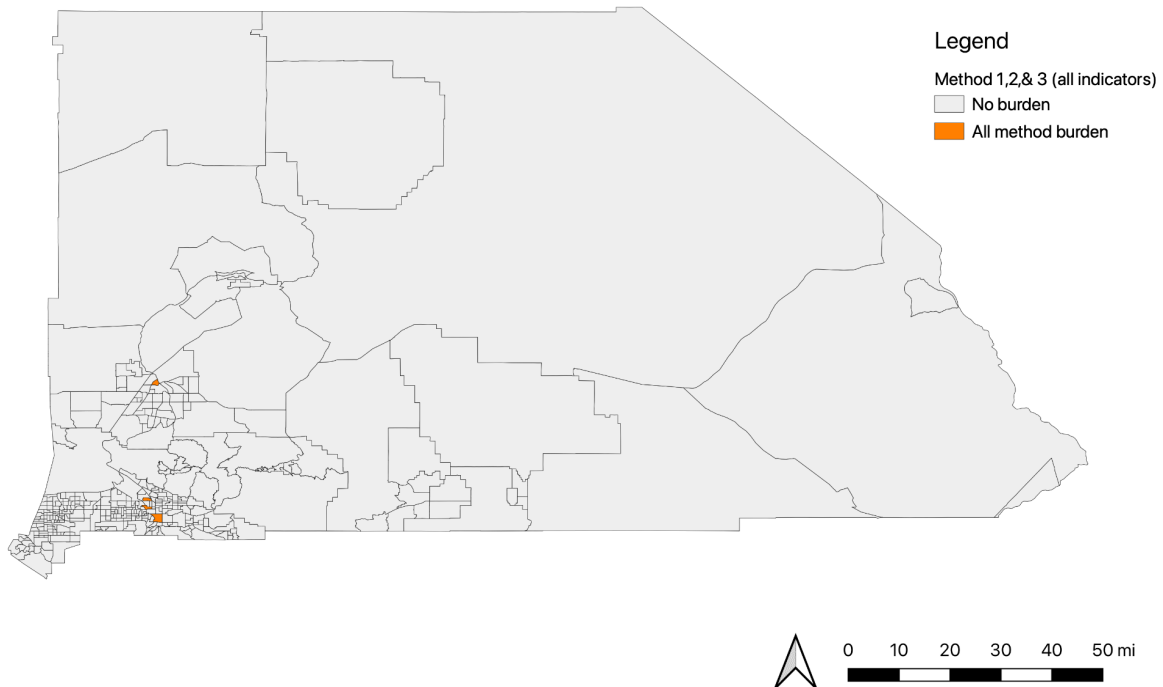
Census Tract	Region	Approximate Location
6071004302	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071004103	Other Region	Muscoy
6071012400	West Valley	San Bernardino

Note: Method 2 here uses diesel

This table shows a combination of Methods 1, 2, and 3 (six indicators) flagged tract areas (note: this does not address the spatial analysis done for method 3). The six indicators include household burden cost percentile above 50%, child poverty rate above 20%, linguistic isolation above 50%, mean travel time to work longer than 30 minutes, asthma above 75%, and estimated percent with less than a high school diploma greater than 20%.

Figure 70. Tracts flagged by Method 1, 2, & 3

Tracts flagged by Method 1, 2, & 3 (all six indicators)



Next Steps & Future Research

Because of the nature of the data that are available, not all trends could be tracked longitudinally. If data on, for example, land uses were periodically collected in a way that was comparable across time (i.e., coded the same way), that could be very informative to policymakers, so they can understand what the changes look like, across what time periods, and the spatial distribution (if any). While this would take some pre-planning and would likely require a few iterations of trial and error, having data that can be compared across 5, 10, 15, and even 20 years would likely help planners and policymakers be able to visualize the impacts of policy decisions that cannot always be seen in the silos of what is realistically routine every-day decision making.

For example, the following datasets cannot be tracked now, but could be tracked moving forward:

- Average daily truck traffic - because Caltrans keeps updating their dataset, if this could be downloaded periodically (e.g., annually, bi-annually) then we can do an analysis of trends over time

- Land use and zoning changes - if this could be standardized and then updated periodically then it would be possible to get an idea of built environment changes over time
- Changes in EV/alternative fueling infrastructure - periodically check the data, compare changes over time

Thus, the following are suggestions:

to understand *trends*:

- collect consistent data on land use and zoning designations
- collect longitudinal data on truck traffic volume, traffic volume, journey to work/mode share
- if possible, collect consistent data on actual parcel usage

to further understand *disadvantage*:

- collect data on typical and non-typical variables; e.g., EV charging infrastructure
- collect data on various social determinants of health indicators
- if possible, collect data on formal vs informal economy
- if possible, collect data on remote work
- if possible, collect data on other health metrics such as physical activity, healthcare coverage and access, service utilization/identified barriers
- if possible, collect data on social service utilization/identified barriers to utilization

to *create a more dynamic tool*:

- consider looking into an interface that can automatically update with new data (e.g., income)

These types of additional longitudinal data would be very helpful in terms of better understanding the overall experience of communities living in the region, highlighting both the challenges they face and possible opportunities and solutions. Mapping inequities in this way not only allows us to better understand the indicators we have presented in this report, but it also lifts up the real life experiences of underserved and historically excluded populations. Understanding each specific community's circumstances and needs are essential as we aim for a more equitable future. As San Bernardino County continues to grow and become increasingly diverse, these mapping tools will become more important and a central repository for data for decision makers in the region to refer to.

Appendix A: dataset sources and notes

Variable	Data source	Notes (if applicable)
Household Income	ACS 2020 5-year	
Area Median Income (County)	ACS 2020 5-year	Used 2020 data
Childhood poverty	ACS 2020 5-year	Federal poverty line
Poverty	CES 4.0	
PM2.5	CES 4.0	
Diesel	CES 4.0	
CalEnviroScreen 4.0 (CES 4.0)	https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40	2010 and 2020 tract vintage, depending
Educational Attainment	CES 4.0	
Linguistic Isolation	CES 4.0	
Total Population	CES 4.0	
Asthma	CES 4.0	
Housing Cost Burden	CES 4.0	
Travel time to work	ACS 2020 5-year file	
Mode share to work	ACS 2020 5-year file	
Extreme heat	https://www.epa.gov/cira/technical-appendices-and-data	Used 2012 tract vintage as per documentation
Internet access	ACS 2020 5-year file	
Income Mobility	https://www.nature.com/articles/s41586-022-04996-4 https://www.nature.com/articles/s41586-022-04997-3#data-availability https://www.socialcapital.org/?dimension=EconomicConne	Analysis done by zip code

	ctednessIndividual&dim1=Ec onomicConnectednessIndivid ual&dim2=CohesivenessClus tering&dim3=CivicEngageme ntVolunteeringRates&geoLev el=county&selectedId=06037	
Life expectancy	National Center for Health Statistics USALEEP <a href="https://www.cdc.gov/nchs/nvs
s/usaleep/usaleep.html">https://www.cdc.gov/nchs/nvs s/usaleep/usaleep.html	U.S. _Life_Expectancy_at_Bir th_by_State_and_Census_Tr act_-_2010-2015.csv
Land use	San Bernardino County COG	2019 data
Assessor Data by Parcel	San Bernardino County <a href="https://open.sbcounty.gov/dat
assets/sbcounty::sbco-parcel-
polygons/explore?location=3
3.410376%2C-118.648044%
2C22.99">https://open.sbcounty.gov/dat assets/sbcounty::sbco-parcel- polygons/explore?location=3 3.410376%2C-118.648044% 2C22.99	
Freight traffic	<a href="https://gisdata-caltrans.opend
ata.arcgis.com/datasets/c079
bdd6a2c54aec84b6b2f7d657
0f6d_0/about">https://gisdata-caltrans.opend ata.arcgis.com/datasets/c079 bdd6a2c54aec84b6b2f7d657 0f6d_0/about	Continuously updated; used data from fall 2022
LIHTC	https://lihtc.huduser.gov	Geocoded by UCR
Schools	San Bernardino County COG	
Bus stops	San Bernardino County COG	
Sidewalks	San Bernardino County COG	
Parks	San Bernardino County COG	
Roads	San Bernardino County COG	

Appendix B: Codebook

CalEnviroScreen 4.0

Variable Name	Description
---------------	-------------

Census Tract	Census Tract ID from 2010 Census
Total Population	2019 ACS population estimates in census tracts
California County	California county that the census tract falls within
ZIP	Postal ZIP Code that the census tract falls within
Approximate Location	Approximate city, town, or area where each census tract is located based on US Census Incorporated Places (2020, Cities), US Census Designated Places, (2020, Designated Places), and the CA Department of Tax and Fees City and County Boundaries and City Annexations (2021, Unincorporated Areas) boundary files. All tracts that did not fall within one of these boundaries were assigned "unincorporated county area" based on that tract's county. This is for reference purposes only and should not be used to determine whether a census tract falls within a city or town boundary.
CES 4.0 Score	CalEnviroScreen Score, Pollution Score multiplied by Population Characteristics Score
CES 4.0 Percentile	Percentile of the CalEnviroScreen score
PM2.5	Annual mean PM2.5 concentrations
PM2.5 Pctl	PM2.5 percentile
Diesel PM	Diesel PM emissions from on-road and non-road sources
Diesel PM Pctl	Diesel PM percentile
Asthma	Age-adjusted rate of emergency department visits for asthma
Asthma Pctl	Asthma percentile
Low Birth Weight	Percent low birth weight
Low Birth Weight Pctl	Low birth weight percentile
Education	Percent of population over 25 with less than a high school education
Education Pctl	Education percentile
Linguistic Isolation	Percent limited English speaking households
Linguistic Isolation Pctl	Linguistic isolation percentile
Poverty	Percent of population living below two times the federal poverty level
Housing Burden	Percent housing-burdened low-income households
Housing Burden Pctl	Housing burden percentile
Pop. Char.	Average of percentiles from the Population Characteristics indicators

2020 ACS 5-year estimate

Variable	Description	original codebook name	Source
----------	-------------	------------------------	--------

HouseholdIncome	Household Income	S1903_C03_001E	
geometry	2020 tract level		
mean.travel.time	Total Estimate Travel Time To Work Mean travel time to work (minutes)	s0801_c01_046e	ACSST5Y2020.S0801_data_with_overlays_2022-08-10T005442.csv
poverty2012	Percent below poverty level!!Estimate! AGE Under 18 years in 2012	S1701_C03_002E	ACSST5Y2012.S1701.csv/Child_poverty.csv
poverty2020	Percent below poverty level!!Estimate! AGE Under 18 years in 2020	S1701_C03_002E	ACSST5Y2020.S1701.csv/Child_poverty.csv
pct_change	Child poverty percentage change from 2012 to 2020.		
population_density	Total population/ALAND10		tl_2010_06071.csv

Food Access Research Atlas Data 2019

Variable	Long Name	Description
CensusTract	Census Tract Number	Census Tract Number
lalow1share	Low access, low-income population at 1 mile, share	Share of tract population that are low income individuals beyond 1 mile from supermarket
lalow10share	Low access, low-income population at 10 miles, share	Share of tract population that are low income individuals beyond 10 miles from supermarket
lalow20share	Low access, low-income population at 20 miles, share	Share of tract population that are low income individuals beyond 20 miles from supermarket
lahunv1share	Vehicle access, housing units without and low access at 1 mile, share	Share of tract housing units that are without vehicle and beyond 1 mile from supermarket
lahunv10share	Vehicle access, housing units without and low access at 10 miles, share	Share of tract housing units that are without vehicle and beyond 10 miles from supermarket
lahunv20share	Vehicle access, housing units without and low access at 20 miles, share	Share of tract housing units that are without vehicle and beyond 20 miles from supermarket
lasnap1share	Low access, housing units receiving SNAP benefits at 1 mile, share	Share of tract housing units receiving SNAP benefits count beyond 1 mile from supermarket
lasnap10share	Low access, housing units receiving SNAP benefits at 10 miles, share	Share of tract housing units receiving SNAP benefits count beyond 10 miles from supermarket
lasnap20share	Low access, housing units receiving SNAP benefits at 20 miles, share	Share of tract housing units receiving SNAP benefits count beyond 20 miles from

		supermarket
lawhite1share	Low access, White population at 1 mile, share	Share of tract population that are white beyond 1 mile from supermarket
lawhite10share	Low access, White population at 10 miles, share	Share of tract population that are white beyond 10 miles from supermarket
lawhite20share	Low access, White population at 20 miles, share	Share of tract population that are white beyond 20 miles from supermarket
lablack1share	Low access, Black or African American population at 1 mile, share	Share of tract population that are Black or African American beyond 1 mile from supermarket
lablack10share	Low access, Black or African American population at 10 miles, share	Share of tract population that are Black or African American beyond 10 miles from supermarket
lablack20share	Low access, Black or African American population at 20 miles, share	Share of tract population that are Black or African American beyond 20 miles from supermarket
laasian1share	Low access, Asian population at 1 mile, share	Share of tract population that are Asian beyond 1 mile from supermarket
laasian10share	Low access, Asian population at 10 miles, share	Share of tract population that are Asian beyond 10 miles from supermarket
laasian20share	Low access, Asian population at 20 miles, share	Share of tract population that are Asian beyond 20 miles from supermarket
lanhopi1share	Low access, Native Hawaiian and Other Pacific Islander population at 1 mile, share	Share of tract population that are Native Hawaiian or Other Pacific Islander beyond 1 mile from supermarket
lanhopi10share	Low access, Native Hawaiian and Other Pacific Islander population at 10 miles, share	Share of tract population that are Native Hawaiian or Other Pacific Islander beyond 10 miles from supermarket
lanhopi20share	Low access, Native Hawaiian and Other Pacific Islander population at 20 miles, share	Share of tract population that are Native Hawaiian or Other Pacific Islander beyond 20 miles from supermarket
laaian1share	Low access, American Indian and Alaska Native population at 1 mile, share	Share of tract population that are American Indian or Alaska Native beyond 1 mile from supermarket
laaian10share	Low access, American Indian and Alaska Native population at 10 miles, share	Share of tract population that are American Indian or Alaska Native beyond 10 miles from supermarket
laaian20share	Low access, American Indian and Alaska Native population at 20 miles, share	Share of tract population that are American Indian or Alaska Native beyond 20 miles from supermarket
laomultir1share	Low access, Other/Multiple race	Share of tract population that are Other/Multiple



e	population at 1 mile, share	race beyond 1 mile from supermarket
laomultir10share	Low access, Other/Multiple race population at 10 miles, share	Share of tract population that are Other/Multiple race beyond 10 miles from supermarket
laomultir20share	Low access, Other/Multiple race population at 20 miles, share	Share of tract population that are Other/Multiple race beyond 20 miles from supermarket
lahisp1share	Low access, Hispanic or Latino population at 1 mile, share	Share of tract population that are of Hispanic or Latino ethnicity beyond 1 mile from supermarket
lahisp10share	Low access, Hispanic or Latino population at 10 miles, share	Share of tract population that are of Hispanic or Latino ethnicity beyond 10 miles from supermarket
lahisp20share	Low access, Hispanic or Latino population at 20 miles, share	Share of tract population that are of Hispanic or Latino ethnicity beyond 20 miles from supermarket

Regional Equity Study

Monique Arellano
COG and Equity Programs Manager

UCR Center for Social Innovation



cta
San Bernardino County
Transportation
Authority

cog
San Bernardino
Council of Governments

Regional Equity Study: History and Context

2020:

- County of San Bernardino declares racism a Public Health Crisis

2021

- SBCOG Board Establishes Equity Ad Hoc Committee
- SBCOG Board adopts Resolution 21-037

NOW THEREFORE BE IT RESOLVED, that the San Bernardino County Transportation Authority (SBCTA) and SBCOG are committed to programs and practices that provide services and opportunities equitably and will further this commitment by:

1. Examining the practices that SBCTA uses in planning, evaluating, procuring and building transportation projects.
2. Creating tools that can be used by all of our members to better understand how issues of equity impact the built environment.
3. Providing the regional forum where efforts that work toward promoting a fair and just region; eliminating barriers that reduce opportunities for residents; and meaningfully advancing justice, equity, diversity, and inclusion can be discussed.



Regional Equity Study

Regional Equity Study: Equity Ad Hoc Committee

- 2021-2022
- Provided Direction to Staff
 - COG: Establish Socio-Economic status as main indicator for inequity across the region
 - Regional Equity Study
 - SBCTA: Work to help Small Business
 - Business to Business



Regional Equity Study

Regional Equity Study Intention

- Identify Census-Level communities and the barriers to equity within the built environment
- Create a tool that can be used to inform projects and programs moving forward
- Inform the Equity Policy Framework



Regional Equity Study

SB 1000

- Requires Local Governments to identify EJ issues in General Plan
- Goals:
 - Facilitate transparency and public engagement
 - Reduce harmful pollutants associated with health risks
 - Promote health-inducing benefits
 - Healthy food options
 - Housing
 - recreation



Regional Equity Study

SB1000 + Regional Equity Analysis

For UCR's analysis, the following were considered in understanding "disadvantage":

- individual's full life span
- environmental justice aspects
- environment impact aspects
- socio-economic status and opportunity for mobility
- social determinants of health
- infrastructure investments (or lack thereof), access to services (or lack thereof)



Regional Equity Study

Approach/Process

- identify critical barriers to equity
 - understand typical definitions of equity and inequality (work done by R+A)
- understand SB1000 approach
- understand what the literature has identified as markers of inequality and barriers to equity
- qualitative data analysis (NationalCORE focus group data)
- understand SCAG's proposed Priority Equity Populations and Areas (PEPA) variable cut; propose modifications based on literature and practice



Regional Equity Study

Approach/Process

SB1000 - Method 1, 2, & 3 (separate & composite analysis)

Method 1

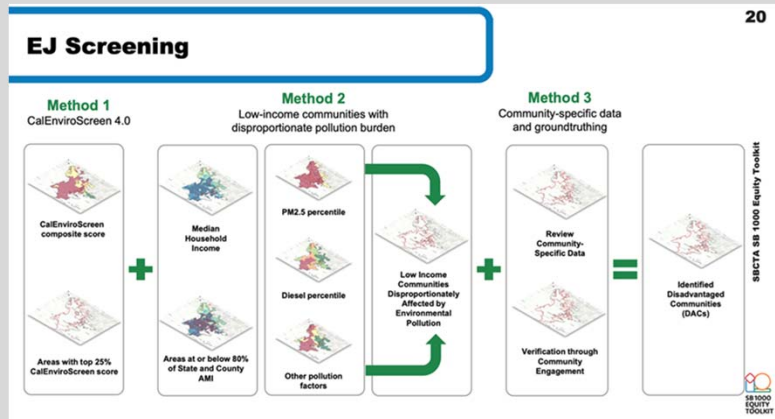
Isolate areas with top 25% CalEnviroScreen 4.0 score

Method 2

Below 80% Countywide AMI + PM2.5 ≥ 75th percentile
 Below 80% Countywide AMI + Diesel ≥ 75th percentile

Method 3

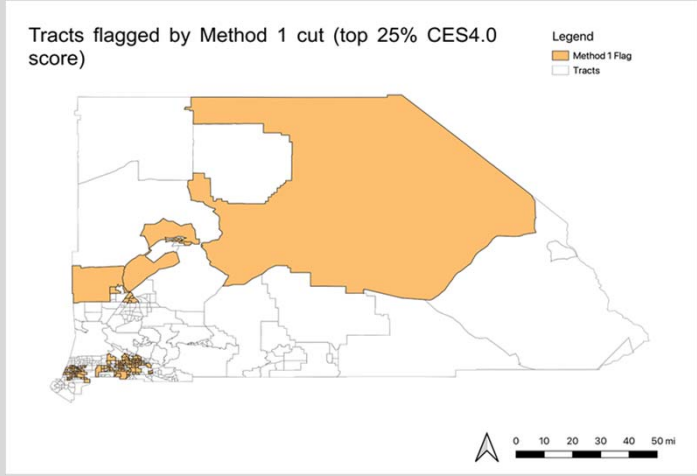
Various variables via literature + physical/spatial variables



Regional Equity Study

Findings

The Method 1 approach (top 25% CalEnviroScreen 4.0 score) flagged 131 tracts (~35%) in San Bernardino



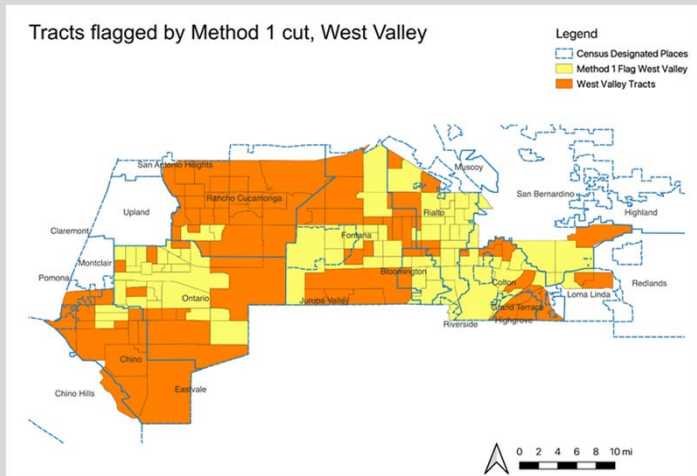
note: the number of tracts flagged will depend on the vintage used; CalEnviroScreen uses 2010 Census boundaries



Regional Equity Study

Findings

The Method 1 approach (top 25% CalEnviroScreen 4.0 score) flagged 71 (~17%) tracts (in yellow) in the West Valley region of San Bernardino

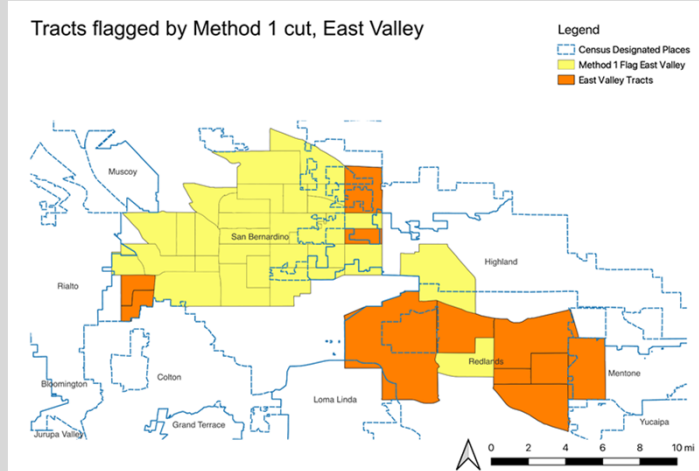


Regional Equity Study

Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings

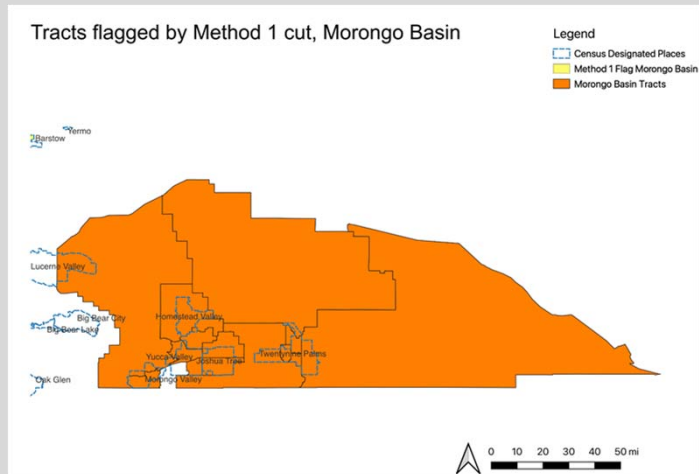
The Method 1 approach (top 25% CalEnviroScreen 4.0 score) flagged 29 (~8%) tracts (in yellow) in the East Valley region of San Bernardino



Regional Equity Study

Findings

The Method 1 approach (top 25% CalEnviroScreen 4.0 score) flagged 0 tracts (0%, in yellow) in the Morongo Basin region of San Bernardino

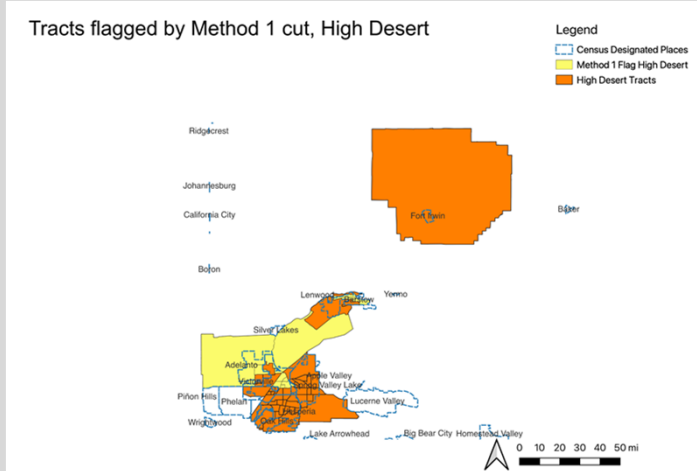


Regional Equity Study

Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings

The Method 1 approach (top 25% CalEnviroScreen 4.0 score) flagged 11 (~3%) tracts (in yellow) in the High Desert region of San Bernardino

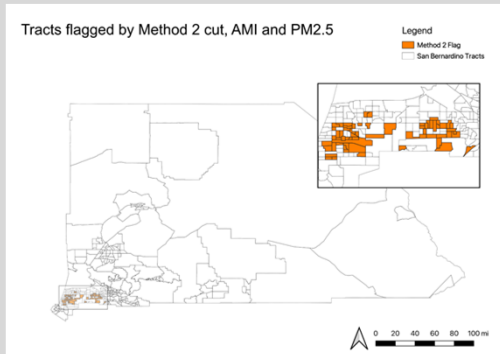


Regional Equity Study

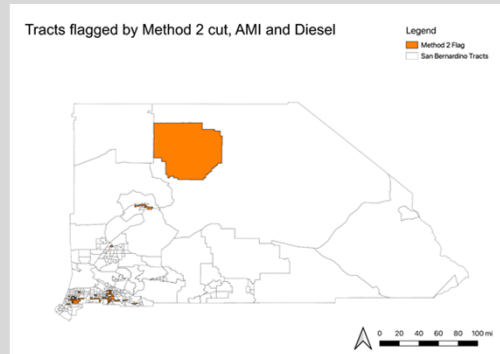
Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings - Method 2

The Method 2 approach (Countywide AMI below 80% + PM2.5 ≥ 75th percentile) flagged 63 tracts (~17%)



The Method 2 approach (Countywide AMI below 80% + Diesel ≥ 75th percentile) flagged 49 tracts (~13%)



Regional Equity Study

note: the above are just two analyses out of many different variable (burden) options for an environmental justice analysis
note: the number of tracts flagged will depend on the vintage used; CalEnviroScreen uses 2010 Census boundaries

Findings

Method 3 Considered:

- housing cost burden
- proximity to a food desert (urban and rural)
- childhood poverty
- relationship to extreme heat
- travel time to work
- CalEnviroScreen 3.0 vs 4.0
- type of internet access
- spatial analysis
 - access to parks
 - land uses accessible via public transit and walking
 - residential in proximity to industrial
 - residential in proximity to freight truck routes
 - freight truck volume, locations
 - proximity to warehouse and warehouse-adjacent locations
 - access to alternative fueling locations

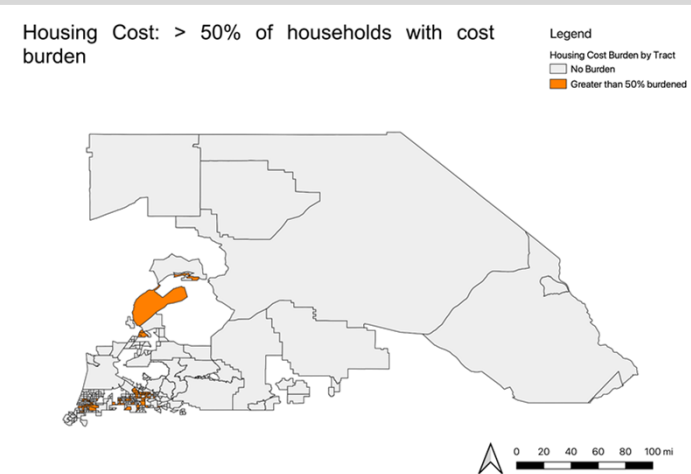


Regional Equity Study

Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings - Housing cost burden

67 tracts (~18%) were identified as having greater than 50% of households who qualify as housing cost burdened



Notes:
 HUD defines housing cost burden as spending greater than 30% of income on housing
 CES dataset defines the housing cost burden flag as those areas where >50% of cost burdened households are also low-income

note: a significant number of tracts had a value of N/A

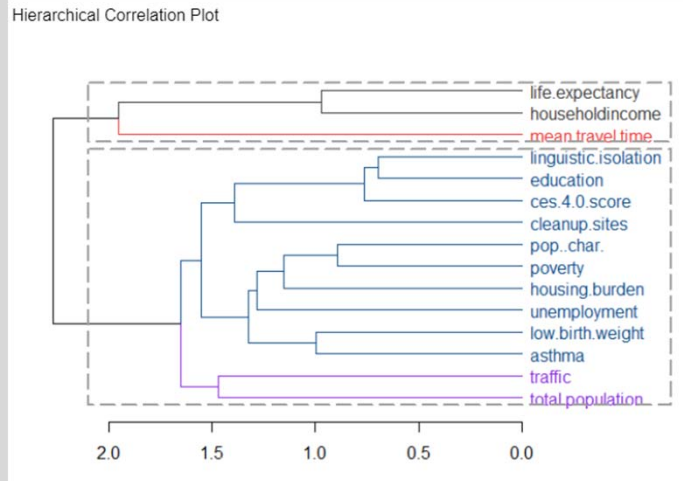


Regional Equity Study

Findings - Housing cost burden - variable choice

housing burden			
Predictors	Estimates	CI	p
(Intercept)	45.01	5.98 – 84.05	0.026
total population	0.00	-0.00 – 0.00	0.306
ces 4.0 score	0.25	0.08 – 0.41	0.004
traffic	-0.00	-0.01 – 0.00	0.148
cleanup sites	-0.10	-0.26 – 0.06	0.228
asthma	-0.07	-0.10 – -0.04	<0.001
low birth weight	-0.85	-1.97 – -0.26	0.136
education	-0.32	-0.51 – -0.14	0.001
linguistic isolation	0.27	0.03 – 0.50	0.031
poverty	0.09	-0.06 – 0.24	0.259
unemployment	-0.21	-0.56 – -0.14	0.251
pop char	0.27	0.06 – 0.47	0.012
household income	-0.00	-0.00 – 0.00	0.268
mean travel time	0.07	-0.09 – 0.24	0.364
life expectancy	-0.49	-0.96 – -0.02	0.045

choosing exogenous variables via regression analysis



correlation between variables



Regional Equity Study

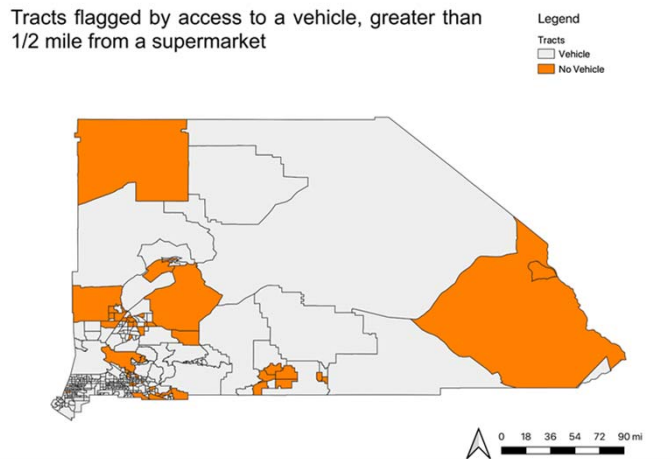
Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings - Healthy food accessibility

Supermarkets provide a variety of healthy food options at a reasonable cost.

However, the physical existence of supermarkets is only one part of the accessibility equation; being able to actually get to a grocery store is also a major factor.

53 tracts (~14%) were identified as those where over 100 households did not have access to a vehicle and were further than 1/2 mile from a supermarket

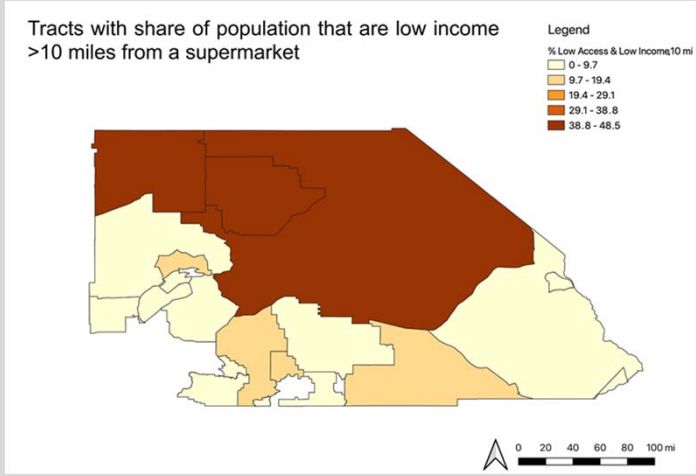


Regional Equity Study

Findings - Healthy food accessibility

Rural areas pose a particular challenge for food access due to low population densities and a heavy reliance on personal automobile usage

While data is limited, several rural tracts were flagged as areas that are low income and low access, i.e., greater than 10 miles from a supermarket



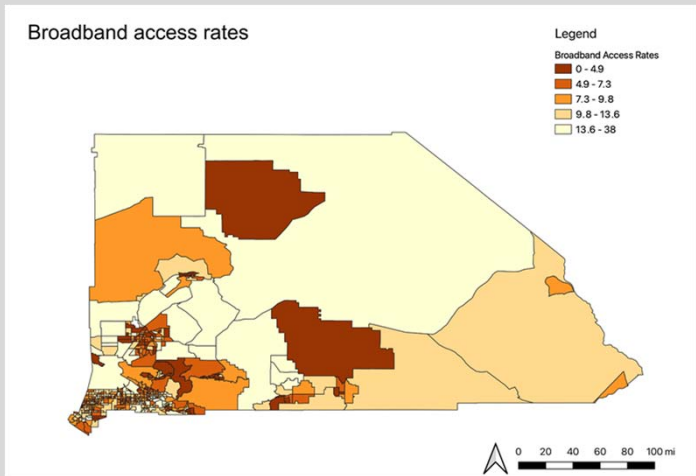
Regional Equity Study

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Findings - Internet access

Broadband access is necessary to support adequate employment opportunities, workforce development, education, healthcare, and access to federal programs (e.g., SNAP).

In general, low-income areas have lower broadband internet access rates. The distribution of internet access varies. For instance, internet access rates are below 50% in the western portions of the county, and the estimated percentage of households with broadband of any type is around 10%.

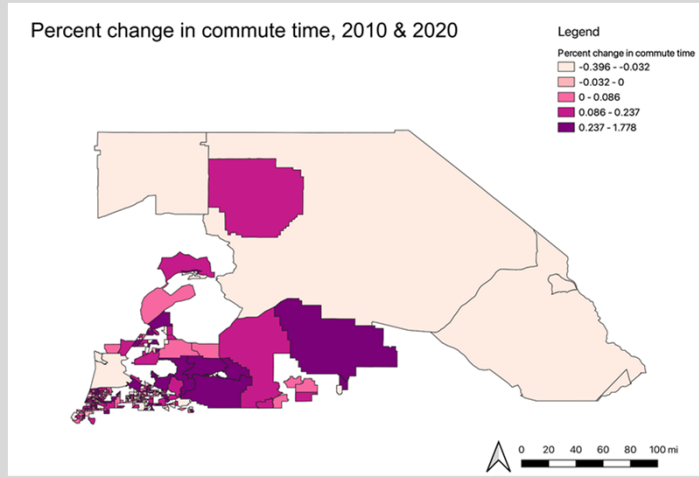


Regional Equity Study

Findings - Journey to work

The average commuting time in San Bernardino is longer (32.2 minutes) than the national average (26.9 minutes) in 2020. The mean travel time to work also shows an increasing trend from 2010 to 2020. Approximately 5.75% of the labor pool spends over 90 minutes commuting.

The majority of commuters (79.9%) drove alone in 2019. This level has increased by 6.2% from 2010 to 2019. The second most common way of commuting is carpooling (10.1%), which has declined by 7.3% since 2010.



note: a significant number of tracts had a value of N/A

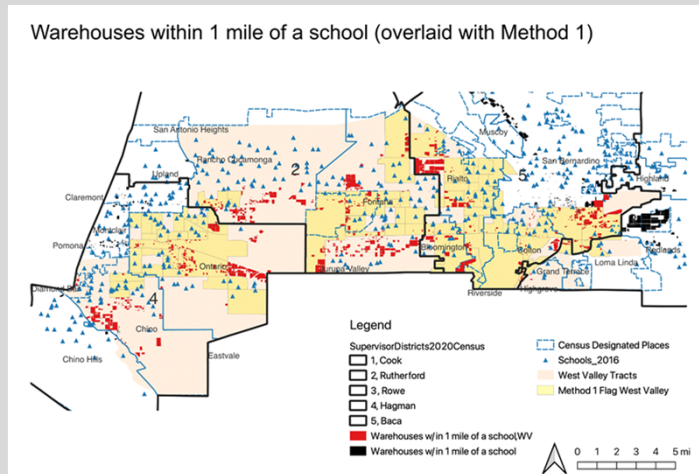


Regional Equity Study

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Findings - Proximity of schools to warehouses

According to SB County Assessor Data, there are over 2,000 warehouses and warehouse-related land uses* located within 1 mile of a school, of which over 1,000 are located within West Valley tracts



* note: selected parcel data on warehouses that were identified as warehouses, warehouse distribution centers, and warehouse-adjacent assessed designations



Regional Equity Study

Findings - Regional analysis

Region	West Valley	High Desert	East Valley	Morongo Basin	San Bernardino
Average Household Income (ACS 2020)	\$70,973	\$51,203	\$51,780	\$42,446	\$58,918
CES 4.0 Percentile (average)	69th	52nd	80th	33rd	57%
Asthma Percentile (average % ER visits)	54%	80%	83%	53%	65%
Low Birth Weight Percentile	55%	69%	78%	48%	61%
Education Percentile (25+ years, less than HS diploma)	66%	66%	76%	47%	60%
Linguistic Isolation Percentile	52%	34%	51%	8%	36%
Poverty Percentile	59%	78%	77%	78%	68%
Child Poverty Percentile (ACS 2020)	17%	27%	29%	34%	25%
Housing Burden Percentile	50%	53%	60%	48%	50%
Total Population (ACS 2020)	675,826	159,047	136,686	31,908	1,377,823
Population Density (ppl/sq. mi)	6.48e-10	1.74e-11	6.25e-10	2.811e-12	4.24332e-9

Note: this is a regional data snapshot for descriptive purposes & does not take into account any of the method cuts detailed



Regional Equity Study

Findings - Disadvantaged tracts

Method 1: top 25% CalEnviroScreen Score

Method 2: below 80% AMI and PM2.5

The six Method 3 indicators include:

- household burden cost percentile above 50%
- child poverty rate above 20%
- linguistic isolation above 50%
- mean travel time to work longer than 30 minutes
- asthma above 75%
- estimated percent with less than a high school diploma greater than 20%

Census Tract	Region	Approximate Location
6071012400	West Valley	San Bernardino
6071004302	East Valley	San Bernardino
6071009800	High Desert	Victorville
6071004103	Other	Muscoy

note: the Method 2 analysis uses AMI and PM2.5, and does not address spatial analysis



Regional Equity Study

Findings - Disadvantaged tracts (Methods 1, 2, & 3)

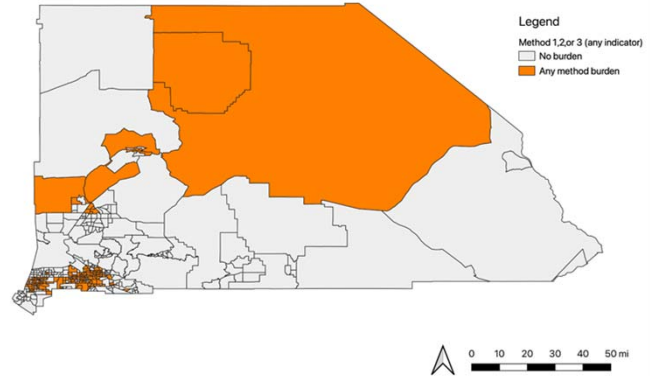
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- mean travel time to work longer than 30 minutes
- asthma above 75%
- estimated percent with less than a high school diploma greater than 20%

Tracts flagged by Method 1, 2, or 3 (any of six)



note¹: PM2.5 was picked for Method 2 for this particular analysis but could be replaced with other burden variables
note²: the Method 2 analysis uses AMI and PM2.5, and does not address spatial analysis



Regional Equity Study

Attachment: Regional Equity Study - PowerPoint PDF (9219 : Report on Regional Equity Study)

Findings - Disadvantaged tracts (Methods 1, 2, & 3)

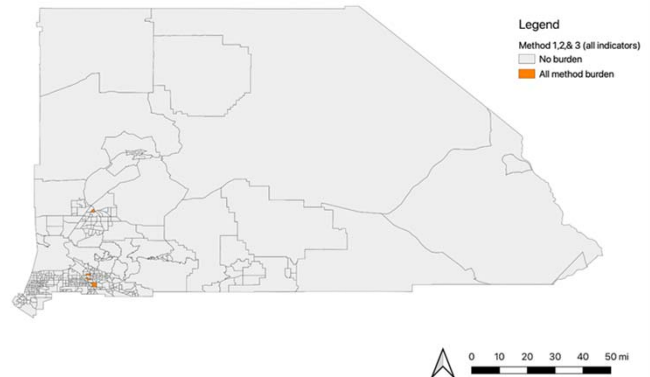
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- mean travel time to work longer than 30 minutes
- asthma above 75%
- estimated percent with less than a high school diploma greater than 20%

Tracts flagged by Method 1, 2, & 3 (all six indicators)



note¹: PM2.5 was picked for Method 2 for this particular analysis but could be replaced with other burden variables
note²: the Method 2 analysis uses AMI and PM2.5, and does not address spatial analysis



Regional Equity Study

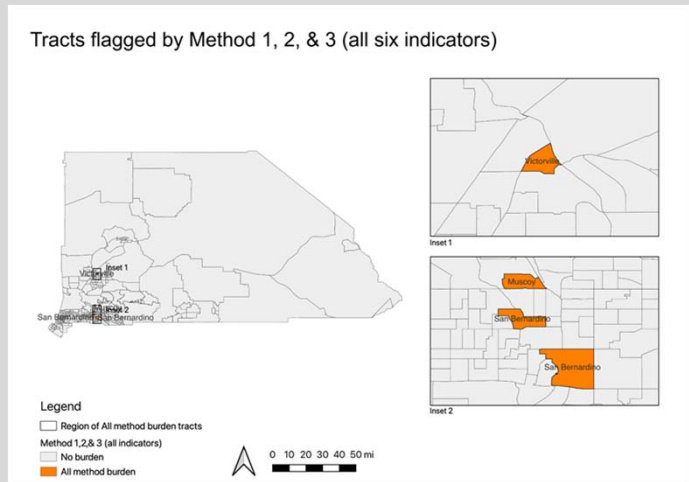
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Regional Equity Study

Major takeaways

- SW corner of the county/West Valley has significant environmental disadvantage
- Regression analysis identifies the following key indicators relevant to housing cost burden: household income, life expectancy, CalEnviroScreen 4.0 score, asthma rate, poverty rate, linguistic isolation, and educational attainment
- Food access is a significant concern, both in urban and more rural areas
- Childhood poverty and upward income mobility analysis shows a correlation between upward mobility and social capital
- Emerging green technology may impact future environmental burden scores, but deployment is still primarily in urban centers
- There is a fair amount of variation in the distribution of spatial metrics; most likely population density impacts this measure
- Existing data raises some questions about land use designations and decisions



Regional Equity Study

Data recommendations

to understand *trends*:

- collect consistent data on land use and zoning designations
- collect longitudinal data on truck traffic volume, traffic volume, journey to work/mode share
- if possible, collect consistent data on actual parcel usage

to further understand *disadvantage*:

- collect data on typical and non-typical variables; e.g., EV charging infrastructure
- collect data on various social determinants of health indicators
- if possible, collect data on formal vs informal economy
- if possible, collect data on remote work
- if possible, collect data on other health metrics such as physical activity, healthcare coverage and access, service utilization/identified barriers
- if possible, collect data on social service utilization/identified barriers to utilization

to *create a more dynamic tool*:

- consider looking into an interface that can automatically update with new data (e.g., income)



Regional Equity Study

Moving forward

- Create online dashboard with information through SB 1000 work
- RES inform new projects and programs
 - Housing Trust
 - SMART County Master Plan
- Establish Equity Priority Areas Across Region
- RES tool available for Local Agency Use



Regional Equity Study

Thank you!



Regional Equity Study

Minute Action

AGENDA ITEM: 24

Date: *January 4, 2023*

Subject:

Summary Report of the Measure I Five-Year Capital Improvement Plans of Member Agencies

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Accept the Summary Report of the Measure I Five-Year Capital Improvement Plans for Local Pass-Through Funds for Member Agencies for Fiscal Year (FY) 2022/2023 through FY 2026/2027.

Background:

The Measure I Expenditure Plan requires each local jurisdiction to annually adopt a Five-Year Capital Improvement Plan (CIP) that details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures must be detailed in the CIP and adopted by resolution of the governing body.

In accordance with Measure I Strategic Plan Policies 40003, 40012, and 40016, the CIP shall:

1. Specifically identify improvements to be funded with Measure I Local Pass-Through Funds by street name, boundaries, and project type, or as an eligible program of work.
2. Constrain the total amount of planned expenditures to 150% of San Bernardino County Transportation Authority (SBCTA) forecasted revenue for Measure I Local Pass-Through Funds plus any fund balances and/or revenue resulting from bonds secured by Measure I revenue.
3. Include total estimated cost of capacity enhancing projects to Nexus Study roadways, the Measure I share of project cost and the development share of cost, as applicable. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution in the CIP.
4. Use the SBCTA-approved forms and/or online database.

In the San Bernardino Valley subarea, 20% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects.

In the Rural Mountain/Desert subareas, 68% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects. In the Victor Valley subarea, 67% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects as 1% has been transferred from the Local Streets Program to the Senior and Disabled Transit Program as per Policy VVLS-7.

Jurisdictions have flexibility to move projects around in their CIP based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the CIP. As the CIP is the basis for the annual audit, if a CIP isn't submitted in accordance with the Strategic Plan polices, it could result in an audit finding or

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

withholding of funds until corrected. If changes happen after the CIP has been approved, a revised CIP must be prepared and submitted to SBCTA by September 1 following the end of the Fiscal Year (FY).

Attachment 1 summarizes the CIP project lists as received and approved by the local agencies' approving authorities. SBCTA provides the estimate of available revenues to be included in the CIP, and the jurisdictions determine the amounts programmed for projects for their jurisdiction for FY 2022/2023 through 2026/2027. The CIPs contain locally prioritized and eligible projects for road maintenance, repair and construction.

Attachment 2 contains the Expenditure Strategy provided by each jurisdiction. The Expenditure Strategy provides a general description of the types of uses of Measure I and provides an opportunity for jurisdictions to explain large balances being accumulated for future projects.

A copy of Attachment 1, the Summary Report of the Measure I Five-Year Capital Improvement Plans for FY 2022/2023 through 2026/2027, has been posted on the SBCTA website.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 14, 2022.

Responsible Staff:

Marc Lucius, Management Analyst II

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Saba Engineer, P.E., City Engineer
Phone:	(760) 246-2300 X11188
Email:	sengineer@adelantoca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

Adelanto

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$1,257,529	\$1,264,598	\$1,271,702	\$1,281,990	\$1,302,073	\$1,700,000.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
Jonathan Street & Chamberlaine Way Improvements		Yes	36.0%	64.0%	\$476,000	\$476,000	\$0	\$0	\$0	\$0	\$476,000
Bartlett Road Rehabilitation and Safety Improvements		Yes	50.0%	50.0%	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Koala Road Rehabilitation		Yes	64.0%	36.0%	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
El Mirage Road Rehabilitation Phase I		Yes	0.0%	0.0%	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Citywide Concrete Repairs		Yes	0.0%	0.0%	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Citywide Street Maintenance and Repairs		Yes	0.0%	0.0%	\$500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Traffic Surveys & Warrant Studies		No	0.0%	0.0%	\$27,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$27,500
Vehicles and Equipment		No	0.0%	0.0%	\$350,000	\$150,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
Signage Improvements, Bellflower south of Rancho Road		Yes	0.0%	0.0%	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Speed Limit Sign Replacement at Various Locations		No	0.0%	0.0%	\$21,650	\$21,650	\$0	\$0	\$0	\$0	\$21,650
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Projects Total:	\$2,523,150	\$205,500	\$205,500	\$2,205,500	\$205,500	\$5,345,150

Total Programming is currently 66% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) Total Estimated Programming: \$5,345,150

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022-34
Resolution Approval Date:	8/23/2022
Contact Person/Title:	Rich Berger
Phone:	760-240-7000 ext. 7530
Email:	rberger@applevalley.org

**Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:
Apple Valley

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$2,770,980	\$2,786,558	\$2,802,212	\$2,824,881	\$2,869,134	\$3,862,407.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
											Total
											\$14,053,766
Apple Valley SR 18 Corridor Enhancement Plan	No	No	0.0%	100.0%	\$350,000	\$23,205	\$23,299	\$4,641	\$0	\$0	\$51,145
Bear Valley Bridge (Mojave River Bridge)	Yes	No	0.0%	100.0%	\$44,534,790	\$337,052	\$2,231,112	\$2,440,472	\$0	\$0	\$5,008,635
Bear Valley Intersection Improvements	No	No	45.0%	55.0%	\$1,000,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Central Road, from Bear Valley Road to Nisqually Road	No	No	0.0%	100.0%	\$1,200,000	\$200,000	\$500,000	\$500,000	\$0	\$0	\$1,200,000
Central Road, from Highway 18 to Nisqually Road	No	No	0.0%	100.0%	\$2,000,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Dale Evans Parkway @ Waalew Road (Realignment)	No	No	0.0%	100.0%	\$1,310,000	\$1,310,000	\$0	\$0	\$0	\$0	\$1,310,000
High Desert Corridor	No	No	0.0%	100.0%	\$12,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$12,500
Hwy 18 West End Widening (Phase 2, AVR to TAO)	No	No	0.0%	100.0%	\$10,000,000	\$0	\$0	\$0	\$100,000	\$0	\$100,000
Johnson Road Widening	No	No	0.0%	100.0%	\$2,650,000	\$0	\$50,000	\$100,000	\$100,000	\$560,000	\$810,000
Local Road Safety Plan (LRSP) Implementation	No	No	0.0%	100.0%	\$910,000	\$2,500	\$152,500	\$252,500	\$502,500	\$0	\$910,000
Mohawk Road Widening	No	No	0.0%	100.0%	\$1,160,000	\$10,000	\$75,000	\$75,000	\$1,000,000	\$0	\$1,160,000
Paving Priorities	No	No	0.0%	100.0%	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Rancherias Plaza Frontage Road Conversion	No	No	0.0%	100.0%	\$5,000,000	\$0	\$0	\$0	\$20,000	\$20,000	\$40,000
Reata Road Intersection Improvements	No	No	0.0%	100.0%	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Safe Routes to School Implementation	No	No	0.0%	100.0%	\$860,000	\$0	\$2,500	\$152,500	\$352,500	\$352,500	\$860,000
Standing Rock Road Realignment / Hwy 18 Signal	No	No	0.0%	100.0%	\$3,000,000	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Tao Road South of Highway 18 Extension	No	No	0.0%	100.0%	\$350,000	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Yucca Loma Elementary School Safe Routes to School	No	Yes	0.0%	100.0%	\$986,000	\$30,000	\$647,000	\$0	\$0	\$0	\$677,000
Yucca Loma Road Widening (Apple Valley Rd to Rincon Rd)	No	No	45.0%	55.0%	\$5,075,000	\$0	\$0	\$2,040,000	\$3,035,000	\$0	\$5,075,000
Yucca Loma Road Widening (Kiowa Rd to Yakima Rd)	No	No	45.0%	55.0%	\$3,000,000	\$0	\$0	\$0	\$75,000	\$0	\$75,000
Yucca Loma Road Widening (Rincon Rd to Kiowa Rd)	No	No	45.0%	55.0%	\$3,000,000	\$0	\$0	\$75,000	\$0	\$0	\$75,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$3,615,257	\$4,683,911	\$6,802,613	\$6,187,500	\$1,935,000	\$23,224,280

Total Programming is currently

130%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$23,224,280

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

**Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:
Big Bear Lake

Resolution Number:	2022-XX
Resolution Approval Date:	18-Jul-22
Contact Person/Title:	Sean Sullivan, Director of Public Services
Phone:	909-866-5831
Email:	ssullivan@citybigbearlake.com

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	6/30/22 Carryover Balance					\$0.00
						FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$650,009	\$650,407	\$650,801	\$657,706	\$664,681	\$3,273,604
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
FY 22/23 Street Rehabilitation Project			0.0%	0.0%	\$1,400,000	\$409,900	\$0	\$0	\$0	\$0	\$409,900
FY 23/24 Street Rehabilitation Project			0.0%	0.0%	\$1,400,000	\$0	\$424,300	\$0	\$0	\$0	\$424,300
FY 24/25 Street Rehabilitation Project			0.0%	0.0%	\$1,400,000	\$0	\$0	\$439,200	\$0	\$0	\$439,200
FY 25/26 Street Rehabilitation Project			0.0%	0.0%	\$1,400,000	\$0	\$0	\$0	\$454,400	\$0	\$454,400
FY 26/27 Street Rehabilitation Project			0.0%	0.0%	\$1,400,000	\$0	\$0	\$0	\$0	\$470,400	\$470,400
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$409,900	\$424,300	\$439,200	\$454,400	\$470,400	\$2,198,200

Total Programming is currently 67%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming: \$2,198,200

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022 - XXX
Resolution Approval Date:	4-Oct-22
Contact Person/Title:	Eduardo Diaz / Associate
Phone:	(909) 334 - 3534
Email:	ediaz@cityofchino.org

Measure I Local Pass-through Program

FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Chino

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$2,262,498	\$2,277,114	\$2,277,174	\$2,296,322	\$2,317,473	\$11,430,580
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
C7053/TR131- Traffic Signal Modification at Riverside Drive and Ramona Avenue	No	No	0.0%	100.0%	\$293,341	\$263,566	\$0	\$0	\$0	\$0	\$263,566
C7061/TR152- Traffic Signal Modification at Telephone Avenue and Philadelphia Street	Yes	No	0.0%	100.0%	\$150,000	\$140,466	\$0	\$0	\$0	\$0	\$140,466
MS202- Accessibility Improvements Citywide	No	No	0.0%	100.0%	\$252,000	\$224,256	\$0	\$0	\$0	\$0	\$224,256
TR 220 Traffic Signal Modifications at San Antonio Avenue at Walnut Avenue, Philadelphia Street at Monte Vista Avenue	Yes	No	0.0%	100.0%	\$467,000	\$46,000	\$0	\$0	\$0	\$0	\$46,000
TR221 CCTV Camera Installation for TS Communications- Phase 3- at Pipeline Ave/Chino Ave; Pipeline Ave/Schaefer Ave; Pipeline Ave/Spectrum North; Pipeline Ave/Grand -Edison Ave; Spectrum West/Grand Ave; Spectrum East/Grand Ave; Ramona Ave/ Chino Ave; Ramona Ave/Edison Ave; Monte Vista Ave/Edison Ave	No	No	0.0%	100.0%	\$220,000	\$220,000	\$0	\$0	\$0	\$0	\$220,000
TRXXX TBD CCTV Camera Installation- Phase 4	No	No	0.0%	100.0%	\$225,000	\$0	\$225,000	\$0	\$0	\$0	\$225,000
TRXXX TBD Traffic Signal Modification Central Avenue at Eucalyptus Avenue	No	No	0.0%	100.0%	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
TR211 Traffic Signal Modifications- Riverside Drive at Magnolia Avenue and Riverside Drive at Mountain Avenue	No	No	0.0%	100.0%	\$450,000	\$7,593	\$0	\$0	\$0	\$0	\$7,593
TR212 Traffic Signal Installation Monte Vista Ave at Walnut Ave	No	No	0.0%	100.0%	\$520,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
TR214- Traffic Signal Upgrades- Philadelphia Street at Town Square Avenue (Previous TR161)	No	No	0.0%	100.0%	\$200,000	\$33,444	\$0	\$0	\$0	\$0	\$33,444
ST182 - Bicycle, Pedestrian, & Transit Improvements	No	No	0.0%	100.0%	\$332,890	\$332,890	\$0	\$0	\$0	\$0	\$332,890
SN211 - Alley/Sanitation Rehabilitation	No	No	0.0%	100.0%	\$370,000	\$343,826	\$0	\$0	\$0	\$0	\$343,826
ST061 Pine Ave Connection SR71	No	No	0.0%	100.0%	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Maint. MS181 - Local Street Overlay Program	No	No	0.0%	100.0%	\$230,750	\$230,750	\$0	\$0	\$0	\$0	\$230,750
Maint. MS222 - Preserve/College Park Slurry Project	No	No	0.0%	0.0%	\$900,000	\$882,198	\$0	\$0	\$0	\$0	\$882,198
Maint. 7120-Traffic Control	No	No	0.0%	0.0%	\$295,000	\$295,000	\$0	\$0	\$0	\$0	\$295,000
Maint. 7140-Asphalt Maint NC231	No	No	0.0%	0.0%	\$585,000	\$585,000	\$0	\$0	\$0	\$0	\$585,000
Maint. 7150-Concrete Maint	No	No	0.0%	0.0%	\$270,000	\$270,000	\$0	\$0	\$0	\$0	\$270,000
Reimb. R7221-East End Ave County Project	No	No	0.0%	0.0%	\$539,000	\$539,000	\$0	\$0	\$0	\$0	\$539,000
Reimb. R7231-Chino Hills Parkway Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
MS232 Chino Spectrum Traffic Study	No	No	0.0%	0.0%	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$150,000
MS233 Citywide Telecommunication Plan	No	No	0.0%	0.0%	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
MS236 Traffic Signal Synchronization Plan	No	No	0.0%	0.0%	\$80,000	\$80,000	\$0	\$0	\$0	\$0	\$80,000
N7604 Coordinated Traffic Signal System	No	No	0.0%	0.0%	\$70,000	\$70,000	\$0	\$0	\$0	\$0	\$70,000
TR172 Traffic Signal Modification Ramona & Schaefer	No	No	0.0%	0.0%	\$692,000	\$17,364	\$0	\$0	\$0	\$0	\$17,364
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$6,181,353	\$525,000	\$0	\$0	\$0	\$6,706,353

Total Programming is currently 46% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) Total Estimated Programming: \$6,706,353

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022R-
Resolution Approval Date:	8/9/2022
Contact Person/Title:	Vivian Chou, Sr. Management Analyst
Phone:	909-273-2773
Email:	vchou@chinohills.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Chino Hills

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$2,120,797	\$2,134,497	\$2,134,554	\$2,152,502	\$2,172,329	\$326,283.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
Los Serranos Safe Routes to School East (ST210005) - construction of Sidewalks, curbs & gutters, and driveways on Gird Ave from Del Norte Ave to Valle Vista Dr, Lugo Ave from Del Norte Ave to Valle Vista Dr; El Molina Blvd from Montecito Dr to Los Serranos Blvd	No	No	0.0%	0.0%	\$1,389,968	\$383,183	\$0	\$0	\$0	\$0	\$383,183
FY 2021/22 Street Improvement Program (ST22009) - slurry seal and overlay residential streets in the Morningfield Drive Area, Champion Area, Paseo Del Palacio Area, Paseo Grande Area, and Vista Del Norte Area	No	No	0.0%	0.0%	\$1,450,000	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
Traffic Signal Modification at Boys Republic Dr & City Hall Parking Lot (ST22013) - Modify the pedestrian flashing yellow signal to a Hawk signal at Boys Republic Drive & City Hall Parking Lot	No	No	0.0%	0.0%	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$150,000
FY 2022/23 Sidewalk Replacement Program (ST23003) - repair displaced sidewalks, driveway approaches, ADA ramps, and curbs & gutters throughout the City	No	No	0.0%	0.0%	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Sierra Vista Dr (West) & Del Norte Ave (North) Improvements (ST23004) - construction of sidewalks, curbs and gutters, ADA compliant ramps, and pavement rehab on south side of Sierra Vista Dr from Pipeline Ave to Del Norte Ave & east side of Del Norte Ave from Lugo Ave to Gird Ave	No	No	0.0%	0.0%	\$400,000	\$124,046	\$0	\$0	\$0	\$0	\$124,046
FY 2022/23 Street Improvement Program (ST23005) - overlay and slurry seal various City streets in the Wandering Ridge Dr Area, Le Parc Area, Olympic View Dr - Skyview Rdg Area, and Royal Ridge Dr Area	No	No	0.0%	0.0%	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000
FY 2022-23 Striping Program (ST23006) - Restripe streets Citywide	No	No	0.0%	0.0%	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$150,000
FY 2022-23 Traffic Signal LED Replacement Program (ST23007) - replace traffic signal LED lenses Citywide	No	No	0.0%	0.0%	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$30,000
FY 2023/24 Sidewalk Replacement Program	No	No	0.0%	0.0%	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000
FY 2023/24 Street Improvement Program	No	No	0.0%	0.0%	\$1,250,000	\$0	\$1,250,000	\$0	\$0	\$0	\$1,250,000
FY 2024/25 Sidewalk Replacement Program	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000
FY 2024/25 Street Improvement Program	No	No	0.0%	0.0%	\$1,250,000	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
FY 2025/26 Sidewalk Replacement Program	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$250,000
FY 2025/26 Street Improvement Program	No	No	0.0%	0.0%	\$1,250,000	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000
FY 2026/27 Sidewalk Replacement Program	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000
FY 2026/27 Street Improvement Program	No	No	0.0%	0.0%	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
Projects Total:						\$3,787,229	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,787,229

Total Programming is currently **89%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$9,787,229**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	R-95-22
Resolution Approval Date:	8/2/2022
Contact Person/Title:	Victor Ortiz, P.E.
Phone:	909 514-4210
Email:	vortiz@coltonca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Colton

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	6/30/22 Carryover Balance					\$1,010,285.09
						FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$1,390,534	\$1,399,517	\$1,399,554	\$1,411,322	\$1,424,322	\$7,025,249
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Pavement Rehabilitation: Cooley Drive (I-215 Bridge to Ashley Way)	Yes	Yes	0.0%	0.0%	\$450,442	\$450,442	\$0	\$0	\$0	\$0	\$450,442
Pavement Rehabilitation: 7th Street (Valley Blvd. to H St.)			0.0%	0.0%	\$51,832	\$51,832	\$0	\$0	\$0	\$0	\$51,832
Pavement Rehabilitation: Rancho Ave. (South of N St. to Cement Plant Rd.)	Yes		0.0%	0.0%	\$235,333	\$235,333	\$0	\$0	\$0	\$0	\$235,333
Pavement Rehabilitation: Citrus St. (Bordwell to La Cadena)	No		0.0%	0.0%	\$124,395	\$124,395	\$0	\$0	\$0	\$0	\$124,395
Rosedale Ave. - City Limit Only (Litton Ave. to Cordova St.)			0.0%	0.0%	\$56,020	\$56,020	\$0	\$0	\$0	\$0	\$56,020
Pavement Rehabilitation: Litton Ave (La Cadena to Bostick Ave.)			0.0%	0.0%	\$95,514	\$95,514	\$0	\$0	\$0	\$0	\$95,514
O Street Improvement Project (La Cadena to 6th St.)			0.0%	0.0%	\$185,415	\$185,415	\$0	\$0	\$0	\$0	\$185,415
Citywide Sidewalk and ADA Project	Yes	Yes	0.0%	0.0%	\$173,054	\$173,054	\$0	\$0	\$0	\$0	\$173,054
City Wide Street and Traffic Improvement			0.0%	0.0%	\$18,529	\$18,529	\$0	\$0	\$0	\$0	\$18,529
Pavement Rehabilitation - Valley Blvd. (Mt. Vernon Ave. to Sperry Dr.)	Yes		0.0%	0.0%	\$112,320	\$0	\$112,320	\$0	\$0	\$0	\$112,320
Pavement Rehabilitation: Cahuilla St (South end to Mohave)			0.0%	0.0%	\$57,600	\$0	\$57,600	\$0	\$0	\$0	\$57,600
Pavement Rehabilitation: O St. (La Cadena to 10th)			0.0%	0.0%	\$87,000	\$0	\$87,000	\$0	\$0	\$0	\$87,000
Pavement Rehabilitation: 5th Street. (N St. to Agua Mansa Rd.)			0.0%	0.0%	\$168,000	\$0	\$168,000	\$0	\$0	\$0	\$168,000
Pavement Rehabilitation - Cooley - Pacific Glen Subd. Area			0.0%	0.0%	\$324,397	\$0	\$324,397	\$0	\$0	\$0	\$324,397
Pavement Rehabilitation - Pepper Ave (San Bernardino to Randall)	Yes		0.0%	0.0%	\$422,200	\$0	\$422,200	\$0	\$0	\$0	\$422,200
Pavement Rehabilitation: Rancho Ave. (Cement Plant Rd. to Agua Mansa Rd.)	Yes		0.0%	0.0%	\$228,000	\$0	\$228,000	\$0	\$0	\$0	\$228,000
Pavement Rehabilitation: Laurel Ave (Rancho Ave. to 6th St)	Yes		0.0%	0.0%	\$194,400	\$0	\$0	\$194,400	\$0	\$0	\$194,400
Pavement Rehabilitation: D St. (La Cadena to Little Colton Ave.)			0.0%	0.0%	\$160,200	\$0	\$0	\$160,200	\$0	\$0	\$160,200
Pavement Rehabilitation - Wild Canyon Drive (Glenwood to East end)			0.0%	0.0%	\$146,400	\$0	\$0	\$146,400	\$0	\$0	\$146,400
Pavement Rehabilitation - K St. (3rd to 5th; West end to 7th; west end to 9th)			0.0%	0.0%	\$128,400	\$0	\$0	\$128,400	\$0	\$0	\$128,400
Pavement Rehabilitation - H St. (W City limit to Rancho; M Vernon to Sperry)			0.0%	0.0%	\$126,000	\$0	\$0	\$126,000	\$0	\$0	\$126,000
Pavement Rehabilitation - Bostick Ave. (Litton to North end)			0.0%	0.0%	\$106,200	\$0	\$0	\$106,200	\$0	\$0	\$106,200
Pavement Rehabilitation - Cooley Drive (Ashley Way-south to Mt. Vernon Ave.)	Yes		0.0%	0.0%	\$418,000	\$0	\$0	\$418,000	\$0	\$0	\$418,000
Citywide Slurry Seal Project			0.0%	0.0%	\$491,480	\$0	\$0	\$119,954	\$121,526	\$250,000	\$491,480
Pavement Rehabilitation - Meridian Ave (Valley Blvd.to Olive Ave.)	Yes		0.0%	0.0%	\$286,650	\$0	\$0	\$0	\$286,650	\$0	\$286,650
Pavement Rehabilitation - Pennsylvania (Olive to Mill St.)	Yes		0.0%	0.0%	\$513,696	\$0	\$0	\$0	\$513,696	\$0	\$513,696
Pavement Rehabilitation -Riverside Ave. (Bridge to Key St.; Bustamante to Bridge (East Side)	Yes		0.0%	0.0%	\$378,300	\$0	\$0	\$0	\$378,300	\$0	\$378,300
Pavement Rehabilitation - Skyview Dr (Mohave to east end)			0.0%	0.0%	\$111,150	\$0	\$0	\$0	\$111,150	\$0	\$111,150
Pavement Rehabilitation: Rancho Ave. (La Cadena Drive to Agua Mansa Rd.)	Yes		0.0%	0.0%	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Pavement Project: Valley Blvd. (9th to Mt. Vernon Ave.); Cooley Drive (Mt. Vernon to west end)/Via Lata	Yes		0.0%	0.0%	\$824,322	\$0	\$0	\$0	\$0	\$824,322	\$824,322
FY2020-21 Citywide Traffic & Street Improvements			0.0%	0.0%	\$25,501	\$3,264	\$0	\$0	\$0	\$0	\$3,264
Bridge Retrofit - Mt. Vernon Ave. over Santa Ana River			0.0%	0.0%	\$3,500,000	\$9,755	\$0	\$0	\$0	\$0	\$9,755
Local Road Safety Plan			0.0%	0.0%	\$65,000	\$386	\$0	\$0	\$0	\$0	\$386

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	R-95-22
Resolution Approval Date:	8/2/2022
Contact Person/Title:	Victor Ortiz, P.E.
Phone:	909 514-4210
Email:	vortiz@coltonca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Colton

Pavement Rehabilitation - Cooley Drive (Valleywood to Ashley Way)	Yes	Yes	0.0%	0.0%	\$90,000	\$82,000	\$0	\$0	\$0	\$0	\$82,000
Pavement Rehabilitation: Pennsylvania Ave. (C St. to F St.)	Yes		0.0%	0.0%	\$82,500	\$75,100	\$0	\$0	\$0	\$0	\$75,100
Pavement Rehabilitation: Olive Ave (6th to Rancho Ave.; City Limit to Meridian Ave)			0.0%	0.0%	\$180,000	\$163,469	\$0	\$0	\$0	\$0	\$163,469
Pavement Rehabilitation: Laurel Ave. (La Cadena to Mt. Vernon Ave.)	Yes		0%	100%	\$70,500	\$64,200	\$0	\$0	\$0	\$0	\$64,200
Pavement Rehabilitation: La Cadena Dr. - South bound - Iowa to I-215 on ramp	Yes		0%	100%	\$96,000	\$87,400	0.00	0.00	0.00	0.00	\$87,400.00
Pavement Rehabilitation: La Cadena Drive - NB/Litton to Tropica Rancho	Yes		0%	100%	\$45,000	\$41,000	0.00	0.00	0.00	0.00	\$41,000.00
San Bernardino Ave. St. Improvement bet. Pepper and Indigo (installation curb, gutter, sidewalk, striping & signs)	Yes	Yes	0%	100%	\$250,000	\$140,000	0.00	0.00	0.00	0.00	\$140,000.00
South La Cadena Dr. Sidewalk Installation Project (West side, north of Litton Ave.)	Yes	Yes	0%	100%	\$350,000	\$124,035	0.00	0.00	0.00	0.00	\$124,035.00
Alley Paving: Pennsylvania to 4th (north of Valley), G to Fairway (East of Mt. Vernon), La Cadena to 7th (north of G St.)			0%	100%	\$55,500	\$55,500	0.00	0.00	0.00	0.00	\$55,500.00
FY 21/22 Citywide Striping Project			0%	100%	\$29,200	\$12,959	0.00	0.00	0.00	0.00	\$12,959.43
FY21/22 Citywide Slurry Seal/Surface Treatment Project			0%	100%	\$136,880	\$136,880	0.00	0.00	0.00	0.00	\$136,880.00
FY 21/22 Citywide Street and Traffic Improvement			0%	100%	\$26,800	\$14,336	0.00	0.00	0.00	0.00	\$14,336.00
Projects Total:					\$2,400,819	\$1,399,517	\$1,399,554	\$1,411,322	\$1,424,322	\$8,035,534	

Total Programming is currently 100% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* **Total Estimated Programming: \$8,035,534**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	William Castrillon / Resource Budget Officer
Phone:	(909) 350-7669
Email:	wcastrillon@fontana.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Fontana

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$5,489,066	\$5,524,526	\$5,524,673	\$5,571,127	\$5,622,442	\$21,594,979.42	\$27,731,835
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
W Liberty Parkway/Miller TS (0002)	No	No	0.0%	0.0%	\$785,000	\$650,585	\$0	\$0	\$0	\$0	\$0	\$650,585
Fontana SRTS Gap Closure (0003)	No	Yes	0.0%	0.0%	\$145,000	\$40,000	\$62,521	\$0	\$0	\$0	\$0	\$102,521
Neighborhood Trf Mgmt Loc #1 (0005)	No	No	0.0%	0.0%	\$130,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Bridlepath at Oxer RRFB Project (0007)	No	No	0.0%	0.0%	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
Speed Hump Project (0009)	No	No	0.0%	0.0%	\$200,000	\$49,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$199,000
Local Roadway Safety Plan (0012)	No	No	0.0%	0.0%	\$8,000	\$863	\$0	\$0	\$0	\$0	\$0	\$863
Baseline/McGuire Flash Yellow Arrow (0013)	No	No	0.0%	0.0%	\$30,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
FYA Installations (0015)	No	No	0.0%	0.0%	\$200,000	\$48,916	\$100,000	\$0	\$0	\$0	\$0	\$148,916
TruckRte/Street Name Sign Instal (0016)	No	No	0.0%	0.0%	\$100,000	\$95,455	\$0	\$0	\$0	\$0	\$0	\$95,455
Santa Ana Landscape:Cypress/Juniper (0017)	No	No	0.0%	0.0%	\$700,000	\$682,354	\$0	\$0	\$0	\$0	\$0	\$682,354
Victoria Street AC Sidewalk (0018)	No	No	0.0%	0.0%	\$360,000	\$100,000	\$257,951	\$0	\$0	\$0	\$0	\$357,951
SR-210 at Beech Ave. Traffic Signal (0022)	No	No	0.0%	0.0%	\$500,000	\$25,000	\$99,955	\$375,000	\$0	\$0	\$0	\$499,955
Fiber Optic / Heritage Cir & Sierra TS Connectivity (0023)	No	No	0.0%	0.0%	\$373,000	\$372,000	\$0	\$0	\$0	\$0	\$0	\$372,000
Kathy Binks Elem. Sch. SRTS TDA 21 (0024)	No	Yes	0.0%	0.0%	\$281,307	\$280,307	\$0	\$0	\$0	\$0	\$0	\$280,307
Metrolink Quiet Zone (0026)	No	No	0.0%	0.0%	\$500,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Citywide Centracs Expansion (0027)	No	No	0.0%	0.0%	\$187,000	\$186,000	\$0	\$0	\$0	\$0	\$0	\$186,000
Citywide PTZ Upgrade (0028)	No	No	0.0%	0.0%	\$209,000	\$208,000	\$0	\$0	\$0	\$0	\$0	\$208,000
Cherry Ave. and S. Highland Ave. TS (0030)	No	No	0.0%	0.0%	\$315,000	\$314,000	\$0	\$0	\$0	\$0	\$0	\$314,000
Baseline Ave and Palmetto Ave TS (0031)	No	No	0.0%	0.0%	\$800,000	\$99,000	\$100,000	\$600,000	\$0	\$0	\$0	\$799,000
Summit Ave. Left-Turn Phasing (0032)	No	No	0.0%	0.0%	\$76,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Street Name Sign Replacement (0033)	No	No	0.0%	0.0%	\$216,000	\$215,000	\$0	\$0	\$0	\$0	\$0	\$215,000
Valley/Almond Traffic Signal (3307)	No	No	0.0%	0.0%	\$1,567,770	\$609,025	\$0	\$0	\$0	\$0	\$0	\$609,025
Valley/Oleander Traffic Signal (3310)	No	No	0.0%	0.0%	\$1,686,000	\$520,151	\$0	\$0	\$0	\$0	\$0	\$520,151
Sierra/Riverside TS (3329)	No	No	0.0%	0.0%	\$1,027,000	\$50,000	\$820,320	\$0	\$0	\$0	\$0	\$870,320
Alder-Locust-Ramona SRTS (3339)	No	Yes	0.0%	0.0%	\$500,000	\$50,000	\$405,232	\$0	\$0	\$0	\$0	\$455,232
Cherry/Live Oak Traffic Signal Mod (3341)	No	No	0.0%	0.0%	\$1,301,000	\$1,135,379	\$0	\$0	\$0	\$0	\$0	\$1,135,379
San Sevaine Trail PH I Seg 2 (3345)	No	No	0.0%	0.0%	\$724,402	\$200,000	\$268,127	\$0	\$0	\$0	\$0	\$468,127
Arrow/Tokay TS (3354)	No	No	0.0%	0.0%	\$1,326,000	\$200,000	\$1,025,770	\$0	\$0	\$0	\$0	\$1,225,770
Citrus/Ceres Traffic Signal (3355)	No	No	0.0%	0.0%	\$1,533,000	\$1,190,403	\$0	\$0	\$0	\$0	\$0	\$1,190,403
Citrus/Malaga Pedestrian Xing (3356)	No	No	0.0%	0.0%	\$100,000	\$99,000	\$0	\$0	\$0	\$0	\$0	\$99,000
Cypress Ave TS/ Intersection Improvements (3361)	No	No	0.0%	0.0%	\$500,000	\$100,000	\$141,884	\$0	\$0	\$0	\$0	\$241,884
Alder Middle School S/W (3367)	No	No	0.0%	0.0%	\$843,036	\$646,071	\$0	\$0	\$0	\$0	\$0	\$646,071
Foothill/Alder Curb Ramp (3370)	No	No	0.0%	0.0%	\$444,000	\$364,478	\$0	\$0	\$0	\$0	\$0	\$364,478
Baseline/Alder TS (3379)	No	No	0.0%	0.0%	\$100,000	\$99,000	\$0	\$0	\$0	\$0	\$0	\$99,000
Foothill/Laurel Sidewalk (3380)	No	No	0.0%	0.0%	\$50,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Mango/So Highland TS (3382)	No	No	0.0%	0.0%	\$1,283,000	\$1,018,212	\$0	\$0	\$0	\$0	\$0	\$1,018,212
FS 78 Citrus/Chase TS (3384)	No	No	0.0%	0.0%	\$965,000	\$860,745	\$0	\$0	\$0	\$0	\$0	\$860,745
Arrow/Cypress TS (3386)	No	No	0.0%	0.0%	\$1,000,000	\$902,608	\$0	\$0	\$0	\$0	\$0	\$902,608
Citrus Ave.Widening at SR-210 & Highland Ave (0039)	No	No	0.0%	0.0%	\$260,000	\$100,000	\$160,000	\$0	\$0	\$0	\$0	\$260,000

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	William Castrillon / Resource Budget Officer
Phone:	(909) 350-7669
Email:	wcastrillon@fontana.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

Fontana

Cypress Ave. at Summit Ave TS (0038)	No	No	0.0%	0.0%	\$620,000	\$100,000	\$100,000	\$420,000	\$0	\$0	\$620,000
Live Oak /Village Drive TS (F3600074)	No	No	0.0%	0.0%	\$750,000	750,000.00	0.00	0.00	0.00	0.00	\$750,000
Alder Ave & Marygold Ave TS (F3600071) County is lead.	No	No	0.0%	0.0%	\$750,000	0.00	750,000.00	0.00	0.00	0.00	\$750,000
Beech/Valley TS (F3600073)	No	No	0.0%	0.0%	\$750,000	750,000.00	0.00	0.00	0.00	0.00	\$750,000
Randall & Mango TS (F3600075)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
San Bernardino/Oleander TS (F3600076)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Cherry & Banana TS (F3600041)	No	No	0.0%	0.0%	\$750,000	0.00	750,000.00	0.00	0.00	0.00	\$750,000
Randall & Oleander TS (F3600078)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Beech & Walnut TS (F3600077)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Baseline/Tamarind TS (F3600038)	No	No	0.0%	0.0%	\$750,000	750,000.00	0.00	0.00	0.00	0.00	\$750,000
Catawba/Fontana/Randall TS (F3600047)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Cherry/Village TS (F3600044)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Arrow/Laurel TS (F3600037)	No	No	0.0%	0.0%	\$750,000	0.00	750,000.00	0.00	0.00	0.00	\$750,000
Cherry/Walnut TS (F3600035)	No	No	0.0%	0.0%	\$750,000	0.00	750,000.00	0.00	0.00	0.00	\$750,000
Knox/South Highland TS (F3600045)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Almeria/So Highland TS (F3600046)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Banana/Slover TS (F3600040)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Cypress/Merrill TS (F3600042)	No	No	0.0%	0.0%	\$750,000	0.00	750,000.00	0.00	0.00	0.00	\$750,000
Juniper/South Highland TS (F3600048)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Juniper/Valencia TS (F3600039)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Mango/San Bernardino TS (F3600043)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Pepper/Randall TS (F3600049)	No	No	0.0%	0.0%	\$750,000	0.00	0.00	0.00	750,000.00	0.00	\$750,000
Citywide Measure I Traffic Engineering Studies 24636007	No	No	0.0%	0.0%	\$488,025	\$97,605	\$97,605	\$97,605	\$97,605	\$97,605	\$488,025
Citywide Measure I Customer Relations 24636008	No	No	0.0%	0.0%	\$488,260	\$97,652	\$97,652	\$97,652	\$97,652	\$97,652	\$488,260
Citywide Measure I Street Lighting Related 24636009	No	No	0.0%	0.0%	\$423,800	\$84,760	\$84,760	\$84,760	\$84,760	\$84,760	\$423,800
Citywide Measure I Street Striping Related 24636010	No	No	0.0%	0.0%	\$467,955	\$93,591	\$93,591	\$93,591	\$93,591	\$93,591	\$467,955
Measure I 2010-2040 Local Cost Allocation 24636011	No	No	0.0%	0.0%	\$499,500	\$99,900	\$99,900	\$99,900	\$99,900	\$99,900	\$499,500
Measure I 2010-2040 Local Vehicle Maintenance 24636012	No	No	0.0%	0.0%	\$371,700	\$74,340	\$74,340	\$74,340	\$74,340	\$74,340	\$371,700
Citywide Measure I Street Related Activities / Traffic Studies 24636013	No	No	0.0%	0.0%	\$395,890	\$79,178	\$79,178	\$79,178	\$79,178	\$79,178	\$395,890
Citywide Measure I System (Traffic Controller Cabs) 24636014	No	No	0.0%	0.0%	\$512,805	\$102,561	\$102,561	\$102,561	\$102,561	\$102,561	\$512,805
Citywide Measure I System (Traffic Controller Equip) 24636015	No	No	0.0%	0.0%	\$325,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$325,000
Citywide Measure I System (Traffic Signal Equip) 24636016	No	No	0.0%	0.0%	\$450,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$450,000
Citywide Measure I System (Preventative Sig Maint) 24636017	No	No	0.0%	0.0%	\$488,580	\$97,716	\$97,716	\$97,716	\$97,716	\$97,716	\$488,580
Citywide Measure I System (Traffic Signal Maint) 24636018	No	No	0.0%	0.0%	\$383,990	\$76,798	\$76,798	\$76,798	\$76,798	\$76,798	\$383,990
Citywide Measure I Traffic-Related Signage 24636019	No	No	0.0%	0.0%	\$150,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Citywide Measure I Emergency Reserve Equipment 24636020	No	No	0.0%	0.0%	\$375,700	\$75,140	\$75,140	\$75,140	\$75,140	\$75,140	\$375,700
Citywide Measure I Traffic Signal Maint Support 24636021	No	No	0.0%	0.0%	\$479,150	\$95,830	\$95,830	\$95,830	\$95,830	\$95,830	\$479,150
Citywide Measure I Traffic Signal Installation Support 24636022	No	No	0.0%	0.0%	\$479,150	\$95,830	\$95,830	\$95,830	\$95,830	\$95,830	\$479,150
Citywide Measure I Traffic Signal Communication Support 24636023	No	No	0.0%	0.0%	\$480,905	\$96,181	\$96,181	\$96,181	\$96,181	\$96,181	\$480,905
Citywide Measure I Traffic Signal Modification/Upgrade 24636024	No	No	0.0%	0.0%	\$467,940	\$93,588	\$93,588	\$93,588	\$93,588	\$93,588	\$467,940

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	William Castrillon / Resource Budget Officer
Phone:	(909) 350-7669
Email:	wcastrillon@fontana.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

Fontana

Citywide Measure I Traffic Signal Timing Sync 24636025	No	No	0.0%	0.0%	\$482,025	\$96,405	\$96,405	\$96,405	\$96,405	\$96,405	\$482,025
Citywide Measure I Traffic System Improvements 24636026	No	No	0.0%	0.0%	\$382,050	\$76,410	\$76,410	\$76,410	\$76,410	\$76,410	\$382,050
Projects Total:						\$15,689,037	\$9,060,245	\$3,163,485	\$11,518,485	\$1,718,485	\$41,149,737

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Programming is currently **83%**

Total Estimated Programming: **\$41,149,737**

Resolution Number:	
Resolution Approval Date:	23-Aug-22
Contact Person/Title:	Shanita Tillman/Management Analyst
Phone:	909-824-6621 ext. 218
Email:	stillman@grandterrace-ca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Grand Terrace

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$318,116	\$320,171	\$320,179	\$322,871	\$325,845	\$407,810.95
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
											Total
Fiscal Year 2022-2023 Pavement Management Program	No	No	0.0%	0.0%	\$2,968,654	\$639,655					\$639,655
Fiscal Year 2023-2024 Pavement Management Program	No	No	0.0%	0.0%	\$1,000,000	\$0	\$252,350	\$0	\$0	\$0	\$252,350
Fiscal Year 2024-2025 Pavement Management Program	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$252,358	\$0	\$0	\$252,358
Fiscal Year 2025-2026 Pavement Management Program	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$0	\$255,051	\$0	\$255,051
Fiscal Year 2026-2027 Pavement Management Program	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$0	\$0	\$280,845	\$280,845
Tree Trimming Program	No	No	0.0%	0.0%	\$369,734	\$86,272	\$67,821	\$67,821	\$67,820	\$45,000	\$334,734
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$725,927	\$320,171	\$320,179	\$322,871	\$325,845	\$2,014,993

Total Programming is currently **100%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$2,014,993**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022-65
Resolution Approval Date:	9/6/2022
Contact Person/Title:	Bethany Hudson - Admin Analyst
Phone:	760-947-1438
Email:	bhudson@cityofhesperia.us

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Hesperia

Projects:	Is Project in City's Non-motorized Transportation Plan?	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$3,965,679	\$3,987,973	\$4,010,376	\$4,042,819	\$4,106,150	\$ 5,600,00	\$20,112,996
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Hwy 395 & Joshua St. Park and Ride Expansion (CO 6523)	Yes	No	0.0%	0.0%	\$800,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Main St Traffic Signal Synchronization (CO 7133)	No	No	0.0%	0.0%	\$1,221,233	\$196,534	\$0	\$0	\$0	\$0	\$0	\$196,534
Sultana Street Improvements (CO7143)	No	No	0.0%	0.0%	\$6,200,000	\$0	\$200,000	\$1,500,000	\$4,500,000	\$0	\$0	\$6,200,000
Muscatel Street Improvements (CO 7144)	No	No	0.0%	0.0%	\$4,800,000	\$0	\$200,000	\$800,000	\$3,800,000	\$0	\$0	\$4,800,000
Traffic Signal @ Rachero and Cottonwood (CO 7146)	No	No	41.1%	58.9%	\$450,000	\$500	\$0	\$0	\$0	\$0	\$0	\$500
FY 2021-22 Annual St Imp Project - Jacaranda & Cottonwood	No	No	0.0%	0.0%	\$2,000,000	\$1,998,500	\$0	\$0	\$0	\$0	\$0	\$1,998,500
FY 2023-24 Street Improvement Project	No	No	0.0%	0.0%	\$2,000,000	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
FY 2024-25 Street Improvement Project	No	No	0.0%	0.0%	\$2,000,000	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000
FY 2025-26 Street Improvement Project	No	No	0.0%	0.0%	\$2,000,000	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
FY 2026-27 Street Improvement Project	No	No	0.0%	0.0%	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ranchero Road Aqueduct Crossing (CO 7139)	Yes	No	41.1%	58.9%	\$16,362,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Ranchero Road Interchange Public Share Reimbursement	No	No	41.1%	58.9%	\$6,500,000	\$0	\$2,300,000	\$2,300,000	\$2,300,000	\$0	\$0	\$6,900,000
Ranchero Road Improvements 7th - Mariposa (CO 7094)	Yes	No	41.1%	58.9%	\$36,332,142	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Traffic Signal Ranchero Rd & 7th Ave (CO 7154)	No	No	0.0%	0.0%	\$450,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Main Street/Mariposa Rd Traffic Signal Relocation	No	No	0.0%	0.0%	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Traffic Signal Main St and Sultana/Timberlane (CO 7159)	No	No	0.0%	0.0%	\$1,234,000	\$302,366	\$0	\$0	\$0	\$0	\$0	\$302,366
Landscaping Ranchero Road & I-15 (CO 7160)	No	No	0.0%	0.0%	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ranchero Road Undercrossing (CO 7046)	No	No	0.0%	0.0%	\$31,540,298	\$323,533	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$443,533
I Avenue Corridor Study (CO 7151)	No	No	0.0%	0.0%	\$278,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aqueduct Crossing Improvements (CO 7096)	Yes	No	41.1%	58.9%	\$9,797,000	\$0	\$0	\$250,000	\$425,000	\$1,070,000	\$0	\$1,745,000
Kaiser Permanente Way Extension (CO 7165)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2019-20 CDBG Street Improvements (CO 7158)	No	No	0.0%	0.0%	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cedar Street Roadway Imp (CO 7170)	No	No	0.0%	0.0%	\$425,000	\$75,000	\$350,000	\$0	\$0	\$0	\$0	\$425,000
Maple Avenue Street Improvements (CO 7169)	Yes	Yes	41.1%	58.9%	\$6,200,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Traffic Signal Ranchero & Maple (CO7131)	No	No	0.0%	0.0%	\$450,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Ranchero Road St. Imp Danbury to I Ave (CO 7168)	Yes	No	41.1%	58.9%	\$3,000,000	\$450,000	\$40,000	\$0	\$0	\$0	\$0	\$490,000
City-wide Preservation and Maintenance			0.0%	0.0%	\$0	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$5,401,433	\$6,270,000	\$8,030,000	\$14,205,000	\$2,850,000		\$36,756,433

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Programming is currently 143% Total Estimated Programming: **\$36,756,433**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022-XXX
Resolution Approval Date:	8/9/2022
Contact Person/Title:	Carlos Zamano, Public Works Director
Phone:	(909) 864-6861
Email:	czamano@cityofhighland.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Highland

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$1,412,650	\$1,421,776	\$1,421,814	\$1,433,749	\$1,446,975	\$1,200,000.00	\$7,136,984
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
LRS19001 - Develop Local Roadway Safety Plan	No	No	100.0%	0.0%	\$84,053	\$731	\$0	\$0	\$0	\$0	\$0	\$731
ola20002 - CDBG 20/21 - Rehab - Cunningham St. (Base Line to 9th St.)	No	No	100.0%	0.0%	\$239,544	\$101,544	\$0	\$0	\$0	\$0	\$0	\$101,544
ola22001 - CDBG 22/23 - Rehab - McKinley Ave. (Base Line to 9th St.)	No	No	100.0%	0.0%	\$245,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000
str11005 - Street Improvements - 9th St. (Cunningham St. to Palm Ave.) & Church Ave./Norwood St. Intersection	Yes	No	100.0%	0.0%	\$819,918	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
str11006 - Street Improvements - McKinley Ave. (9th St. to Base Line) & Base Line/Valaria Dr. Intersection	Yes	No	100.0%	0.0%	\$1,263,300	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
str12005 - Street Improvements - 10t St. (Central Ave. to Drummond Ave.), Drummond Ave. (Norwood St. to 9th St.), Cole Ave. (14th St. to 10th St.), & 14th St. (Central Ave. to Cole Ave.)	Yes	No	100.0%	0.0%	\$1,068,254	\$149,230	\$0	\$0	\$0	\$0	\$0	\$149,230
str15002 - Bikeway - Highland/Redlands Regional Connector (Orange St., Streater Dr., Glenheather Dr. and Love St.)	Yes	Yes	100.0%	0.0%	\$4,691,956	\$192,000	\$0	\$0	\$0	\$0	\$0	\$192,000
str17001 - Bikeway - City Creek/Alabama Street Bikeways	Yes	Yes	100.0%	0.0%	\$4,095,898	\$140,133	\$188,000	\$0	\$0	\$0	\$0	\$328,133
str20001 - Sector E Pavement Rehabilitation and Maintenance (Locations per Attachments "F" and "G")	No	No	100.0%	0.0%	\$2,671,700	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
str20003 - Tippecanoe Ave. (3rd St. - Vine St.) & Elm St. Alley Joint Project with SB County	No	No	100.0%	0.0%	\$2,502,285	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
swk19001 - Transit Stops - Sidewalk and Bikeway Improvements - 9th St. (Eucapytus Dr. to Victoria Ave.)	Yes	No	100.0%	0.0%	\$124,927	\$23,705	\$0	\$0	\$0	\$0	\$0	\$23,705
swk19002 - Transit Stop Access Improvements - Base Line, Boulder Ave., 9th St. and Olive Tree Ln.	Yes	No	100.0%	0.0%	\$90,830	\$66,774	\$0	\$0	\$0	\$0	\$0	\$66,774
swk21001 - Street Improvements - Messina St. & Seine Ave.	Yes	No	100.0%	0.0%	\$148,417	\$73,646	\$0	\$0	\$0	\$0	\$0	\$73,646
Categorical Project - Miscellaneous City-Wide Street Repair			100.0%	0.0%	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$850,762	\$238,000	\$50,000	\$50,000	\$50,000	\$50,000	\$1,238,762
Total Programming is currently						15%	<i>(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)</i>				Total Estimated Programming:	\$1,238,762

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(Highland - Attachment "F")

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

NO.	STREET SECTIONS	FROM	TO
1	7th Street	Elmwood road	Del Rosa Avenue
2	9th Street	Elmwood road	Del Rosa Drive
3	9th Street	Elmwood road	Bonnie Street
4	9th Street	Bonnie Street	Sterling Avenue
5	9th Street	Sterling Avenue	255ft East of Sterling Avenue
6	9th Street	255ft East of Sterling Avenue	Guthrie Street
7	9th Street	Guthrie Street	Newcomb Street
8	9th Street	Newcomb Street	McKinley Street
9	9th Street	McKinley Street	231ft East of McKinley Street
10	9th Street	231ft East of McKinley Street	117ft East of Eucalyptus Drive
11	9th Street	117ft East of Eucalyptus Drive	677ft East of Eucalyptus Drive
12	9th Street	677ft East of Eucalyptus Drive	Victoria Avenue
13	9th Street	Victoria Avenue	Cunningham Street
14	9th Street	Cunningham Street	Hillview Street
15	9th Street	Hillview Street	536ft East of Hillview Street
16	9th Street	536ft East of Hillview Street	Central Avenue
17	9th Street	Central Avenue	Lillian Lane
18	9th Street	Lillian Lane	Drummond Ave
19	9th Street	Drummond Avenue	Palm Avenue
20	Abbey Wy.	Church St.	1112' E/O Church St.
21	Abbey Wy.	1112' E/O Church St.	East End
22	Aloe Court	172' South of Water Street	South Cul-De-Sac
23	Alta Vista	Santa Ana Canyon Drive	Frontera Del Norte
24	Aplin Street	Water Street	730' N/O Water St.
25	Aranci Way	Goldbuckle Road	Polo Street
26	Aranci Wy.	North End	Goldbuckle Rd.
27	Ashford Court	Quail Run Drive	East CDS

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(Highland - Attachment "F")

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

NO.	STREET SECTIONS	FROM	TO
28	Autumnchase Dr.	Sycamore Dr.	Golden Oak Ln.
29	Base Line Street	Greenbrier Place	Weaver Street
30	Birchwood Pl.	Southwood Ln.	North End
31	Blue Creek Lane	Elder Creek Lane	Willow Creek Lane
32	Bobcat Ln.	North End	Jackrabbit Ln.
33	Bright Spot Road	Weaver Street	665' East of Weaver Street
34	Calle Carrisa	Via Alicia Street	North Cul-De-Sac
35	Canyon Oaks Drive	Oak Park Drive	Willow Oak Lane
36	Catalpa Avenue	Saturn Street	Norwood Street
37	Chanticleer Road	Goldbuckle Road	1567ft North of Goldbuckle Rd.
38	Church Street	Greenspot Road	Old Greenspot Road
39	Church Street	Old Greenspot Road	Abbey Way
40	Cortez Street	Old Greenspot Road	Merris Street
41	Cram Rd.	Kemper Ln.	Water St.
42	Cram Road	Lochnivar Road	Kemper Lane
43	Falkirk Place	Canyon Oak Drive	Glenheather Drive
44	Fox Tail Way	Foxtail Court	Jack Rabbit Lane
45	Fox Tail Way	Glenheather Drive	Foxtail Court
46	Foxtail Ct.	Foxtail Wy.	North End
47	Foxtail Pl.	Foxtail Wy.	South End
48	Gala Street	Highland Avenue	Sheffield Drive
49	Garden Crescent	Palm View Lane	Palm View Lane
50	Goldbuckle Rd.	Weaver St.	Unicorn Wy.
51	Highland Grove Court	Highland Grove Road	North Cul-De-Sac
52	Homestead Lane	North Cul-De-Sac	Whitegate Lane
53	Jackrabbit Ln.	Church St.	North End
54	Lavender Court	North Cul-De-Sac	Garden Crescent

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(Highland - Attachment "F")

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

NO.	STREET SECTIONS	FROM	TO
55	Lavender Court	Palm View Lane	South Cul-De-Sac
56	Lochinvar Rd.	Weaver St.	North End
57	Marilyn Avenue	5th Street	South End
58	Meadow Gate Lane	Club View Drive	Homestead Lane
59	Merris St.	Old Greenspot Rd.	Merris St.
60	Merris Street	Church Street	Merris Street
61	Oak Court	North Cul-De-Sac	Garden Crescent
62	Oak Ct.	Palm View Ln.	South End
63	Old Greenspot Road	Merris Street	East End
64	Palm Avenue	Base Line Street	11th Street
65	Palm Avenue	11th Street	Norwood Street
66	Palm Avenue	Norwood Street	9th Street
67	Palm Avenue	9th Street	Harlin Lane
68	Palm Avenue	Harlin Lane	Cypress Street
69	Palm Avenue	Cypress Street	956ft Soth of Cypress Street
70	Palm Avenue	956ft South of Cypress Street	Meines Street
71	Palm Avenue	Meines Street	5th Street
72	Palm View Ln.	Parkview Ln.	Club View Dr.
73	Parkview Ln.	Greenspot Rd.	North End
74	Pattee Court	Nye Drive	East CDS
75	Pepper Tree Court	Oak Court	Northeast cul-De-Sac
76	Pluto Street	Baseline Frontage	Seine Avenue
77	Polo St.	Goldbuckle Rd.	East End
78	San Benito Street	La Cresta Street	North End
79	Santa Ana Canyon Rd.	Merlin Wy.	East End
80	Santa Ana Canyon Road	1290' East of North Fork Road	Merlin Way
81	Santa Ana Canyon Road	711' East of Aplin Street	1290' East of North Fork Road

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(Highland - Attachment "F")

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

NO.	STREET SECTIONS	FROM	TO
82	Saturn Street	Seine Avenue	Windrose Drive
83	Silver Bucket Court	Silver Buckle Road	East Cul-De-Sac
84	Silver Bucket Road	Belt Lane	Goldbuckle Road
85	Silver Bucket Road	Goldbuckle Road	Silver Bucket Court
86	Southwood Ln.	Alpin St.	West End
87	Sweetwater Lane	North Cul-De-Sac	Meadowgate Lane
88	Sweetwater Lane	Meadowgate Lane	Whitegate Lane
89	Tiara Avenue	Tiara Court	Burns Avenue
90	Tiara Court	Tiara Drive	East CDS
91	Tyler Street	Old Greenspot Road	Merris Street
92	Villa Court	Villa Avenue	Foster Avenue
93	Water Street	Aplin Street	North Fork Road
94	Water Street	Weaver Street	Aplin Street
95	Weaver Street	Water Street	Highland Grove Ln.
96	Weaver Street	Highland Grove Ln.	Greenspot Road
97	Webster St.	Boulder Ave.	Eucalyptus Ave.
98	Webster Street	Base Line Street	Cherokee Rose Drive
99	Webster Street	Boulder Avenue	208ft South of Boulder Ave.
100	Whitegate Lane	Club View Drive	East Cul-De-Sac
101	Wisteria Court	Garden Lane	South CDS
102	Ypsilantha Street	Old Greenspot Rd.	Merris Street
103	Canyon Oak Dr.	Streater Ave.	Oak Park Dr.

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT "G"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PAVEMENT REHABILITATION

(Highland - Attachment "G")

NO.	STREET SECTIONS	FROM	TO
1	Brightspot Rd.	Carro Amano Ln.	665' E/O Weaver St.
2	Carro Amano Ln.	Lochinvar Rd.	Aplin St.
3	Cloverhill Dr.	Water St.	Base Line
4	Clubview Dr.	Water St.	Whitegate Ln.
5	Clubview Dr.	Whitegate Ln.	Greenspot Rd.
6	Goldbuckle Rd.	Goldbuckle Rd.	Weaver St.
7	Goldbuckle Rd.	Greenspot Rd.	Goldbuckle Rd.
8	Santa Ana Canyon Rd.	Weaver St.	585' E/O Weaver St.
9	Unicorn Wy.	Belt Ln.	7784 Unicorn Wy.
10	Webster St.	Eucalyptus Ave.	Cherokee Rose Dr.
11	Belt Ln.	Silverbuckle Rd.	Unicorn Wy.
12	Double A Ln.	Highland Grove Ln.	North End
13	Highland Grove Ln.	Chanticleer Rd.	Weaver St.
14	Lochinvar Rd.	Lochinvar Rd.	North Cul-de-Sac
15	Lochinvar Rd.	Chanticleer Rd.	Weaver St.
16	Atlantic Ave.	Boulder Ave.	East End
17	Gold Buckle Ct.	Goldbucke Rd.	North End
18	Canyon Oak Dr.	Streater Ave.	Oak Park Dr.
19	Canyon Oak Dr.	Willow Oak Ln.	White Oak Ln.
20	Silver Oak Ln.	Canyon Oak Dr.	East End
21	Willow Oak Ln.	Canyon Oak Dr.	East End
22	White Oak Ln.	Canyon Oak Dr.	East End
23	Hilltop Dr.	Sunny Ridge Loop	West End
24	Sunny Ridge Loop	Canyon Oak Dr.	Canyon Oak Dr.
25	River Oak Ln.	Canyon Oak Dr.	Church St.

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	22-3346
Resolution Approval Date:	2-May-22
Contact Person/Title:	Monica Heredia, PW Director
Phone:	909-625-9441
Email:	mheredia@cityofmontclair.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

Montclair

6/30/22 Carryover Balance **\$0.00**

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$1,015,948	\$1,022,511	\$1,022,539	\$1,031,137	\$1,040,634	\$5,132,769
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Central Bridge Replacement - Consultant Fees	No	No	0.0%	100.0%	\$0	\$85,858	\$276,408	\$0	\$0	\$0	\$362,266
I-10 Monte Vista Interchange Term Loan Agreement	No	No	0.0%	100.0%	\$0	\$74,620	\$1,348,156	\$0	\$0	\$0	\$1,422,776
Pavement Rehabilitation - Citywide	No	No	0.0%	100.0%	\$0	\$4,000,000	\$1,000,000	\$900,000	\$0	\$0	\$5,900,000
Projects Total:						\$4,160,478	\$2,624,564	\$900,000	\$0	\$0	\$7,685,042

Total Programming is currently

150%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$7,685,042

Resolution Number:	2022-61
Resolution Approval Date:	8/9/2022
Contact Person/Title:	Tammy Ellmore, Engineering Tech
Phone:	760-326-5740 x 150
Email:	tellmore@cityofneedles.com

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Needles

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$196,652	\$195,858	\$195,066	\$196,220	\$197,379	\$299,675.00	\$981,175
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
PHASE 4 STREET IMPROVEMENT	No	No	0.0%	0.0%	\$700,000	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000
PHASE 5 STREET IMPROVEMENT	No	No	0.0%	0.0%	\$1,200,000	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:					\$0	\$700,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,900,000

Total Programming is currently **148%** (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) Total Estimated Programming: **\$1,900,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

EXHIBIT A

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Ontario

Resolution Number:	2022-045
Resolution Approval Date:	26-May-22
Contact Person/Title:	Tricia Espinoza, Assistant City Eng.
Phone:	(909) 395-2188
Email:	tespinoza@ontarioca.gov

6/30/22 Carryover Balance **\$2,321,309.00**

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$4,669,596	\$4,699,762	\$4,699,887	\$4,739,406	\$4,783,060	\$23,591,710
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Barrington Avenue Pavement Rehabilitation (Fourth St. to Gibraltar St.)	No	No	0.0%	0.0%	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Benson Avenue Pavement Rehabilitation (Holt Blvd. to I-10)	No	No	0.0%	0.0%	\$700,000	\$700,000	\$0	\$0	\$0	\$0	\$700,000
Campus Avenue Pavement Rehabilitation (Francis St. to Belmont St.)	No	No	0.0%	0.0%	\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Campus Avenue and Philadelphia Street Drainage and Street Improvements	No	No	0.0%	0.0%	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Concours Street Pavement Rehabilitation (Wineville Ave. to Barrington Ave.)	No	No	0.0%	0.0%	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Etiwanda Avenue Pavement Rehabilitation (Jurupa St. to Santa Ana St.)	No	No	0.0%	0.0%	\$475,000	\$475,000	\$0	\$0	\$0	\$0	\$475,000
G Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.)	No	No	0.0%	0.0%	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Grove Avenue Pavement Rehabilitation (500' N & S of SR-60)	No	No	0.0%	0.0%	\$315,000	\$315,000	\$0	\$0	\$0	\$0	\$315,000
FY 2022/2023 Slurry Seal Program	No	No	0.0%	0.0%	\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$650,000
FY 2022/2023 Traffic Counts	No	No	0.0%	0.0%	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Chino Avenue Pavement Rehabilitation (south side - Euclid Ave. to Campus Ave.)	No	No	0.0%	0.0%	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Chino Avenue Pavement Rehabilitation (Ontario Ave. to Cucamonga Creek Channel)	No	No	0.0%	0.0%	\$70,000	\$0	\$70,000	\$0	\$0	\$0	\$70,000
Edison Avenue Pavement Rehabilitation (Walker Ave. to Archibald Ave.)	No	No	0.0%	0.0%	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Fourth Street Pavement Rehabilitation (Vineyard Ave. to El Dorado Ave.)	No	No	0.0%	0.0%	\$675,000	\$0	\$675,000	\$0	\$0	\$0	\$675,000
G Street Pavement Rehabilitation (Allyn Ave. to Grove Ave.)	No	No	0.0%	0.0%	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Grove Avenue Pavement Rehabilitation (Chino Ave. to Riverside Dr.)	No	No	0.0%	0.0%	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Philadelphia Street Pavement Rehabilitation (Wineville Ave to Etiwanda Ave.)	No	No	0.0%	0.0%	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
FY 2023/2024 Slurry Seal Program	No	No	0.0%	0.0%	\$650,000	\$0	\$650,000	\$0	\$0	\$0	\$650,000
FY 2023/2024 Traffic Counts	No	No	0.0%	0.0%	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Baker Avenue Pavement Rehabilitation (Fourth St. to Sixth St.)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Fourth Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.)	No	No	0.0%	0.0%	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Fifth Street Pavement Rehabilitation (El Dorado Ave. to Baker Ave.)	No	No	0.0%	0.0%	\$300,000	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Hellman Avenue Pavement Rehabilitation (Mission Blvd. to Francis St.)	No	No	0.0%	0.0%	\$350,000	\$0	\$0	\$350,000	\$0	\$0	\$350,000
Philadelphia Street Pavement Rehabilitation (Haven Ave. to Mission Blvd.)	No	No	0.0%	0.0%	\$615,000	\$0	\$0	\$615,000	\$0	\$0	\$615,000
Proforma Avenue Pavement Rehabilitation (Mission Blvd. to Francis St.)	No	No	0.0%	0.0%	\$300,000	\$0	\$0	\$300,000	\$0	\$0	\$300,000
San Antonio Avenue Pavement Rehabilitation (Sixth St. to Holt Blvd.)	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$700,000
FY 2024/2025 Slurry Seal Program	No	No	0.0%	0.0%	\$650,000	\$0	\$0	\$650,000	\$0	\$0	\$650,000
FY 2024/2025 Traffic Counts	No	No	0.0%	0.0%	\$10,000	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Francis Street Pavement Rehabilitation (Milliken Ave. to Rochester Ave.)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Francis Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	2022-
Resolution Approval Date:	26-May-22
Contact Person/Title:	Tricia Espinoza, Assistant City Eng.
Phone:	(909) 395-2188
Email:	tespinoza@ontarioca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

Ontario

Philadelphia Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.)	No	No	0.0%	0.0%	\$540,000	\$0	\$0	\$0	\$540,000	\$0	\$540,000
Vineyard Avenue Pavement Rehabilitation (I-10 to Holt Blvd.)	No	No	0.0%	0.0%	\$450,000	\$0	\$0	\$0	\$450,000	\$0	\$450,000
Wineville Avenue Pavement Rehabilitation (Francis St. to Philadelphia St.)	No	No	0.0%	0.0%	\$325,000	\$0	\$0	\$0	\$325,000	\$0	\$325,000
FY 2025/2026 Slurry Seal Program	No	No	0.0%	0.0%	\$650,000	\$0	\$0	\$0	\$650,000	\$0	\$650,000
FY 2025/2026 Traffic Counts	No	No	0.0%	0.0%	\$10,000	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Fourth Street Pavement Rehabilitation (Etiwanda Ave. to Wineville Ave.)	No	No	0.0%	0.0%	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$550,000
Grove Avenue Pavement Rehabilitation (Mission Blvd. to Holt Blvd.)	No	No	0.0%	0.0%	\$725,000	\$0	\$0	\$0	\$0	\$725,000	\$725,000
Riverside Drive Pavement Rehabilitation (Fern Ave. to Bon View Ave.)	No	No	0.0%	0.0%	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Vineyard Avenue Pavement Rehabilitation (Mission Blvd. to Philadelphia St.)	No	No	0.0%	0.0%	\$875,000	\$0	\$0	\$0	\$0	\$875,000	\$875,000
FY 2026/2027 Slurry Seal Program	No	No	0.0%	0.0%	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$650,000
FY 2026/2027 Traffic Counts	No	No	0.0%	0.0%	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Projects Total:						\$4,250,000	\$3,105,000	\$4,025,000	\$2,975,000	\$3,610,000	\$17,965,000

Total Programming is currently 69% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* **Total Estimated Programming: \$17,965,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

EXHIBIT A

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Rancho Cucamonga

Resolution Number:	2022-XXX
Resolution Approval Date:	17-Aug-22
Contact Person/Title:	Jason Welday/City Engineer
Phone:	(909) 774-4011
Email:	Jason.Welday@CityofRC.us

6/30/22 Carryover Balance **\$4,870,283.00**

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$4,493,258	\$4,522,285	\$4,522,405	\$4,560,432	\$4,602,438	\$22,700,818
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Local Street Rehabilitation - Citywide	No	No	0.0%	0.0%	\$5,220,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
ADA Corrective Measures - Citywide	No	No	0.0%	0.0%	\$355,000	\$355,000	\$355,000	\$355,000	\$355,000	\$355,000	\$1,775,000
Concrete Contract Services - Maintenance Citywide	No	No	0.0%	0.0%	\$5,618,150	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Banyan Street Pavement Rehabilitation - Haven to Rochester	No	No	0.0%	0.0%	\$1,310,000	\$550,000	\$0	\$0	\$0	\$0	\$550,000
Lemon Avenue Pavement Rehabilitation - Haven to Marbella	No	No	0.0%	0.0%	\$645,000	\$645,000	\$0	\$0	\$0	\$0	\$645,000
Fiber Leasing - Traffic Signal Operations	No	No	0.0%	0.0%	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Major Traffic Signal Repairs	No	No	0.0%	0.0%	\$170,100	\$170,100	\$175,000	\$175,000	\$175,000	\$175,000	\$870,100
Signal Contract Services - Maintenance Citywide	No	No	0.0%	0.0%	\$843,090	\$843,090	\$850,000	\$850,000	\$850,000	\$850,000	\$4,243,090
Striping Contract Services - Maintenance Citywide	No	No	0.0%	0.0%	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Rochester Avenue Rehabilitation - 6th to Arrow	No	No	0.0%	0.0%	\$1,852,400	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Rochester Avenue Rehabilitation - Highland to Wilson	No	No	0.0%	0.0%	\$450,000	\$0	\$450,000	\$0	\$0	\$0	\$450,000
Arrow Route Rehabilitation - Etiwanda to E. City Limit	No	No	0.0%	0.0%	\$675,000	\$0	\$675,000	\$0	\$0	\$0	\$675,000
6th Street Rehabilitation - Haven to Cleveland	No	No	0.0%	0.0%	\$550,000	\$0	\$550,000	\$0	\$0	\$0	\$550,000
Highland Avenue Rehabilitation - Archibald to Amethyst	No	No	0.0%	0.0%	\$640,000	\$0	\$640,000	\$0	\$0	\$0	\$640,000
Highland Avenue Rehabilitation - Carnelian to W. City Limit	No	No	0.0%	0.0%	\$550,000	\$0	\$550,000	\$0	\$0	\$0	\$550,000
Arrow Route Rehabilitation - Oakwood to Victory	No	No	0.0%	0.0%	\$575,000	\$0	\$0	\$575,000	\$0	\$0	\$575,000
Arrow Route Rehabilitation - Grove to Baker	No	No	0.0%	0.0%	\$850,000	\$0	\$0	\$850,000	\$0	\$0	\$850,000
Arrow Route Rehabilitation - Ramona to Hermosa	No	No	0.0%	0.0%	\$350,000	\$0	\$0	\$350,000	\$0	\$0	\$350,000
Arrow Route Rehabilitation - Red Oak to Haven	No	No	0.0%	0.0%	\$410,000	\$0	\$0	\$450,000	\$0	\$0	\$450,000
Projects Total:						\$3,568,190	\$5,125,000	\$4,485,000	\$2,260,000	\$2,260,000	\$17,698,190

Total Programming is currently 64%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming: **\$17,698,190**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	8345
Resolution Approval Date:	21-Jun-22
Contact Person/Title:	Gerard Nepomuceno/Civil Engineer
Phone:	(909) 798-7584 x4
Email:	gnepomuceno@cityofredlands.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Redlands

6/30/22 Carryover Balance **\$894,406.00**

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$1,825,567	\$1,837,360	\$1,837,409	\$1,852,859	\$1,869,925	\$9,223,119
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
PMP 2022 Street Resurfacing Project	No	No	0.0%	100.0%	\$2,719,973	\$2,719,973	\$0	\$0	\$0	\$0	\$2,719,973
PMP 2023 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,837,360	\$0	\$1,837,360	\$0	\$0	\$0	\$1,837,360
PMP 2024 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,837,409	\$0	\$0	\$1,837,409	\$0	\$0	\$1,837,409
PMP 2025 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,852,859	\$0	\$0	\$0	\$1,852,859	\$0	\$1,852,859
PMP 2026 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,869,925	\$0	\$0	\$0	\$0	\$1,869,925	\$1,869,925
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$2,719,973	\$1,837,360	\$1,837,409	\$1,852,859	\$1,869,925	\$10,117,526

Total Programming is currently 100% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) **Total Estimated Programming: \$10,117,526**

(City of Rialto - Exhibit A-1

Street Name	To	From
Major Arterials		
CACTUS AVE	WALNUT AVE	679" N/O WALNUT AVE
CEDAR AVE	MERRILL AVE	RANDALL AVE
CEDAR AVE	FOOTHILL BLVD	RIALTO AVE
CEDAR AVE	ETIWANDA AVE	FOOTHILL BLVD
RIALTO AVE	MAPLE AVE	LINDEN AVE

Secondary Arterials		
CASA GRANDE DR	ALDER AVE	LOCUST AVE
LINDEN AVE	RIVERSIDE AVE	PERSIMMON AVE
LINDEN AVE (E 1/2)	150' N / NORWOOD ST	CASMALIA ST
LOCUST AVE	STONEHURST DR	VINEYARD AVE
LOCUST AVE	BUENA VISTA DR	CASA GRANDE DR
LOCUST AVE	VINEYARD AVE	CASMALIA ST
LOCUST AVE	RIVERSIDE AVE	BUENA VISTA DR
LOCUST AVE	CASA GRANDE DR	TUDOR ST
LOCUST AVE	TUDOR ST	LOWELL ST
LOCUST AVE	CASMALIA ST	BRIDGE
MAPLE AVE	BASELINE RD	ETIWANDA AVE
MAPLE AVE	WEST COAST BLVD	SUMMIT AVE
MERRILL AVE	SYCAMORE AVE	EUCALYPTUS AVE
MERRILL AVE	RIVERSIDE AVE	SYCAMORE AVE
SANTA ANA AVE	LILAC AVE	WILLOW AVE
SANTA ANA AVE	WILLOW AVE	RIVERSIDE AVE

Collector		
ACACIA AVE	MERRILL AVE	RIALTO AVE
BOHNERT AVE	AYALA DR	SPRUCE AVE
BOHNERT AVE	SPRUCE AVE	CACTUS AVE
BOHNERT AVE	CEDAR AVE	AYALA DR
EASTON ST	BRAMPTON AVE	125' E/ BRAMPTON AVE
EASTON ST	PVMT CHNGE 160' W/ A	BRAMPTON AVE
ETIWANDA AVE	LILAC AVE	WILLOW AVE
ETIWANDA AVE	MAPLE AVE	LINDEN AVE
ETIWANDA AVE	SYCAMORE AVE	ACACIA AVE
ETIWANDA AVE	CACTUS AVE	LILAC AVE
ETIWANDA AVE	LINDEN AVE	CEDAR AVE
ETIWANDA AVE	ACACIA AVE	EUCALYPTUS AVE
EUCALYPTUS AVE	RIALTO AVE	MERRILL AVE
EUCALYPTUS AVE	ETIWANDA AVE	FOOTHILL BLVD
EUCALYPTUS AVE	WALNUT AVE	BASELINE RD
EUCALYPTUS AVE	MERRILL AVE	CITY LIMIT
LILAC AVE	CHAPARRAL ST	HEATHER ST
LILAC AVE	VALLEY BLVD	SOUTH END
LILAC AVE	SANTA ANA AVE	MAYWOOD ST
LILAC AVE	SLOVER AVE	SANTA ANA AVE

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(City of Rialto - Exhibit A-)

Street Name	To	From
Collector		
LILAC AVE	HEATHER ST	WALNUT AVE
LILAC AVE	TAHOE ST	CHAPARRAL ST
LILAC AVE	FOOTHILL BLVD	RIALTO AVE
MERIDIAN AVE	BASELINE RD	SOUTH CITY LIMIT
RANDALL AVE	RIVERSIDE AVE	SYCAMORE AVE
SANTA ANA AVE	RIVERSIDE AVE	EAST END
SUMMIT AVE	MAPLE AVE	LINDEN AVE
SUMMIT AVE	LINDEN AVE	APPLE AVE
SYCAMORE AVE	ROSEWOOD ST	FOOTHILL BLVD
SYCAMORE AVE	ETIWANDA AVE	ROSEWOOD ST
SYCAMORE AVE	WILSON ST	MERRILL AVE

Zone 1 Local Streets		
ALTHEA AVE	NORWOOD ST	END
APPLE AVE	COLUMBINE AVE	CACTUS AVE
CARPENTER ST	END	MAPLE AVE
CEDAR AVE	APPLE AVE	RIVERSIDE AVE
CHERRY AVE	APPLE AVE	RIVERSIDE AVE OH
CHESHIRE ST	AYALA DR	CEDAR AVE
CHESHIRE ST	AYALA DR	CHESHIRE ST
CHURCH AVE	APPLE AVE	PALM AVE
COLUMBINE AVE	MILOR AVE	APPLE AVE
COLUMBINE AVE	APPLE AVE	RIVERSIDE AVE OH
COMPTON ST	NORWOOD ST	END
CRAIG ST	BRIERWOOD AVE	END
DRIFTWOOD AVE	ORANGE AVE	APPLE AVE
FILLMORE AVE	BOHNERT AVE	FILLMORE AVE
GALWAY ST	PARK AVE	CASMALIA ST
IRIS AVE	NORWOOD ST	END
JOYCE AVE	EASTON ST	END
KOA AVE	MEADOW LN	END
LA GLORIA DR	SPRUCE AVE	ARROWHEAD AVE
LEWIS ST	ASPEN AVE	END
LOWELL ST	LOCUST AVE	END
MILOR AVE	NORWOOD ST	COLUMBINE AVE
MILOR AVE	COLUMBINE AVE	END
NORWOOD ST	QUINCE AVE	AYALA DR
NORWOOD ST	ARROWHEAD AVE	MESA ST
ORANGE AVE	QUINCE AVE	DRIFTWOOD AVE
PALM AVE	COLUMBINE AVE	END
PALM AVE	CHERRY AVE	END
PALM AVE	DALEWOOD AVE	END
QUINCE AVE	CHESHIRE ST	LA GLORIA DR

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(City of Rialto - Exhibit A)

Street Name	To	From
Zone 1 Local Streets		
RIVERSIDE AVE OH	CHERRY AVE	END
RIVERSIDE AVE OH	END	CHERRY AVE
STONEHURST DR.	LOCUST AVE	END
YUCCA AVE	YUCCA AVE	END
YUCCA AVE	MILOR AVE	NORWOOD ST

Zone 2 Local Streets		
ALICE AVE	EASTON ST	END
ALICE AVE	CHAPARRAL ST	EASTON ST
ALICE AVE	VALLEY BLVD	END
ALTHEA AVE	MARIANA ST	WALNUT AVE
ARBETH ST	OAKDALE AVE	DATE AVE
ARBETH ST	DATE AVE	RIVERSIDE AVE OH
ARROWHEAD AVE	VALENCIA ST	IDYLLWILD AVE
CASCADE DR	RIVERSIDE AVE	PALM AVE
CERRITOS ST	MARCELLA AVE	ACACIA AVE
CHAPARRAL ST	OAKDALE AVE	MARCELLA AVE
CHAPARRAL ST	MARCELLA AVE	ACACIA AVE
CLIFFORD AVE	TAHOE ST	EASTON ST
CONDOR DR	CONDOR DR	END
CONDOR DR	SYCAMORE AVE	RIVERSIDE AVE OH
CROMWELL ST	SYCAMORE AVE	OAKDALE AVE
DATE AVE	CHAPARRAL ST	END
FITZGERALD AVE	AYALA DR	BASELINE RD
GARDENA AVE	LURELANE ST	END
HEATHER ST	SYCAMORE AVE	END
HEATHER ST	SYCAMORE AVE	JOYCE AVE
HEATHER ST	LILAC AVE	VERDE AVE
HEATHER ST	VERDE AVE	VISTA AVE
HEATHER ST	WILLOW AVE	VISTA AVE
HEATHER ST	WILLOW AVE	ALICE AVE
HOME ST	OLIVE AVE	SYCAMORE AVE
IRIS AVE	MARIANA ST	END
JOYCE AVE	END	VIRGINIA ST
JOYCE AVE	MARIANA ST	HEATHER ST
LEISKE DR	FITZGERALD AVE	AYALA DR
LURELANE ST	LILAC AVE	VISTA AVE
LURELANE ST	ALICE AVE	WILLOW AVE
MAGNOLIA AVE	VIRGINIA ST	HOME ST
MARCELLA AVE	SCOTT ST	CERRITOS ST
MARGARITA RD	MARGARITA RD	END
MARGARITA RD	ROSALIND AVE	TERRACE RD

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(City of Rialto - Exhibit A

Street Name	To	From
Zone 2 Local Streets		
MARIANA ST	END	SYCAMORE AVE
MARIANA ST	OAKDALE AVE	ACACIA AVE
OAKDALE AVE	END	ARBETH ST
OAKDALE AVE	MARIANA ST	HEATHER ST
OAKDALE AVE	CROMWELL ST	CHAPARRAL ST
OLIVE AVE	CERRITOS ST	WINCHESTER DR
OLIVE AVE	HOME ST	VIRGINIA ST
ORANGE AVE	CASMALIA ST	WILLOW AVE
PALM AVE	WILLOW AVE	CASMALIA ST
PALM AVE	CASCADE DR	ALLEY
PRIMROSE AVE	HOME ST	END
RIVERSIDE AVE OH	MEADOW LN	POMEGRANATE AVE
RIVERSIDE AVE OH	POMEGRANATE AVE	ARBETH ST
RIVERSIDE AVE OH	END	MEADOW LN
SAGE AVE	CHAPARRAL ST	END
SCOTT ST	ACACIA AVE	PINE AVE
SCOTT ST	SYCAMORE AVE	END
SYCAMORE AVE	ARBETH ST	CONDOR DR
TIBBOT AVE	SPRUCE AVE	END
VERDE AVE	END	HEATHER ST
VISTA AVE	HEATHER ST	END
VISTA AVE	HEATHER ST	END
WINCHESTER AVE	YUCCA AVE	LILAC AVE
WINCHESTER DR	SYCAMORE AVE	OLIVE AVE
YUCCA AVE	MARIANA ST	END

Zone 3 Local Streets		
CAMPBOR AVE	MESA DR	BASELINE RD
CHURCH AVE	CHURCH AVE	END
CHURCH AVE	GROVE ST	END
CORNELL DR	SYCAMORE AVE	RIVERSIDE AVE
DATE AVE	ROSEWOOD ST	GROVE ST
GROVE ST	CEDAR AVE	LARCH AVE
HOLLY ST	RIVERSIDE AVE	DATE AVE
HOLLY ST	PALM AVE	RIVERSIDE AVE
MARTIN ST	WEDGEWOOD CT	DRIFTWOOD AVE
MESA DR	ELMWOOD AVE	OAKWOOD AVE
MILLARD AVE	GROVE ST	END
MORGAN ST	WILLOW AVE	RIVERSIDE AVE
OAKDALE AVE	RAMONA DR	ROSEWOOD ST
RAMONA DR	RAMONA DR	END
RAMONA DR	OLIVE AVE	SYCAMORE AVE

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

(City of Rialto - Exhibit A-1)

Street Name	To	From
Zone 3 Local Streets		
RAMONA DR	SYCAMORE AVE	SAGE AVE
RAMONA DR	SAGE AVE	ACACIA AVE
RAMONA DR	LILAC AVE	WILLOW AVE
RAMONA DR	END	RAMONA DR
ROSEWOOD ST	ASPEN AVE	CEDAR AVE
ROSEWOOD ST	LARCH AVE	END
ROSEWOOD ST	DATE AVE	SYCAMORE AVE
ROSEWOOD ST	DATE AVE	RIVERSIDE AVE
SAGE AVE	END	ETIWANDA AVE
SHAMROCK ST	VERDE AVE	LILAC AVE
SHAMROCK ST	CLIFFORD AVE	VISTA AVE
SHAMROCK ST	VISTA AVE	VERDE AVE
SHAMROCK ST	WILLOW AVE	CLIFFORD AVE
SYCAMORE AVE	END	SYCAMORE AVE
TEAKWOOD AVE	VALENCIA ST	WEDGEWOOD CT
TEAKWOOD AVE	WEDGEWOOD CT	ETIWANDA
VALENCIA ST	PALM AVE	RIVERSIDE AVE
VAN KOEVERING ST	WILLOW AVE	RIVERSIDE AVE
VERDE AVE	ETIWANDA AVE	HOLLY ST
VICTORIA ST	CORNELL AVE	ACACIA AVE
VICTORIA ST	WILLOW AVE	RIVERSIDE AVE
WABASH ST	IDYLLWILD AVE	END
WABASH ST	RIVERSIDE AVE	PALM AVE
WEDGEWOOD CT	IDYLLWILD AVE	TEAKWOOD AVE

(City of Rialto - Exhibit A-1)

Street Name	From	To
BOHNERT AVE.	LINDEN AVE.	CACTUS AVE.
CASMALIA ST.	LAUREL AVE.	LOCUST AVE.
CEDAR AVE.	BASELINE RD.	FOOTHILL BLVD.
ETIWANDA AVE.	MAPLE AVE.	CEDAR AVE.
ETIWANDA AVE.	CACTUS AVE.	WILLOW AVE.
ETIWANDA AVE.	SYCAMORE AVE.	ACACIA AVE.
LILAC AVE.	TAHOE ST.	WALNUT AVE.
LINDEN AVE.	RIVERSIDE AVE.	155' S/O CANDELWOOD AVE.
LINDEN AVE.	374' S/O PERSIMMON AVE.	CASMALIA ST.
LOCUST AVE.	RIVERSIDE AVE.	CASA GRANDE DR.
LOCUST AVE.	LOWELL ST.	CASMALIA ST.
MAPLE AVE.	BASELINE RD.	ETIWANDA AVE.
PEPPER AVE.	ETIWANDA AVE.	FOOTHILL BLVD.
PEPPER AVE.	2ND ST.	680' S/O 2ND ST.
PEPPER AVE.	BASELINE RD.	ETIWANDA AVE.
PEPPER AVE.	FOOTHILL BLVD.	2ND ST.
RIVERSIDE AVE.	BRIDGE (210 FWY)	FOOTHILL BLVD.
RIVERSIDE AVE.	UPRR BRIDGE	SOUTH CITY LIMIT
SUMMIT AVE.	MAPLE AVE.	APPLE AVE.
SYCAMORE AVE.	MADRONA ST.	FOOTHILL BLVD.
WILLOW AVE.	WALNUT AVE.	CHAPARRAL ST.

Resolution Number:	
Resolution Approval Date:	20-Jul-22
Contact Person/Title:	Alex Qishta
Phone:	9093835019
Email:	qishta_al@sbcity.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

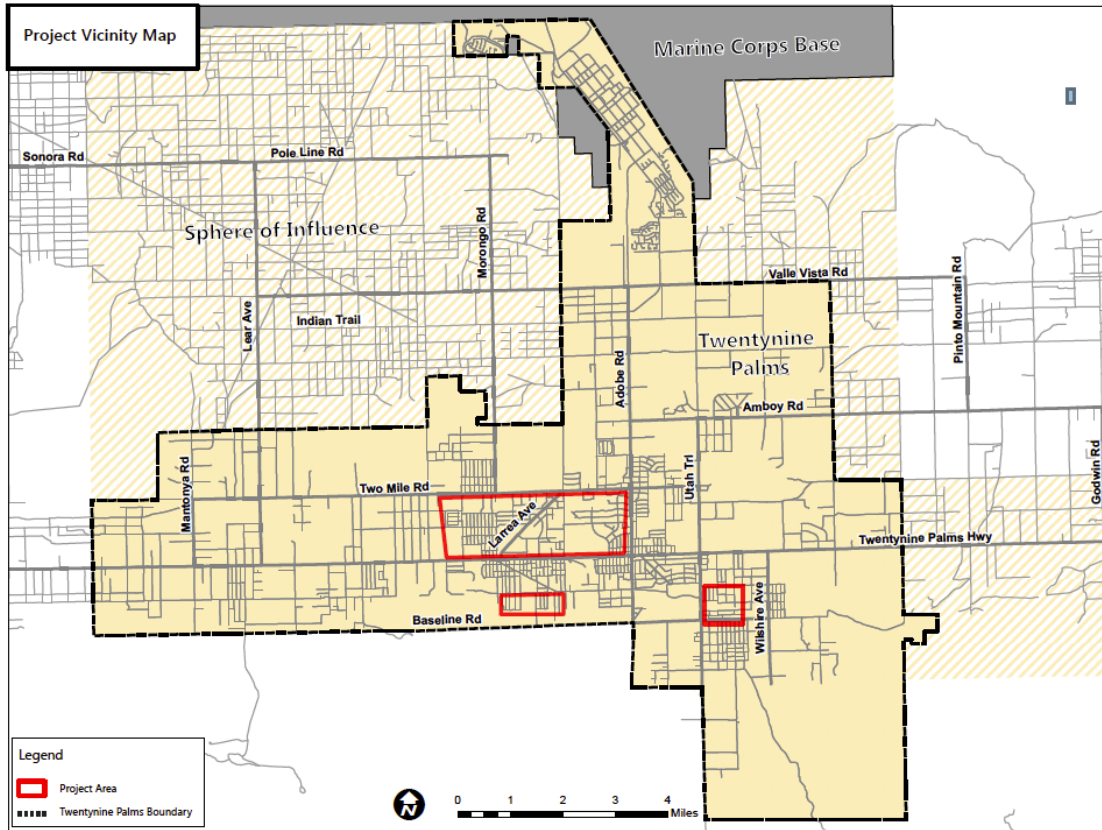
Jurisdiction:
San Bernardino

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$5,549,282	\$5,585,131	\$5,585,280	\$5,632,243	\$5,684,121	\$5,050,065.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
											Total
University Parkway & I-215 Improvements	No	No	0.0%	0.0%	\$850,000	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Co-op with City of Highland for Pacific Street from Buckeye Street to Boulder Avenue – Remove & Replace (SS19-00)	No	No	0.0%	0.0%	\$850,000	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Citywide Pavement Rehabilitation - Slurry /Crack Seal	No	No	0.0%	0.0%	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Pepper Ave. Rehabilitation from Baseline Rd. to Mill St.	No	No	0.0%	0.0%	\$7,500,000	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
Street Rehabilitation co-op with the San Bernardino County at: Baseline Rd. from Conejo Dr. E to Glasgow Ave. Baseline Rd. from Yates St. to Del Rosa Dr. Fifth St. from Waterman Ave. E to Pedley Rd. Fifth St. from Pedley Rd. to Tippecanoe Ave. Third St. from Waterman Ave. to Tippecanoe Ave. Perris Hill Park Road from Gilbert St. N to Pacific St. Monterey Ave. from Waterman Ave. to Cooley St. Highland Ave. from Merito Pl. to Sterling Ave. Pacific St. from Perris Hill Pk Rd. to Fairfax Dr.	No	No	0.0%	0.0%	\$1,450,000	\$1,450,000	\$300,000	\$0	\$0	\$0	\$1,750,000
Street Rehabilitation : 1- Belleview Street from Mt. Vernon Avenue to K Street 2- 27th Street from Davidson Avenue to Little Mountain Drive. 3- Temple Street from Medical Center Drive to End	No	No	0.0%	0.0%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Belleview Reconstruction from Mt. Vernon to K Street	No	No	0.0%	0.0%	\$215,000	\$215,000	\$0	\$0	\$0	\$0	\$215,000
27th Street Rehabilitation from Little Mountain Avenue to K Street	No	No	0.0%	0.0%	\$165,000	\$165,000	\$0	\$0	\$0	\$0	\$165,000
Temple Street Rehabilitation from Medical Center Drive to end	No	No	0.0%	0.0%	\$165,000	\$165,000	\$0	\$0	\$0	\$0	\$165,000
Pavement Management System	No	No	0.0%	0.0%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$14,195,000	\$1,300,000	\$1,000,000	\$1,000,000	\$1,000,000	\$18,495,000

Total Programming is currently 56% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$18,495,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Twentynine Palms - Attachment 1



Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Twentynine Palms - Attachment 2



Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	
Resolution Approval Date:	8/3/2022
Contact Person/Title:	Bob Critchfield / Eng. Manager
Phone:	(909) 291-2946
Email:	bcritchfield@ci.upland.ca.us

Jurisdiction:

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Upland

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$2,014,373	\$2,027,386	\$2,027,440	\$2,044,488	\$2,063,319	\$6,578,103.00
						Total Est. Rev.	Total Est. Rev.	Total Est. Rev.	Total Est. Rev.	Total Est. Rev.	Total Est. Rev.
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
9th St. Reconstruction (Benson Ave. to Central Ave.)	No	No	0.0%	0.0%	\$1,768,000	\$0	\$0	\$0	\$1,768,000	\$0	\$1,768,000
17th St. Reconstruction (San Antonio Ave. to Euclid Ave.)	No	No	0.0%	0.0%	\$2,560,000	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
18th St. Rehabilitation (Mountain Ave. to Euclid Ave.)	No	No	0.0%	0.0%	\$1,450,000	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
19th St. Reconstruction (Mountain Ave. to Euclid Ave.)	No	No	0.0%	0.0%	\$1,450,000	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
1st Ave. Rehabilitation (A St. to D St.)	No	No	0.0%	0.0%	\$750,000	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2nd Ave. Rehabilitation (C St. to Arrow Hwy.)	No	No	0.0%	0.0%	\$300,000	\$0	\$350,000	\$0	\$0	\$0	\$350,000
C St. Rehabilitation (Euclid Ave. to 3rd Ave.)	No	No	0.0%	0.0%	\$300,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Campus Ave. Rehabilitation (9th St. to Foothill Blvd.)	No	No	0.0%	0.0%	\$2,590,000	\$2,590,000	\$0	\$0	\$0	\$0	\$2,590,000
Citywide Pavement Maintenance 2021/2022	No	No	0.0%	0.0%	\$300,000	\$134,000	\$0	\$0	\$0	\$0	\$134,000
Citywide Pavement Maintenance 2022/2023	No	No	0.0%	0.0%	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Citywide Pavement Maintenance 2023/2024	No	No	0.0%	0.0%	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Citywide Pavement Maintenance 2024/2025	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Citywide Pavement Maintenance 2025/2026	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$250,000
Citywide Pavement Maintenance 2026/2027	No	No	0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Grove Ave. Rehabilitation (Foothill Blvd. to 15th St.)	No	Yes	0.0%	0.0%	\$2,134,000	\$134,000	\$2,000,000	\$0	\$0	\$0	\$2,134,000
Lexington St. / 1st Ave. / 2nd Ave. Rehabilitation	No	No	0.0%	0.0%	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Mountain Ave. Rehabilitation (20th St. to 23rd St.)	No	No	0.0%	0.0%	\$2,500,000	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Phase II of the Metrolink Station Accessibility Improvement Project (ATP Cycle 4)	No	No	0.0%	0.0%	\$2,454,870	\$38,400	\$0	\$0	\$0	\$0	\$38,400
Randy St. Neighborhood Rehabilitation (Randy St., Fairwood Wy., Terry Wy., Tyler Wy., and Silverwood Ave.)	No	No	0.0%	0.0%	\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000
Sinclair Ave. Rehabilitation (7th St. to 8th St.)	No	No	0.0%	0.0%	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
Maxwell St. Rehabilitation (Spencer Ave. to Sinclair Ave.)	No	No	0.0%	0.0%	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:					\$7,346,400	\$7,850,000	\$3,750,000	\$2,018,000	\$3,550,000		\$24,514,400

Total Programming is currently **146%** (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) Total Estimated Programming: **\$24,514,400**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	22-093
Resolution Approval Date:	8/16/2022
Contact Person/Title:	Brian Gengler
Phone:	760-955-5158
Email:	bgengler@victorvilleca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Victorville

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)	Estimated Total Project Cost	6/30/22 Carryover Balance					\$3,107,262.00	
					FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.	
					\$6,794,302	\$6,832,499	\$6,870,881	\$6,926,465	\$7,034,969	\$34,459,116	
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
7th St, D St to Forrest Ave, Street Improvements	No	No	0.0%	0.0%	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$20,000
7th St, Traffic Signal Modifications	No	No	0.0%	0.0%	\$681,500	\$22,500	\$0	\$0	\$0	\$0	\$22,500
Air Expressway - Village Dr to Phantom West, Pavement Rehabilitation	No	No	0.0%	0.0%	\$2,500,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Amargosa Rd, Seneca Rd to Village Dr, Pavement Rehabilitation	No	No	0.0%	0.0%	\$800,000	\$0	\$0	\$0	\$0	\$320,000	\$320,000
Arrowhead Dr, Green Tree Blvd to Nisqualli Rd, Pavement Rehabilitation, bike lanes, sidewalk	Yes	Yes	0.0%	0.0%	\$2,325,543	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Bear Valley Rd - Amargosa Rd to Dunia Rd, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,400,000	\$0	\$0	\$0	\$0	\$560,000	\$560,000
Bear Valley Rd - Amethyst Rd to US-395, Pavement Rehabilitation	No	No	0.0%	0.0%	\$6,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Bear Valley Rd - Industrial Blvd to 2nd Ave, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,500,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000
Civic Area Slurry Seal	No	No	0.0%	0.0%	\$1,296,000	\$1,296,000	\$0	\$0	\$0	\$0	\$1,296,000
Concrete Sidewalk, Install or Repair per location list	No	No	0.0%	0.0%	\$1,973,140	\$371,650	\$382,800	\$394,283	\$406,112	\$418,295	\$1,973,140
Curb Access Ramps - per Location List	No	No	0.0%	0.0%	\$584,005	\$110,000	\$113,300	\$116,699	\$120,200	\$123,806	\$584,005
El Evado Rd - Palmdale Rd to Seneca Rd, Pavement Rehabilitation	Yes	No	0.0%	0.0%	\$1,200,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Guardrail Replacements - Various Locations	No	No	0.0%	0.0%	\$388,600	\$175,000	\$0	\$0	\$0	\$0	\$175,000
Hesperia Rd - Green Tree Blvd to Nisqualli Rd, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
La Mesa Rd - Pacoima Rd to Amethyst Rd, Replace Storm Drain	No	No	0.0%	0.0%	\$720,000	\$0	\$720,000	\$0	\$0	\$0	\$720,000
La Paz Dr - I-15 Ramps to 7th St, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,400,000	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Local Roadway Safety Plan	No	No	0.0%	0.0%	\$128,528	\$14,000	\$0	\$0	\$0	\$0	\$14,000
Mariposa Rd , Palmdale Rd to 970 ft South of Talpa St, Pavement Rehabilitation	No	No	0.0%	0.0%	\$900,000	\$0	\$0	\$0	\$0	\$360,000	\$360,000
Mojave Dr - El Evado Rd to US-395, Pavement Rehabilitation	No	No	0.0%	0.0%	\$2,000,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Mojave Dr - I-15 Southbound Ramps to El Evado Rd, Pavement Rehabilitation	No	No	0.0%	0.0%	\$2,800,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Mojave Dr at Condon Dr, Install New Traffic Signal	No	No	0.0%	0.0%	\$527,000	\$42,000	\$0	\$0	\$0	\$0	\$42,000
Nisqualli Rd / I-15 Interchange, Environmental Monitoring & Reporting	No	No	0.0%	0.0%	\$413,000	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Old Town Sidewalk Phase 1 - per location list	No	No	0.0%	0.0%	\$900,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Old Town Sidewalk Phase 2 - per location list	No	No	0.0%	0.0%	\$900,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Ridgecrest Rd, Bear Valley Rd to Pahute Rd, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,400,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Roy Rogers Dr - Amargosa to I-15 Ramps, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,700,000	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Seneca Rd - Civic Dr to El Evado Rd, Pavement Rehabilitation	No	No	0.0%	0.0%	\$1,500,000	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Seventh Ave - Nisqualli Rd to Bear Valley Rd, Pavement Rehabilitation, Bike Lanes & Sidewalk	Yes	Yes	0.0%	0.0%	\$4,925,700	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Village Dr at Tawney Ridge Ln, Install New Traffic Signal	No	No	0.0%	0.0%	\$569,000	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Striping Truck	No	No	0.0%	0.0%	\$435,000	\$435,000	\$0	\$0	\$0	\$0	\$435,000
Bucket Truck for Traffic Signal Maintenance	No	No	0.0%	0.0%	\$193,000	\$193,000	\$0	\$0	\$0	\$0	\$193,000

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary

Resolution Number:	22-093
Resolution Approval Date:	8/16/2022
Contact Person/Title:	Brian Gengler
Phone:	760-955-5158
Email:	bgengler@victorvilleca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Victorville

Crane Truck for Traffic Signal Maintenance	No	No	0.0%	0.0%	\$68,750	\$68,750	\$0	\$0	\$0	\$0	\$68,750
Various Equipment for Traffic Signal Maintenance	No	No	0.0%	0.0%	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$85,000
Various Equipment for Traffic Control Maintenance	No	No	0.0%	0.0%	\$57,000	\$57,000	\$0	\$0	\$0	\$0	\$57,000
Citywide Pavement Rehab, Seals and Overlays, Various Streets	No	No	0.0%	0.0%	\$5,603,163	\$0	\$1,300,000	\$1,365,000	\$1,433,250	\$1,504,913	\$5,603,163
Cost Allocation	No	No	0.0%	0.0%	\$2,500,444	\$470,970	\$485,099	\$499,652	\$514,642	\$530,081	\$2,500,444
Engineering Services	No	No	0%	100%	\$911,664	\$171,716	\$176,867	\$182,174	\$187,639	\$193,268	\$911,664
Traffic Engineering	No	No	0%	100%	\$2,686,938	\$506,097	\$521,280	\$536,918	\$553,026	\$569,617	\$2,686,937.71
Traffic Signal Maintenance	No	No	0%	100%	\$1,246,819	\$234,844	\$241,889	\$249,146	\$256,620	\$264,319	\$1,246,818.69
Traffic Control - Signing & Striping	No	No	0%	100%	\$6,665,254	\$1,255,431	\$1,293,094	\$1,331,687	\$1,371,843	\$1,412,999	\$6,665,253.68
			0%	100%	\$0.00	0.00	0.00	0.00	0.00	0.00	\$0.00
			0%	100%	\$0.00	0.00	0.00	0.00	0.00	0.00	\$0.00
			0%	100%	\$0.00	0.00	0.00	0.00	0.00	0.00	\$0.00
			0%	100%	\$0.00	0.00	0.00	0.00	0.00	0.00	\$0.00
			0%	100%	\$0.00	0.00	0.00	0.00	0.00	0.00	\$0.00
Projects Total:					\$9,968,958	\$6,834,329	\$6,875,759	\$6,943,332	\$6,943,332	\$7,057,297	\$37,679,675

Total Programming is currently

100%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$37,679,675

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary

Resolution Number:	2022-32
Resolution Approval Date:	27-Jun-22
Contact Person/Title:	Katrina Kunkel/ Associate Engineer
Phone:	(909) 797-2489 ext. 255
Email:	kkunkel@yucaipa.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Yucaipa

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$1,427,377	\$1,436,598	\$1,436,636	\$1,448,716	\$1,462,060	\$264,875.00	\$7,211,387
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Annual Pavement Management Program	No	No	0.0%	0.0%		\$3,299,168	\$2,912,710	\$2,958,922	\$2,956,279	\$2,964,595		\$15,091,674
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0.0%	0.0%		\$0	\$0	\$0	\$0	\$0		\$0
			0%	100%		\$0	\$0	\$0	\$0	\$0		\$0
			0%	100%		\$0	\$0	\$0	\$0	\$0		\$0
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
			0%	100%		0.00	0.00	0.00	0.00	0.00		\$0.00
Projects Total:						\$3,299,168	\$2,912,710	\$2,958,922	\$2,956,279	\$2,964,595		\$15,091,674

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Programming is currently **202%**

Total Estimated Programming: **\$15,091,674**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	22-38
Resolution Approval Date:	7/19/2022
Contact Person/Title:	Armando Baldizzone, PE
Phone:	760-369-6579 x307
Email:	abaldizzone@yucca-valley.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
Yucca Valley

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$1,079,236	\$1,077,748	\$1,076,258	\$1,085,514	\$1,094,844	\$1,057,810.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
Traffic Surveys & Warrant Studies	No	No	0.0%	0.0%	\$46,000	\$9,000	\$9,000	\$9,000	\$9,500	\$9,500	\$46,000
Annual Traffic Census	No	No	0.0%	0.0%	\$61,800	\$12,000	\$12,000	\$12,600	\$12,600	\$12,600	\$61,800
Congestion Management Plan (CMP)	No	No	0.0%	0.0%	\$18,500	\$3,500	\$3,500	\$3,500	\$4,000	\$4,000	\$18,500
Utilities	No	No	0.0%	0.0%	\$308,000	\$60,000	\$62,000	\$62,000	\$62,000	\$62,000	\$308,000
Signal Maintenance Contract	No	No	0.0%	0.0%	\$75,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
SR62 Median Maintenance Contract	No	No	0.0%	0.0%	\$325,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$325,000
Personel Costs	No	No	0.0%	0.0%	\$1,738,100	\$332,600	\$340,500	\$350,000	\$355,000	\$360,000	\$1,738,100
Indirect Cost Recovery	No	No	0.0%	0.0%	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Little League Drive Safety Project (ATP) Between Palm and Sage	No	Yes	0.0%	0.0%	\$996,000	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Onaga Trail Safety Project(ATP)	No	Yes	0.0%	0.0%	\$2,513,000	\$1,069,000	\$0	\$0	\$0	\$0	\$1,069,000
Package A Crack Seal and Slurry	No	No	0.0%	0.0%	\$2,463,000	\$0	\$649,000	\$579,000	\$0	\$0	\$1,228,000
Package C Crack Seal and Slurry	No	No	0.0%	0.0%	\$1,957,000	\$0	\$0	\$0	\$212,000	\$0	\$212,000
Major Arterials and Colectors Crack Seal and Slurry	No	No	0.0%	0.0%	\$1,214,000	\$0	\$0	\$0	\$0	\$222,000	\$222,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$1,826,100	\$1,206,000	\$1,146,100	\$785,100	\$800,100	\$5,763,400

Total Programming is currently **89%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$5,763,400**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

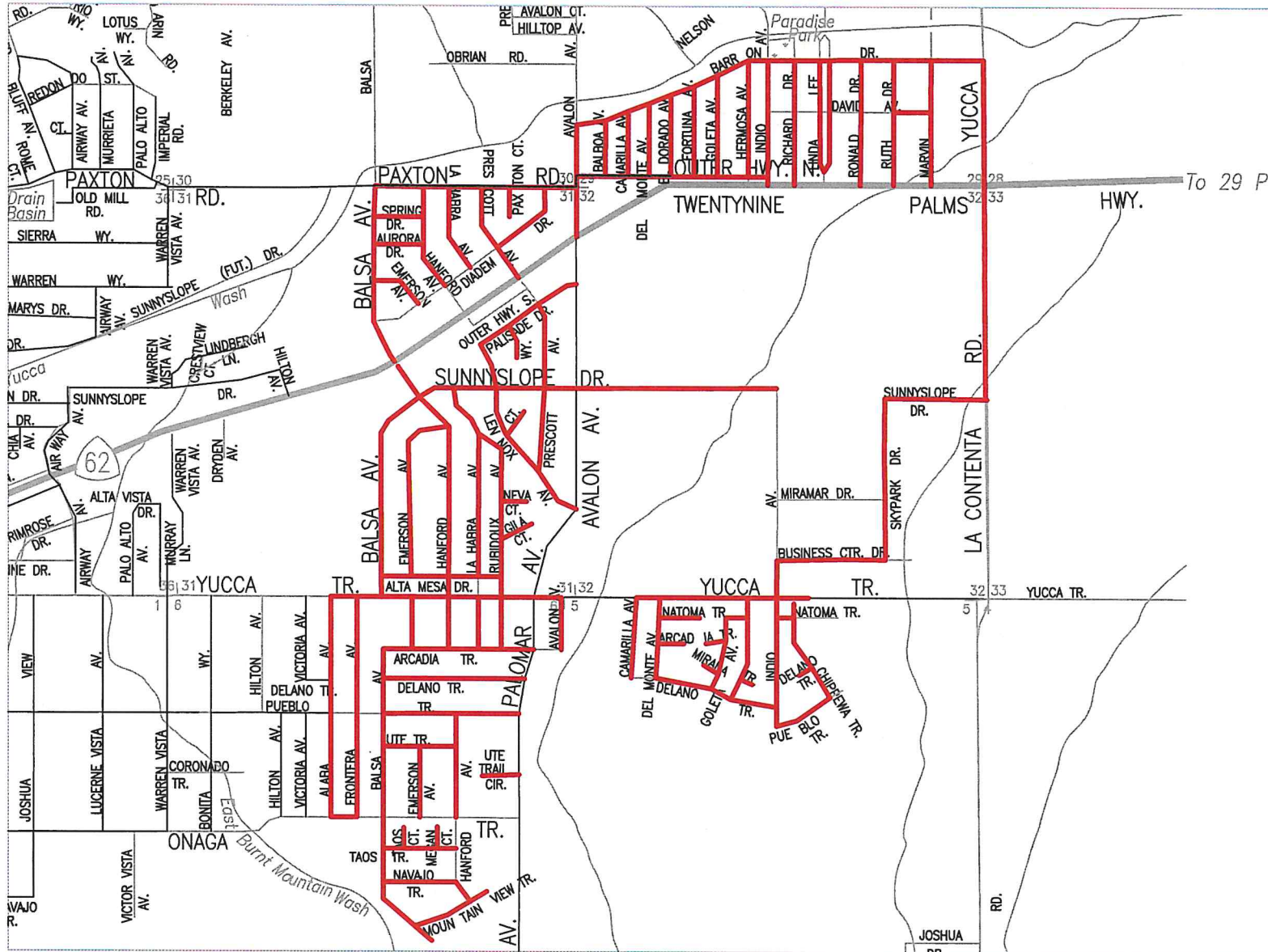
TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2022/23	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,000
	Annual Traffic Census	Traffic Count Analysis	\$ 12,000
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 3,500
	Utilities	Street Lights	\$ 60,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personel Costs		\$ 332,600
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 547,100
	Little League Drive Safety Project (ATP) Between Palm and Sage	ATP Match	\$ 210,000
	Onaga Trail Safety Project(ATP)	ATP Match	\$ 1,069,000
		TOTAL ARTERIAL PROJECTS	\$ 1,279,000
		TOTAL	\$ 1,826,100

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2023/24	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,000
	Annual Traffic Census	Traffic Count Analysis	\$ 12,000
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 3,500
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personel Costs		\$ 340,500
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 557,000
	Package A Crack Seal and Slurry		\$ 649,000
		TOTAL ARTERIAL PROJECTS	\$ 649,000
		TOTAL	\$ 1,206,000

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

FY 2023-24 / 2024-25 PACKAGE A



Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

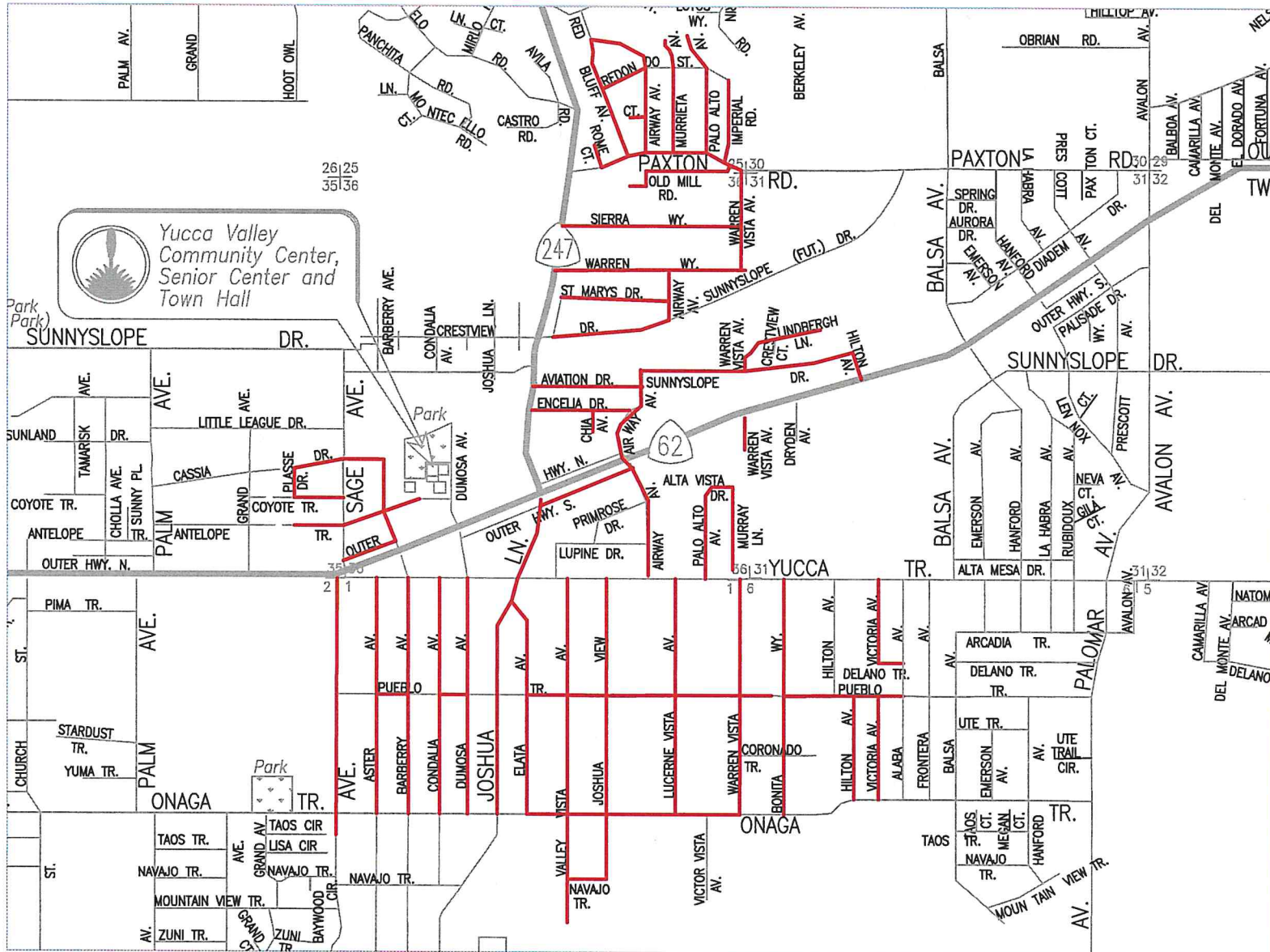
TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2024/25	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,000
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 3,500
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personel Costs		\$ 350,000
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 567,100
	Package A Crack Seal and Slurry		\$ 579,000
		TOTAL ARTERIAL PROJECTS	\$ 579,000
		TOTAL	\$ 1,146,100

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2025/26	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,500
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 4,000
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personel Costs		\$ 355,000
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 573,100
	Package C Crack Seal and Slurry		\$ 212,000
		TOTAL ARTERIAL PROJECTS	\$ 212,000
		TOTAL	\$ 785,100

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

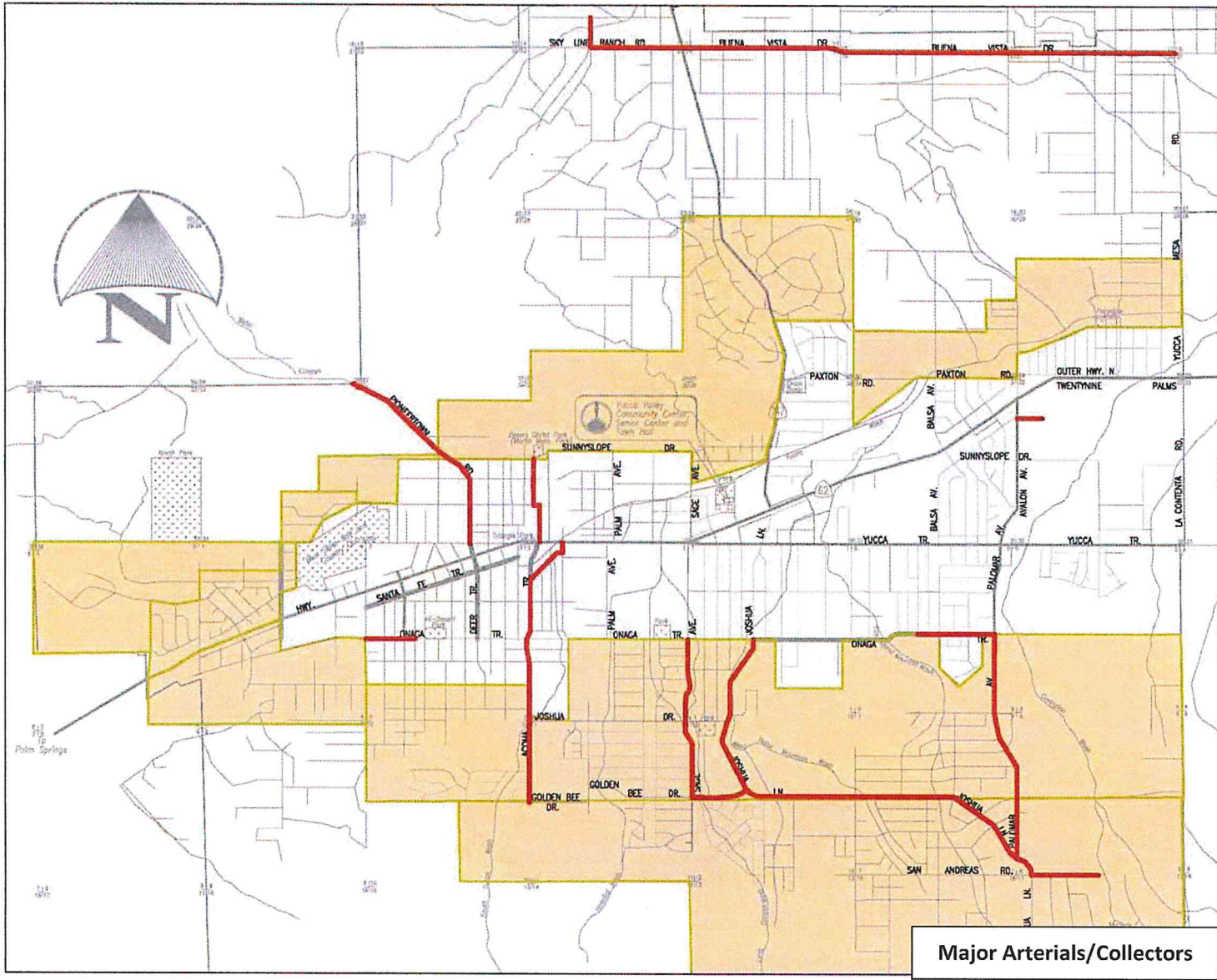
FY 2025-26 PACKAGE C



Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2026/27	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,500
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 4,000
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personel Costs		\$ 360,000
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 578,100
	Major Arterials and Colectors Crack Seal and Slurry		\$ 222,000
		TOTAL ARTERIAL PROJECTS	\$ 222,000
		TOTAL	\$ 800,100

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)



Major Arterials/Collectors

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN - PROJECTIONS				
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.	
2027/28	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)			
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,500	
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600	
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 4,000	
	Utilities	Street Lights	\$ 62,000	
	Signal Maintenance Contract	Maintenance	\$ 15,000	
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000	
	Personnel Costs		\$ 370,000	
	Indirect Cost Recovery		\$ 50,000	
		TOTAL PROGRAMS	\$ 588,100	
		Package D Crack Seal and Slurry	\$ 227,000	
		TOTAL ARTERIAL PROJECTS	\$ 227,000	
	TOTAL	\$ 815,100		

PROTECTION ONLY

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN - PROJECTIONS			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2028/29	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,500
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 4,000
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personnel Costs		\$ 375,000
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 593,100
	HDWD - Phase II Crack Seal		\$ 194,000
		TOTAL ARTERIAL PROJECTS	\$ 194,000
		TOTAL	\$ 787,100

PROTECTION ONLY

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

TOWN OF YUCCA VALLEY MEASURE I FIVE YEAR PLAN - PROJECTIONS			
YEAR	STREET & LIMITS	IMPROVEMENT	COST EST.
2029/30	524 -UNRESTRICTED LOCAL STREET PROJECTS (68%)		
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$ 9,500
	Annual Traffic Census	Traffic Count Analysis	\$ 12,600
	Congestion Management Plan (CMP)	Planning & Analysis	\$ 4,000
	Utilities	Street Lights	\$ 62,000
	Signal Maintenance Contract	Maintenance	\$ 15,000
	SR62 Median Maintenance Contract	Maintenance	\$ 65,000
	Personnel Costs		\$ 375,000
	Indirect Cost Recovery		\$ 50,000
		TOTAL PROGRAMS	\$ 593,100
	Package A Crack Seal and Slurry		\$ 350,000
		TOTAL ARTERIAL PROJECTS	\$ 350,000
		TOTAL	\$ 943,100

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/Colorado River

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	6/30/22 Carryover Balance					\$375,312.00
						FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Congestion Management Program	No	No	0.0%	0.0%	\$3,750	\$750	\$750	\$750	\$750	\$750	\$3,750
Routine Maintenance	No	No	0.0%	0.0%	\$10,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000
Traffic Control Devices	No	No	0.0%	0.0%	\$5,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
Projects Total:						\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$18,750

Total Programming is currently **3%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$18,750**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/Morongo Basin

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$510,497	\$509,793	\$509,088	\$513,466	\$517,880	\$2,284,623.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Congestion Management Program	No	No	0.0%	0.0%	\$10,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000
Routine Maintenance	No	No	0.0%	0.0%	\$25,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Traffic Control Devices	No	No	0.0%	0.0%	\$5,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Morongo Road and Other Roads, Chip Seal and Leveling Course - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,530,000	\$1,530,000	\$0	\$0	\$0	\$0	\$1,530,000
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
Projects Total:						\$1,538,000	\$8,000	\$8,000	\$8,000	\$8,000	\$1,570,000

Total Programming is currently 32% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue) Total Estimated Programming: \$1,570,000

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/North Desert

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
			0.0%	0.0%		Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Congestion Management Program	No	No	0.0%	0.0%	\$15,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000		\$15,000
Routine Maintenance	No	No	0.0%	0.0%	\$25,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000		\$25,000
Traffic Control Devices	No	No	0.0%	0.0%	\$5,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		\$5,000
Baker Blvd and Park Avenue, Contract Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$3,200,000	\$3,050,000	\$0	\$0	\$0	\$0		\$3,050,000
Barstow Skyline North ADA Ramps - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,060,000	\$910,000	\$0	\$0	\$0	\$0		\$910,000
Barstow Skyline East ADA Ramps and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,095,000	\$150,000	\$0	\$0	\$0	\$0		\$150,000
Barstow Irwin Estates ADA Ramps - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,200,000	\$1,050,000	\$0	\$0	\$0	\$0		\$1,050,000
Irwin Road and Other Roads Leveling Course - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,683,000	\$200,000	\$0	\$0	\$0	\$0		\$200,000
Lenwood Area ADA Ramps - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,300,000	\$400,000	\$500,000	\$400,000	\$0	\$0		\$1,300,000
Ludlow Raod and Other Roads Chip Seal and Leveling Course - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$2,289,000	\$5,000	\$0	\$0	\$0	\$0		\$5,000
												\$0
												\$0
												\$0
												\$0
												\$0
												\$0
												\$0
												\$0
Projects Total:						\$5,774,000	\$509,000	\$409,000	\$9,000	\$9,000		\$6,710,000

Total Programming is currently **50%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$6,710,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Measure I Local Pass-through Program FIVE YEAR CAPITAL IMPROVEMENT PLAN Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/Mountains

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

6/30/22 Carryover Balance **\$4,432,070.00**

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	Total Est. Rev.
						\$1,268,554	\$1,269,329	\$1,270,100	\$1,283,575	\$1,297,187	\$6,388,745
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Congestion Management Program	No	No	0.0%	0.0%	\$15,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$15,000
Routine Maintenance	No	No	0.0%	0.0%	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Traffic Control Devices	No	No	0.0%	0.0%	\$5,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Daley Canyon Road and Other Roads, SAMI, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,850,000	\$0	\$139,000	\$0	\$0	\$0	\$139,000
Lake Gregory Dr and Lake Dr SAMI, Leveling Course, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,632,000	\$176,000	\$1,456,000	\$0	\$0	\$0	\$1,632,000
Old Waterman Canyon Road and Other Roads (Crestline Area) - Crack Seal, Chip Seal, Fog Seal, SAMI, Leveling Course and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,170,000	\$1,170,000	\$0	\$0	\$0	\$0	\$1,170,000
Big Bear Blvd at Greenspot Road Traffic Signals	No	No	0.0%	0.0%	\$500,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
Projects Total:						\$1,760,000	\$1,609,000	\$14,000	\$14,000	\$14,000	\$3,411,000

Total Programming is currently 32% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue)
Total Estimated Programming: \$3,411,000

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/Valley

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance
						\$3,204,298	\$3,224,999	\$3,225,084	\$3,252,202	\$3,282,158	\$16,573,451.00
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Routine Maintenance	No	No	0.0%	0.0%	\$25,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Traffic Control Devices	No	No	0.0%	0.0%	\$2,000	\$1,000	\$1,000	\$0	\$0	\$0	\$2,000
San Bernardino Avenue, Cherry Ave E/Fontana Ave (North/South Sides) - Widening	No	No	58.3%	41.7%	\$8,500,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Riverside Drive - Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,939,000	\$191,000	\$1,700,000	\$0	\$0	\$0	\$1,891,000
Bloomington Ave - Cedar Ave to 0.11 miles NE of Larch Ave - Pavement Reconstruction and Storm Drain Replacement	No	No	0.0%	0.0%	\$1,962,000	\$58,000	\$0	\$0	\$0	\$0	\$58,000
Cajon Blvd Guardrail - Kenwood Ave to Cleghorn Ave - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$828,000	\$777,000	\$0	\$0	\$0	\$0	\$777,000
Linden Ave and Other Roads Rehabilitation and Reconstruction - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,982,000	\$1,817,000	\$0	\$0	\$0	\$0	\$1,817,000
Wabash Ave and Other Roads Slurry Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$3,479,000	\$2,760,600	\$0	\$0	\$0	\$0	\$2,760,600
Banana Ave and Other Roads Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$5,910,000	\$3,900,000	\$1,448,000	\$0	\$0	\$0	\$5,348,000
Redwood Ave and Other Roads Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$2,512,000	\$2,428,000	\$0	\$0	\$0	\$0	\$2,428,000
Independence Ave and Other Roads - Slurry Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$121,000	\$114,000	\$0	\$0	\$0	\$0	\$114,000
Little Third St and Little Tippecanoe Ave, Reconstruction and Project Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$2,965,000	\$1,465,000	\$0	\$0	\$0	\$0	\$1,465,000
Tennessee St Maintenance Overlay - .02 W Marbeth Rd .14M	No	No	0.0%	0.0%	\$30,000	\$5,000					\$5,000
											\$0
											\$0
											\$0
Projects Total:						\$13,521,600	\$4,154,000	\$5,000	\$5,000	\$5,000	\$17,690,600

Total Programming is currently

54%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$17,690,600

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Anaim Garibay, Budget Officer
Phone:	909-387-8123
Email:	anaim.garibay@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:
County/Victor Valley

Projects:	Is Project in City's Non-motorized Transportation Plan? (Yes/No)	Does Project have an ATP Component? (Yes/No)	Is the Project on the City's Nexus Study List? (Public/DIF Share %)		Estimated Total Project Cost	FY2022/23 Est. Revenue	FY2023/24 Est. Revenue	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	6/30/22 Carryover Balance	Total Est. Rev.
						\$1,943,560	\$1,954,486	\$1,965,466	\$1,981,366	\$2,012,404	\$7,847,963.00	\$9,857,282
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Congestion Management Program	No	No	0.0%	0.0%	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		\$50,000
Routine Maintenance	No	No	0.0%	0.0%	\$25,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000		\$25,000
Traffic Control Devices	No	No	0.0%	0.0%	\$5,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		\$5,000
Ranchero Road, .30M E, Mariposa E/1M E, Escondido Ave - Widening ROW	No	No	58.5%	41.5%	\$2,460,527	\$320,000	\$0	\$0	\$0	\$0		\$320,000
Ranchero Road, .30M E, Mariposa E/1M E, Escondido Ave - Widening Construction	No	No	0.0%	0.0%	\$1,784,000	\$1,000,000	\$0	\$0	\$0	\$0		\$1,000,000
Baldy Mesa and Other Roads - Chip Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,370,000	\$939,000	\$0	\$0	\$0	\$0		\$939,000
Phelan Road Rehabilitation - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$500,000	\$322,000	\$0	\$0	\$0	\$0		\$322,000
Mountain Road and Other Roads, Chip Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,145,000	\$79,000	\$1,066,000	\$0	\$0	\$0		\$1,145,000
Wilson Ranch Road and Other Roads, Chip Seal & Leveling - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$683,000	\$222,000	\$461,000	\$0	\$0	\$0		\$683,000
Johnson Road and Other Roads, Chip Seal, Cape Seal, and Contract Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$4,500,000	\$350,000	\$0	\$0	\$0	\$0		\$350,000
Oasis Road and Other Roads, SAMI, Leveling Course, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$6,600,000	\$500,000	\$0	\$0	\$0	\$0		\$500,000
Cataba Road (Ranchero Street to 0.15 Miles North) - Roadway Realignment and Intersection Widening	No	No	0.0%	0.0%	\$2,500,000	\$2,000,000	\$0	\$0	\$0	\$0		\$2,000,000
												\$0
												\$0
												\$0
												\$0
Projects Total:						\$5,748,000	\$1,543,000	\$16,000	\$16,000	\$16,000		\$7,339,000

Total Programming is currently **41%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$7,339,000**

Attachment A
Measure I Local Street Pass-Through Funds Five-Year CIP
Fiscal Years 2023-2027 Roads List

SUBAREA	ROAD NAME	ROAD LIMITS	LENGTH	LOCATION	DIS
Morongo Basin					
<i>Morongo Road and Other Roads</i>	BLUEGRASS AVENUE	INDIAN TR N/VALLE VISTA RD	0.50	BRV	3
<i>Chip Seal and Leveling Course</i>	BULLION MOUNTAIN ROAD	AMBOY RD N/VALLE VISTA RD	2.00	BRV	3
	DESERT FLOWER AVENUE	INDIAN TR N/VALLE VISTA RD	0.50	BRV	3
	GODWIN ROAD	29 PALMS HWY N/AMBOY RD	2.00	BRV	3
	INDIAN COVE ROAD	MESA DR N/VALLE VISTA RD	1.01	BRV	3
	INDIAN TRAIL	INDIAN COVE RD E/LEAR AVE	0.28	BRV	3
	MELDORA AVENUE	INDIAN TR N/VALLE VISTA RD	0.50	BRV	3
	MESA DRIVE	.24M W,INDIAN COVE RD E/SHOSHONE VLY	1.01	BRV	3
	MESQUITE SPRINGS ROAD	.75M N,SIESTA DR(PMS CL)N/INDIAN TR	1.50	BRV	3
	MESQUITE SPRINGS ROAD	INDIAN TR N/SUNNY SANDS DR(NM)	1.00	BRV	3
	PINTO MOUNTAIN ROAD	AMBOY RD N/VALLE VISTA RD	2.00	BRV	3
	SHOSHONE VALLEY ROAD	MESA DR N/VALLE VISTA RD	1.00	BRV	3
	UTAH TRAIL	JOS TR MON BDRY N/.30M S,STARLIGHT D	2.01	BRV	3
	VALLE VISTA ROAD	.15M E,LOS OLIVOS AVE E/LEAR AVE	0.35	BRV	3
	VALLE VISTA ROAD	UTAH TR E/BULLION MTN RD	2.00	BRV	3
	VALLE VISTA ROAD	BULLION MTN RD E/PINTO MTN RD	2.04	BRV	3
	VALLE VISTA ROAD	LEAR AVE E/SHOSHONE VLY RD	0.49	BRV	3
	VALLE VISTA ROAD	BLUEGRASS AVE E/MELDORA AVE	1.00	BRV	3
NORTH DESERT					
<i>Baker Blvd and Park Ave</i>	BAKER BOULEVARD	.86M W,SH127 E 2.60M	2.60	BAK	1
<i>Contract Overlay</i>	PARK AVENUE	BAKER BLVD N .25M	0.25	BAK	1
NORTH DESERT					
<i>Barstow Skyline North ADA Ramps</i>	NAVARONE COURT	LOMBARDY AVE E/END	0.05	BAR	3
<i>Curb, Ramps and Other Improvements</i>	TORRES AVENUE	PALERMO ST S&E/LOMBARDY AVE	0.36	BAR	3
	TRIPOLI AVENUE	SAN BRUNO AVE N/0004M N,PALERMO ST	0.22	BAR	3
	LOMBARDY AVENUE	0001M S,TORRES AVE N/PALERMO ST	0.25	BAR	3
	CAMARILLO AVENUE	.03M N, SH58 N/PALERMO ST	0.67	BAR	3
	SAN BRUNO AVENUE	0002M E,LOMBARDY AVE NWLY/PALERMO ST	0.33	BAR	3
	PALERMO STREET	0003M W,TORRES E/0003M E,LOMBARDY	0.27	BAR	3
NORTH DESERT					
<i>Barstow Skyline East ADA Ramps and Overlay</i>	BALSA AVENUE	.03M W,HAWTHORN DR E/FERN DR	0.27	BAR	3
<i>Curb, Ramps and Other Improvements</i>	FERN DRIVE	.04M S,BALSA AVE N/SH58	0.11	BAR	3
	HAWTHORN DRIVE	.04M S,BALSA AVE N/BANYAN ST	0.21	BAR	3
	HEMLOCK AVENUE	.04M W,HAWTHORN DR E/IRIS DR	0.09	BAR	3
	IRIS DRIVE	BALSA AVE N/HEMLOCK AVE	0.08	BAR	3
	OLEANDER PLACE	BALSA AVE N/END	0.07	BAR	3
	ROSE LANE	BALSA AVE N/END	0.04	BAR	3
NORTH DESERT					
<i>Barstow Irwin Estates ADA Ramps</i>	ALMADEN AVENUE	EXETER ST N/GABILAN ST	0.09	BAR	3
<i>Curb, Ramps and Other Improvements</i>	CLEMENS AVENUE	SH 58 N/DRYDEN ST	0.10	BAR	3
	COLBY AVENUE	.13M S,EXETER N/EXETER	0.13	BAR	3
	COLBY AVENUE	EXETER ST N/.04M N,SPADRA	0.38	BAR	3
	COLBY COURT	.02M E,COLBY AVE E/COLBY AVE	0.02	BAR	3
	DRYDEN STREET	.07M W. CLEMENS AVE E/CLEMENS AVE	0.07	BAR	3
	EXETER STREET	.27M E,WESTON AVE E/IRWIN RD	0.06	BAR	3
	EXETER STREET	WESTON AVE E .27M	0.27	BAR	3
	GABILAN STREET	HAYWARD AVE E/IRWIN RD	0.20	BAR	3
	HAYWARD AVENUE	EXETER ST N/.03M N,SPADRA ST	0.37	BAR	3
	HAYWARD COURT	HAYWARD AVE E .02M	0.02	BAR	3
	IRWIN ROAD	OLD HIGHWAY 58 (S LEG) N .58M	0.58	BAR	3
	LOMPOC AVENUE	EXETER N/GABILAN	0.10	BAR	3
	MORRO STREET	WESTON AVE E/0005M E,HAYWARD AVE	0.09	BAR	3
	SPADRA STREET	WESTON AVE E/IRWIN RD	0.16	BAR	3
	WESTON AVENUE	EXETER ST N/0003M N,SPADRA	0.38	BAR	3
	WESTON AVENUE	.04M S,EXETER ST N/EXETER ST	0.04	BAR	3
NORTH DESERT					
<i>Irwin Road and Other Roads</i>	A STREET	SH40 EB RAMPS N/NATIONAL TRAILS HWY	0.65	DAG	3
<i>Leveling Course</i>	DOBBS ROAD	OLD HIGHWAY 58 E/OLD HIGHWAY 58	0.17	BAR	3
	FIRST STREET	.46M NE,IRWIN RD N/SH58	0.30	BAR	3
	IRWIN ROAD	RADIO RD N/OLD HIGHWAY 58 (S LEG)	0.26	BAR	3
	OLD HIGHWAY 58	IRWIN RD(N)E/.02 W,CAMARILLO AVE	0.32	BAR	3
	OLD HIGHWAY 58	.06M W,FIRST ST E/.08M E,FERN ST	2.04	BAR	3
	WEBSTER ROAD	.05M N,END N/SOAP MINE RD	0.44	BAR	3
	ARROWHEAD AVENUE	.21M W,IRWIN RD E/IRWIN RD	0.21	BAR	3
	CLAY RIVER ROAD	WEBSTER E/MARKS	0.51	BAR	3
	COMMUNITY BLVD	HINKLEY RD E&N/OLD HWY 58	6.27	HNK	3
	DAGGETT YERMO ROAD	NATIONAL TRAILS HWY N/YERMO RD	2.71	DAG	3
	HINKLEY ROAD	MAIN ST N/SH58	7.07	HNK	3
	IRWIN PLACE	IRWIN RD ELY .09M	0.09	BAR	3
	IRWIN ROAD	.58M N,OLD HWY 58 N/KOLATH PL	8.72	BAR	3
	IRWIN ROAD	KOLATH PL E/FT IRWIN RD	0.65	BAR	3
	KOLATH PLACE	0045M S,IRWIN RD N/IRWIN RD	0.45	BAR	3
	LEONA ROAD	.36M S, OLD HIGHWAY N/ OLD HWY 58	0.36	BAR	3
	MARKS ROAD	0026M S,CLAY RIVER RD N/SOAP MINE RD	0.49	BAR	3
	OUTER HIGHWAY 15 NORTH	FORT IRWIN RD E/GHOST TOWN RD	2.24	BAR	3
	RADIO ROAD	END E/IRWIN RD	0.33	BAR	3
	RAMIREZ ROAD	WATERMAN RD(E LEG)N/OLD HIGHWAY 58	0.21	BAR	3
	SOAP MINE ROAD	.14M SE,MARKS RD NW/.07M NW,MARKS RD	0.21	BAR	3
	SOAP MINE ROAD	.28M NW,MARKS RD NW/.06M N,WEBSTER	0.34	BAR	3
	SOAP MINE ROAD	E R/W I-15 NLY/SH 58	0.89	BAR	3
	WATERMAN ROAD	0001M W,RAMIREZ RD E 0078M	0.78	BAR	3
	WATERMAN STREET	OLD HIGHWAY 58 E/RAMIREZ RD	0.37	BAR	3

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SUBAREA	ROAD NAME	ROAD LIMITS	LENGTH	LOCATION	DIS
	YERMO CUTOFF	GHOST TOWN RD NWLY/FT IRWIN RD	1.75	BAR	3
	YERMO ROAD	MERIDIAN E/DAGGETT YERMO R	2.28	CAL	3
NORTH DESERT					
<i>Lenwood Road ADA Ramps</i>	MAIN STREET	LENWOOD RD NE/.07M E,WESTERN DR	0.01	LEN	3
<i>ADA Ramps</i>	BIRCH ROAD	THIRD ST N/MAIN ST	0.01	LEN	3
	THIRD STREET	ASH RD E/.02M E,WESTERN DR	0.01	LEN	3
	WESTERN DRIVE	ASH RD N/0002M N,THIRD RD	0.01	LEN	3
	ASH ROAD	.02M E,WESTERN DR W&N/MAIN ST	0.01	LEN	3
NORTH DESERT					
<i>Ludlow Road and Other Roads</i>	CRUCERO ROAD	NAT TRLS HWY N/.03M N,NAT TRLS HWY	0.25	LUD	1
<i>Chip Seal and Leveling course</i>	FORT CADY ROAD	1.35M S,NATL TRL N/NATIONAL TRLS HWY	1.35	NEB	1
	FORT CADY ROAD	NATIONAL TRAILS HWY N .42M	0.42	NEB	1
	HECTOR ROAD	NATIONAL TRAILS HWY N .31M	0.31	NEB	1
	LAVIC ROAD	NATIONAL TRAILS HWY N/NAT TRAILS HWY	0.23	LUD	1
	LUDLOW ROAD	0.25M W. CRUCERO RD E/CRUCERO RD	0.25	LUD	1
	MEMORIAL DRIVE	FORT CADY ROAD E/0.38M	0.38	NEB	1
	NATIONAL TRAILS HIGHWAY	FT CADY RD E/LAVIC RD	18.53	NEB	1
	NATIONAL TRAILS HIGHWAY	CRUCERO RD E/0569M E,MAIN ST(E LEG)	6.42	LUD	1
	NATIONAL TRAILS HIGHWAY	LAVIC RD E/CRUCERO RD	8.11	LUD	1
SB MOUNTAINS					
<i>Daley Canyon Road and Other Roads</i>	ACORN LANE	SH189 W&N 0.09M	0.09	LAW	3
<i>SAMI, Mill and Overlay</i>	ALDER TERRACE	CEDAR TER SELY/WESTERN DR	0.25	LAW	3
	ALPINE LANE	ROSE LN E/CLUB HOUSE DR	0.07	LAW	3
	ALPINE LANE	CLUB HOUSE DR NE/LAKE FOREST DR	0.60	LAW	3
	ALPINE WAY	CEDAR LN E/ALPINE LN	0.04	LAW	3
	ANITA AVENUE	MEADOW LN N/PIONEER LN	0.46	BBC	3
	APACHE TRAIL	PINE AVE S&E/BLACKFOOT TR WEST	0.41	LAW	3
	ARBOR LANE	ANITA AVE E/.03M E,SEQUOIA DR	0.25	BBC	3
	ARROWHEAD DRIVE	HOOK CREEK ROAD NE .26M	0.26	LAW	3
	BALSAM LANE	.03M S,GLEN VIEW LN NLY/SH189	0.21	LAW	3
	BEAR SPRINGS ROAD	SH18 NW/SH189	1.26	LAW	3
	BLACKFOOT TRAIL EAST	PINE AVE S&E .12M	0.12	LAW	3
	BLACKFOOT TRAIL EAST	.21M W,SH18 E&NLY/SH18	0.21	LAW	3
	BLACKFOOT TRAIL WEST	APACHE TR(S LEG) N/PINE AVE	0.12	LAW	3
	BLUE JAY CUTOFF	SH189 W/GRASS VALLEY ROAD-ONE WAY RD	0.24	LAW	3
	BOULDER LANE	CLUB HOUSE DR E/LAKE FOREST DR	0.25	LAW	3
	BRET HARTE ROAD	JOAQUIN MILLER RD N/SUNSET DR	0.32	LAW	3
	CEDAR DRIVE	PALISADES CT E&SW/OAK DR	0.23	LAW	3
	CEDAR DRIVE	MAPLE DR E/PALISADES CT	0.01	LAW	3
	CEDAR DRIVE	HELIOTROPE DR E&S/MAPLE DR	0.15	LAW	3
	CEDAR LANE	CLUB HOUSE DR NE/ALPINE LN	0.21	LAW	3
	CEDAR LANE	ALPINE LN NE/LAKE FOREST DR	0.07	LAW	3
	CEDAR TERRACE	.05M S,ALDER TER N+ELY/.04MS,HK CK	0.39	LAW	3
	CIMARRON LANE	POTOMAC DR N .15M	0.15	LAW	3
	CINDERELLA DRIVE	SEQUOIA DR E/HUGO LN	0.16	BBC	3
	CINDERELLA DRIVE	NANA AVE E/MICHAEL AVE	0.13	BBC	3
	CLUB HOUSE DRIVE	ALPINE LN NE/GRASS VALLEY RD	1.45	LAW	3
	COY LANE	ANITA AVE E/SH18	0.11	BBC	3
	CRAGHILL DRIVE	CEDAR DR N/LAKEVIEW DR	0.11	LAW	3
	CUMBERLAND DRIVE	.08M S,POTOMAC DR NLY/HOOK CREEK RD	0.65	LAW	3
	CUMBERLAND DRIVE	BALD EAGLE RD N/.08M S,POTOMAC DR	0.42	LAW	3
	CURLY DRIVE	NANA AVE E/MICHAEL AVE	0.14	BBC	3
	DALEY CANYON ACCESS ROAD	SH18 NW/DALEY CANYON RD	0.07	LAW	3
	DALEY CANYON ROAD	SH18 N/SH189	0.48	LAW	3
	EMERALD DRIVE	SH173 SE&E&N/SH173	0.68	LAW	3
	EMERALD WAY	SH173 N .07M	0.07	LAW	3
	FERNROCK ROAD	.20M W, SH189 ELY/SH189	0.20	LAW	3
	FIR TERRACE	.10M SLY, CEDAR TERRACE NE/CEDAR TER	0.10	LAW	3
	FOREST LANE	LAKE FOREST DR ELY/LAKE FOREST DR	0.38	LAW	3
	FREMONT ROAD	SH173 NLY/SH173	0.54	LAW	3
	GLEN VIEW LANE	BALSAM LN NLY/SH189	0.18	LAW	3
	GOLD MOUNTAIN DRIVE	CINDERELLA DR N/.03M N,SH18	0.13	BBC	3
	GREEN WAY DRIVE	SH18 N/PIONEER LN	0.11	BBC	3
	HALE DRIVE	HOLDEN AVE E/WENDY AVE	0.04	BBC	3
	HELIOTROPE DRIVE	SUNSET DR (S JNCT) N/END,LOOP	0.45	LAW	3
	HEMLOCK DRIVE	SH173 N/CEDAR DR	0.37	LAW	3
	HICKS DRIVE	MOUND ST E/VAN DUSEN CANYON RD	0.08	BBC	3
	HIGHLAND DRIVE	SUNSET DR N/HELIOTROPE DR	0.14	LAW	3
	HIGHWAY SPUR	SH189 NE/ALPINE LN	0.08	LAW	3
	HOLDEN AVENUE	SH38 N/HALE DR	0.25	BBC	3
	HOOK CREEK ROAD	SH173 ELY/PINERIDGE DR	1.65	LAW	3
	HOOK CREEK ROAD	PINERIDGE DR E .69M	0.69	LAW	3
	HOSPITAL ROAD	SH173 NELY .13M	0.13	LAW	3
	HOSPITAL ROAD	.13M NELY,SH173 E&S .08M	0.08	LAW	3
	JACQUELINE ROAD	FOREST LN NW .10M	0.10	LAW	3
	JOAQUIN MILLER ROAD	JOHN MUIR RD NE/MARSHALL RD	0.08	LAW	3
	JOAQUIN MILLER ROAD	MARSHALL RD NLY/SUNSET DR	0.12	LAW	3
	JOHN MUIR ROAD	SH173 NE/JOAQUIN MILLER RD	0.10	LAW	3
	JOHN MUIR ROAD	JOAQUIN MILLER RD NE/SUNSET DR	0.53	LAW	3
	JOHN MUIR ROAD	.05 SW,SH173 NE/SH173	0.05	LAW	3
	KARENKEN PINES DRIVE	END N/GRASS VALLEY RD	0.13	LAW	3
	LAKE FOREST DRIVE	CEDAR LN E/GRASS VALLEY RD	1.06	LAW	3
	LAKE FOREST DRIVE	CLUB HOUSE DR E/CEDAR LN	0.47	LAW	3

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	LAKE VIEW LANE	END NW/BEAR SPRINGS RD	0.18	LAW	3
	LAKEVIEW DRIVE	HOOK CREEK NE/PINERIDGE	0.36	LAW	3
	LAKEVIEW DRIVE	PINERIDGE S/END	0.10	LAW	3
	LAUREL DRIVE	SUNSET DR E/HELIOTROPE DR	0.08	LAW	3
	LONGVIEW DRIVE	OLD TOLL RD NE/END	0.30	LAW	3
	MANZANITA DRIVE	HELIOTROPE DR NLY/HELIOTROPE DR	0.18	LAW	3
	MAPLE DRIVE	SH173 N/CEDAR DR	0.29	LAW	3
	MARSHALL ROAD	JOAQUIN MILLER RD NE/SUNSET DR	0.07	LAW	3
	MAXSON DRIVE	END NLY 0010M/LAKE FOREST DR	0.10	LAW	3
	MEADOW LANE	WENDY AVE E/SH18	0.40	BBC	3
	MEADOW LANE	SH18 E/SEQUOIA DR	0.09	BBC	3
	MERRIMACK DRIVE	POTOMAC DR N 0021M	0.21	LAW	3
	MICHAEL AVENUE	SH38 N/PIONEER LN	0.22	BBC	3
	MICHAEL AVENUE	MEADOW LN N/SH38	0.22	BBC	3
	MOHAWK DRIVE	0011M W,CUMBERLAND DR E 0018M	0.18	LAW	3
	MOHAWK TRAIL	END NE/APACHE TR	0.03	LAW	3
	MOUND STREET	SH38 N/END	0.15	BBC	3
	MOUNT DOBLE DRIVE	CINDERELLA DR N/0005M N,SH18	0.13	BBC	3
	MULLINS DRIVE	NANA AVE E/MICHAEL AVE	0.13	BBC	3
	MYRTLE AVENUE	MEADOW LN N/PIONEER LN	0.45	BBC	3
	NANA AVENUE	SH38 N/TIGER LILY DR	0.11	BBC	3
	NANA AVENUE	CINDERELLA DR N/PIONEER LN	0.14	BBC	3
	NANA AVENUE	MEADOW LN N/SH38	0.18	BBC	3
	NANDINA DRIVE	0003M E,MT DOBLE DR E/GOLD MTN DR	0.03	BBC	3
	NANDINA DRIVE	MT DOBLE DR E0003M	0.03	BBC	3
	OAK DRIVE	0004M S,LAKE FOREST DR N/LAKE FOREST	0.04	LAW	3
	OAK DRIVE	SH173 N/CEDAR DR	0.24	LAW	3
	OLD MILL DRIVE	0005M S,EMERALD DR N/END	0.08	LAW	3
	OLD TOLL ROAD	BLUE JAY CUTOFF NE/0019M	0.19	LAW	3
	PALISADES COURT	CEDAR DR NE/PALISADES DR	0.07	LAW	3
	PALISADES DRIVE	SUNSET DR N&E&S/SH173	0.99	LAW	3
	PETER AVENUE	SH38 N/CINDERELLA DR	0.12	BBC	3
	PETER AVENUE	MEADOW LN N/SH38	0.19	BBC	3
	PINE AVENUE	SH18 E/SH18	0.46	LAW	3
	PINE DRIVE	HOOK CREEK RD E .26M	0.26	LAW	3
	PINE LANE	END E/ACORN LN	0.05	LAW	3
	PINE TERRACE	CEDAR TR N/HOOK CREEK RD	0.07	LAW	3
	PINERIDGE DRIVE	ACACIA RD E/HOOK CREEK RD	0.19	LAW	3
	PINERIDGE DRIVE	.05M W,ACACIA RD ELY/ACACIA RD	0.05	LAW	3
	PIONEER LANE	NANA AVE E/SEQUOIA DR	0.39	BBC	3
	POTOMAC DRIVE	SHENANDOAH DR SELY/CUMBERLAND DR	0.70	LAW	3
	ROBIN DRIVE	END E&N 0008M/LAKE FOREST DR	0.08	LAW	3
	ROSE LANE	SH189 N/ALPINE LN	0.03	LAW	3
	ROSE LANE	ALPINE LN N&E/CLUB HOUSE DR	0.25	LAW	3
	ROSE LANE	CLUB HOUSE DR NE/LAKE FOREST DR	0.42	LAW	3
	SEQUOIA DRIVE	MEADOW LN N/SH18	0.40	BBC	3
	SEQUOIA DRIVE	SH18 N/PIONEER LN	0.06	BBC	3
	SIERRA AVENUE	ARBOR LN N/PIONEER LN	0.32	BBC	3
	SIERRA AVENUE	MEADOW LN N/ARBOR LN	0.14	BBC	3
	SIERRA VISTA DRIVE	END,MAINT N/SH189	0.29	LAW	3
	SPRUCE DRIVE	OAK DR NE/CEDAR DR	0.09	LAW	3
	STRAWBERRY PEAK ROAD	BALSAM LN SE/END	0.14	LAW	3
	SUGAR CONE LANE	FERNROCK RD E&N/SH189	0.30	LAW	3
	SUNSET DRIVE	MARSHALL RD NW&E/WALNUT DR	0.48	LAW	3
	SUNSET DRIVE	WALNUT DR E&S/SH173	0.07	LAW	3
	TIGER LILY DRIVE	WENDY AVE E/PETER AVE	0.13	BBC	3
	TINKER BELL AVENUE	MEADOW LN N/SH38	0.21	BBC	3
	TINKER BELL AVENUE	SH38 N/TIGER LILY DR	0.08	BBC	3
	VAN DUSEN CANYON ROAD	SH38 N/0013M N,HALE DRIVE	0.44	BBC	3
	WALNUT DRIVE	SH173 N/SUNSET DR	0.09	LAW	3
	WENDY AVENUE	SH38 N/HALE DR	0.22	BBC	3
	WENDY AVENUE	MEADOW LN N/SH38	0.16	BBC	3
	WENDY AVENUE	HALE DR N .13M	0.13	BBC	3
	WESTERN DRIVE	ALDER TERRACE N/END,OIL	0.06	LAW	3
	WILLOW SPRINGS DRIVE	0005M S,SUGAR CONE NLY/FERNROCK RD	0.11	LAW	3
SB MOUNTAINS					
<i>Lake Gregory Dr and Lake Dr</i>	LAKE DRIVE	SH138 NE/LAKE GREGORY DR	1.15	CRS	2
<i>SAMI, Leveling Course, Mill and Overlay</i>	LAKE GREGORY DRIVE	LAKE DR SE&S/SH189	2.24	CRS	2
SB MOUNTAINS					
<i>Old Waterman Canyon Road and Other Roads (Crestline Area)</i>	CANYON LANE	0.14M S, DALE LN NLY/DALE LN	0.14	SBO	5
<i>Crack Seal, Chip Seal, Fog Seal, SAMI, Leveling Course, and Overlay</i>	DALE LANE	OLD WATERMAN CYN RD NE/FOREST LN	0.15	SBO	5
	FORREST LANE	0.05M N,HILLVIEW RD NW 0.22M	0.22	SBO	5
	FORREST LANE	HILLVIEW ROAD N 0.05M	0.05	SBO	5
	HILLVIEW ROAD	OLD WATERMAN CYN RD E0.28M	0.28	SBO	5
	OLD WATERMAN CYN ROAD	1.37M N,SH18 N 0.15M	0.15	SBO	3
	OLD WATERMAN CYN ROAD	CL SH 18 NLY 0.26M	0.26	SBO	5
	OLD WATERMAN CYN ROAD	2.04M N,SH18 N/CL,SH 18	0.89	SBO	3
SB Valley					
<i>Riverside Drive</i>	RIVERSIDE DRIVE	0020M W,RESERVOIR E/0013ME,PIPE LINE	1.05	CHI	4
<i>Mill and Overlay</i>	RIVERSIDE DRIVE	.04M W,TOWNE AVE E/.03M E,TOWNE AVE	0.07	CHI	4
SB Valley					
<i>Cajon Blvd</i>	CAJON BOULEVARD	1.32M S, CLEGHORN RD N/0.15M S, CLEGHORN RD	1.17	DEV	2
<i>Guardrail Replacement</i>	CAJON BOULEVARD	1.1M N, KENWOOD N/1.32M S, CLEGHORN RD	3.83	DEV	2

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SB Valley					
<i>Linden Ave and Other Roads</i>	ARBETH STREET	.09M W,FILLMORE AVE E/FILLMORE AVE	0.09	RLO	5
<i>Rehab and Reconstruction</i>	BRAMPTON WAY	MESA ST N/END	0.06	RLO	5
	CASMALIA STREET	limited to primarily only County side	0.06	RLO	5
	CEDAR AVENUE	.06M S,BOHNERT AVE N/BOHNERT AVE	0.03	RLO	5
	CHESHIRE STREET	.09M W,FILLMORE AVE E/FILLMORE AVE	0.09	RLO	5
	FILLMORE AVENUE	MESA ST N .09M	0.09	RLO	5
	FILLMORE AVENUE	CASMALIA ST N/CHESHIRE ST	0.11	RLO	5
	IDYLLWILD COURT	MESA ST N .06M	0.06	RLO	5
	LINDEN AVENUE	.03MN,NORWOOD ST N/.03M N,BANYAN AVE	0.16	RLO	5
	MESA STREET	0003M W,IDYLLWILD CT E/CACTUS AVE	0.17	RLO	5
SB Valley					
<i>Wabash Ave and Other Roads</i>	CEDAR LANE	.02M E,PLUMWOOD LN E .04M	0.04	MEN	3
<i>Slurry Seal</i>	CITRUS AVENUE	WABASH AVE E/CRAFTON AVE	1.02	MEN	3
	NAPLES AVENUE	.04M E,WABASH AVE E/OPAL WAY	0.18	MEN	3
	SAN BERNARDINO AVENUE	WABASH AVE E/OPAL AVE	0.3	MEN	3
	SAPPHIRE STREET	0.43M N, Florida St NE & E 0.21M	0.07	RED	3
	SIXTH AVENUE	WABASH AVE E/WALNUT ST	0.5	MEN	3
	SYLVAN BLVD	WABASH AVE E .11M	0.11	MEN	3
	WABASH AVENUE	.05M N/NAPLES AVE N/SH38	0.08	MEN	3
	WABASH AVENUE	.09M S,SEVENTH ST N/.13M N,SEVENTH S	0.21	MEN	3
	WABASH AVENUE	0.13M N, SEVENTH ST N/6TH AVE	0.13	MEN	3
	WABASH AVENUE	0.14M S, SEVENTH ST N 0.05M	0.05	MEN	3
	AGATE AVENUE	COLTON AVE N/0.08M S,NICE AVE	0.17	MEN	3
	AGATE AVENUE	.08M S,NICE AVE N/.05M N,SALERNO AVE	0.77	MEN	3
	ALDERWOOD LANE	.12M S,CEDAR LN N/CEDAR LN	0.12	MEN	3
	ALDERWOOD LANE	.01M S,BEECH TREE LN N/MADEIRA AVE	0.04	MEN	3
	ALDERWOOD LANE	CEDAR LN N/.01M S,BEECH TREE LN	0.08	MEN	3
	AMETHYST STREET	BON VIEW DR N/SH38 (FAS 589)	0.35	MEN	3
	ANSLEY LANE	NICE AVE N .12M	0.12	MEN	3
	ANZIO AVENUE	SALERNO AVE N&E/CRAFTON AV	0.21	MEN	3
	APPLEWOOD LANE	SIERRA PINE DR N/BEECH TREE CT	0.04	MEN	3
	BARBARA LEE LANE	MOSS ST N .05M	0.05	MEN	3
	BEECH TREE COURT	.05M W, APPLEWOOD DR E/APPLEWOOD DR	0.05	MEN	3
	BEECH TREE LANE	LAURELWOOD LN E/ALDERWOOD LN	0.05	MEN	3
	BEECH TREE PLACE	WHITEWOOD DR E/PLUMWOOD LN	0.05	MEN	3
	BERYL AVENUE	NICE AVE N/CAPRI AVE	0.58	MEN	3
	BONITA COURT	WARD WAY E .10M	0.1	MEN	3
	BONVIEW DRIVE	AMETHYST ST NELY/ZANJA WAY	0.13	MEN	3
	BRIGHTON AVENUE	OPAL AVE E/TOURMALINE AVE	0.15	MEN	3
	CAPRI AVENUE	WABASH AVE E .25M	0.25	MEN	3
	CAPRI AVENUE	OPAL AVE E/CRAFTON AVE	0.72	MEN	3
	CEDAR LANE	PLUMWOOD LN E .02M	0.02	MEN	3
	CEDAR LANE	.01M W,ALDERWOOD LN E .06M	0.06	MEN	3
	CEDAR LANE	.05ME,ALDERWOOD LN E/.03ME,MAPLEWOOD	0.04	MEN	3
	CEDAR LANE	LAURALWOOD LN E/.01M W,ALDERWOOD LN	0.03	MEN	3
	CEDAR LANE	.03M E,MAPLEWOOD LN E/PLUMWOOD LN	0.07	MEN	3
	CHAPARREL LANE	HAZELWOOD AVE E .14M	0.14	MEN	3
	CHESAPEAKE LANE	AGATE AVE E/.04M E,MONTEREY CT	0.14	MEN	3
	CHRYSOLITE AVENUE	NAPLES AVE N/SAN BDNO AVE	0.59	MEN	3
	CINNABAR COURT	GRANITE ST N/.03M N,PEBBLE ST	0.08	MEN	3
	CITRUS AVENUE	CRAFTON AVE E/.23M E,RESERVOIR RD	0.98	MEN	3
	COLTON AVENUE	CRAFTON AVE E/RESERVOIR RD	0.76	MEN	3
	COLTON AVENUE	WABASH AVE E/CRAFTON AVE	1.01	MEN	3
	FIFTH AVENUE	WABASH AVE E/CRAFTON AVE	0.96	MEN	3
	GARNET STREET	SH38 N/.57M S,NEWPORT AVE	0.13	RED	3
	GARNET STREET	.08M S, MENTONE AVE N/MENTONE AVE	0.08	MEN	3
	GARNET STREET	MENTONE AVE N/SH38	0.12	MEN	3
	GOLD BANNER DRIVE	MOSS ST N .05M	0.05	MEN	3
	GRANITE STREET	BERYL AVE E/RHYOLITE ST	0.18	MEN	3
	HAMPTON ROAD	.14M W,RIDGEWOOD DR E .03M	0.03	MEN	3
	HAZELWOOD AVENUE	COLTON AVE N/LARIMORE LN	0.15	MEN	3
	HIGHLAND AVENUE	CRAFTON AVE E .35M	0.35	MEN	3
	HIGHLAND AVENUE	.13M E,WABASH AVE E/CRAFTON AVE	0.89	MEN	3
	INDEPENDENCE AVENUE	WABASH AVE E/OPAL AVE	0.26	MEN	3
	INDEPENDENCE COURT	.11M S,INDEPENDENCE AVE N .07M	0.07	MEN	3
	INDEPENDENCE COURT	.04MS,INDEPENDENCE AV N/INDEPENDENCE	0.04	MEN	3
	JASPER AVENUE	NAPLES AVE N/SAN BERNARDINO AVE	0.58	MEN	3
	JASPER AVENUE	.03M S,LARAMIE AVE N/INDEPENDENCE A	0.06	MEN	3
	JASPER AVENUE	THIRD AVE N/.03M S,LARAMIE AVE	0.06	MEN	3
	JULIAN DRIVE EAST	MENTONE BLVD SH38 N/END	0.04	MEN	3
	JULIAN DRIVE WEST	MENTONE BLVD SH38 N/END	0.03	MEN	3
	KING STREET	FIFTH AVE N/COLTON AVE	1.01	MEN	3
	LA COLINA DRIVE	WALNUT ST SE/0015MSE,ST CATHERINE ST	0.33	MEN	3
	LA DONIA LANE	MOSS ST N .05M	0.05	MEN	3
	LARAMIE AVENUE	END E/JASPER AVE	0.14	MEN	3
	LARIMORE LANE	HAZELWOOD AVE E .11M	0.11	MEN	3
	LAURELWOOD LANE	CEDAR LN N/BEECH TREE LN	0.09	MEN	3
	LINDA AVENUE	NAPLES AVE N/MENTONE BLVD-SH 38	0.09	MEN	3
	MADEIRA AVENUE	.02ME,ALDERWOOD E/.07ME,WHITEWOOD LN	0.14	MEN	3
	MADEIRA AVENUE	MALACHITE AVE E/CRAFTON AVE	0.31	MEN	3
	MADEIRA AVENUE	.03M W,ALDERWOOD LN E .05M	0.05	MEN	3
	MALACHITE AVENUE	MENTONE BLVD SH38 N/CAPRI	0.34	MEN	3

Attachment: 2022-23 through 2026-27 CIP Reports All (9212 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Attachment A
Measure I Local Street Pass-Through Funds Five-Year CIP
Fiscal Years 2023-2027 Roads List

SUBAREA	ROAD NAME	ROAD LIMITS	LENGTH	LOCATION	DIS
	MAPLE COURT	CEDAR LN S&E .08M	0.08	MEN	3
	MAPLEWOOD LANE	CEDAR LANE N .09M	0.09	MEN	3
	MENTONE AVENUE	AMETHYST ST E/GARNET ST	0.26	MEN	3
	MONTEREY COURT	.06M S,CHESAPEAKE LN N/CHESAPEAKE LN	0.06	MEN	3
	MOSS STREET	BERYL AVE E/ROCK ST	0.11	MEN	3
	MOSS STREET	AGATE ST E/CRAFTON AVE	0.25	MEN	3
	MOSS STREET	ROCK ST E/AGATE AVE	0.12	MEN	3
	NAPLES AVENUE	AMETHYST ST E/0005M E,ZANJERO CT	0.23	MEN	3
	NAPLES AVENUE	END E/LINDA AVE	0.06	MEN	3
	NEWPORT AVENUE	GARNET E/EMERALD AVE	0.26	RED	3
	OLIVINE AVENUE	NICE AVE N/MENTONE BLVD (SH38)	0.24	MEN	3
	OLIVINE AVENUE	MENTONE BL SH38 N/CAPRI	0.34	MEN	3
	OPAL AVENUE	SH38 N/SAN BDNO AVE	0.5	MEN	3
	OPAL AVENUE	FIFTH AVE N/COLTON AVE	1	MEN	3
	OPAL AVENUE	COLTON AVE N/0010M S,NICE AVE	0.16	MEN	3
	OPAL AVENUE	0010M S,NICE AVE N/SH38	0.36	MEN	3
	OPAL AVENUE	SAN BERNARDINO AVE N 0.39M	0.39	MEN	3
	OPAL AVENUE	END N/.04M N,SEVENTH ST	0.17	MEN	3
	OPAL AVENUE	SIXTH ST N/FIFTH AVE	0.26	MEN	3
	OPAL WAY	NAPLES AVE N/0008M N,MENTONE BLVD	0.16	MEN	3
	OVERCREST DRIVE	.52M N,TENNESSEE ST N/WALNUT ST	0.56	RED	3
	OVERCREST DRIVE	TENNESSEE ST N .52M	0.52	MEN	3
	PEBBLE STREET	CINNABAR CT E/RHYOLITE ST	0.08	MEN	3
	PLUMWOOD LANE	MENTONE BLVD N/CEDAR LN	0.13	MEN	3
	PLUMWOOD LANE	CEDAR LN N/BEECH TREE PL	0.1	MEN	3
	QUARRY STREET	OLIVINE AVE E/AGATE AVE	0.16	MEN	3
	RESERVOIR ROAD	COLTON AVE N/NICE AVE	0.26	MEN	3
	RHYOLITE STREET	GRANITE ST N/MOSS ST	0.11	MEN	3
	ROCK STREET	MOSS ST N/NICE AVE	0.09	MEN	3
	ROSE STREET	ZANJA DR N/NAPLES AVE	0.09	MEN	3
	SALERNO AVENUE	AGATE AVE E/CRAFTON AVE	0.22	MEN	3
	SAN BERNARDINO AVENUE	OPAL AVE E/.05M E,SOFFEL ST	0.19	MEN	3
	SAND COURT	ROCK ST E/END	0.08	MEN	3
	SANDSTONE COURT	GRANITE ST N/END	0.08	MEN	3
	SAPPHIRE STREET	COLTON AVE N/MENTONE BLVD (SH38)	0.49	MEN	3
	SAPPHIRE STREET	MENTONE BLVD SH38 N/END	0.25	MEN	3
	SAPPHIRE STREET	FLORIDA ST NE .3M	0.3	RED	3
	SEVENTH STREET	WABASH AVE E/OPAL AVE	0.27	MEN	3
	SIERRA PINE DRIVE	CRAFTON AVE E/LAURELWOOD LN	0.11	MEN	3
	SLIGER ROAD	END E&N&E/0004M E,WARD WAY	0.21	MEN	3
	SOFFEL STREET	OPAL AVE E&N/SAN BDNO AVE	0.23	MEN	3
	ST CATHERINE STREET	LA COLINA DR NW/END	0.06	MEN	3
	STONE COURT	MOSS ST N/END	0.05	MEN	3
	STONEWOOD STREET	HAZELWOOD AVE E/SAPPHIRE ST	0.16	MEN	3
	THIRD AVENUE	CRAFTON E/RESERVOIR RD	0.69	MEN	3
	THIRD AVENUE	JASPER AVE E/OPAL AVE	0.1	MEN	3
	TURQUOISE AVENUE	FLORENCE AVE N/SAN BDNO AVE	0.66	MEN	3
	TURQUOISE AVENUE	NICE AVE N/FLORENCE AVE	0.08	MEN	3
	VALENCIA DRIVE	WALNUT ST NE/END	0.19	MEN	3
	WABASH AVENUE	.25M N,SAN BERNARDINO AVE N .17M	0.17	MEN	3
	WABASH AVENUE	SH38 N/SAN BDNO AVE	0.12	MEN	3
	WABASH AVENUE	SH38 N/SAN BDNO AVE	0.13	MEN	3
	WABASH AVENUE	.30M S, SEVENTH ST N .16M	0.16	MEN	3
	WABASH AVENUE	6TH AVE N/5TH AVE	0.12	MEN	3
	WALNUT STREET	CITRUS AVE N .34M	0.34	MEN	3
	WALNUT STREET	OVERCREST N/FIFTH AVE	0.49	MEN	3
	WALNUT STREET	FIFTH AVE N/CITRUS AVE	0.51	MEN	3
	WARD WAY	.03M S,ZANJA VIEW DR N/MILL CRK RD	0.25	MEN	3
	WHITEWOOD DRIVE	CEDAR LN N/MADEIRA AVE	0.11	MEN	3
	ZANJA DRIVE	AMETHYST E/ZANJA WAY	0.15	MEN	3
	ZANJA VIEW DRIVE	WARD WAY E/END	0.12	MEN	3
	ZANJA WAY	BON VIEW NE&N/NAPLES AVE	0.14	MEN	3
	ZANJERO COURT	END N/NAPLES AVE	0.06	MEN	3
SB Valley					
<i>Banana Ave and Other Roads</i>	ALMOND AVENUE	WHITTRAM AVE N/.0.12M S, FOOHILL BLVD	0.6	FTA	2
<i>Mill and Ovelay</i>	BANANA AVENUE	WHITTRAM AVE N/.12M S,FOOTHILL BLVD	0.63	FTA	2
	CALABASH AVENUE	WHITTRAM AVE N .12M S,FOOTHILL BLVD	0.67	FTA	2
	COTTONWOOD AVENUE	WHITTRAM AVE N/CHESTNUT AVE	0.7	FTA	2
	HEMLOCK AVENUE	WHITTRAM AVE N/FOOTHILL BLVD	0.62	FTA	2
	MULBERRY AVENUE	WHITTRAM AVE N .12M S,FOOTHILL BLVD	0.7	FTA	2
	REDWOOD AVENUE	WHITTRAM AVE N/.03M N,OWEN ST	0.5	FTA	2
SB Valley					
<i>Redwood Ave and Other Roads</i>	ELM AVENUE	FONTANA AVE N/AT&SF	1.22	FTA	2
<i>Mill and Ovelay</i>	HAWTHORNE AVENUE	CHERRY AVE E .11M	0.11	FTA	2
	HIBISCUS AVENUE	REDWOOD AVE E/.02M E,BOX ELDER CT	0.12	FTA	2
	HIBISCUS AVENUE	.02M E,BOX ELDER CT E/RAFFIA LN	0.09	FTA	2
	HUNTER STREET	CHERRY AVE E/REDWOOD AVE	0.26	FTA	2
	LIVE OAK AVENUE	VALLEY N/RANDALL	1	FTA	2
	LIVE OAK AVENUE	RANDALL AVE N/MERRILL AVE	0.51	FTA	2
	POPLAR AVENUE	MERRILL N/CERES	0.08	FTA	2
	REDWOOD AVENUE	VALLEY BLVD N/AT&SF	1.64	FTA	2
SB Valley					
<i>Independence Ave and Other Roads</i>	AMARYLLIS COURT	DAFFODIL LN E .09M	0.09	MEN	3

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SUBAREA	ROAD NAME	ROAD LIMITS	LENGTH	LOCATION	DIS	
<i>Slurry Seal</i>	BUTTERCUP COURT	SNOWBERRY LN N .08M	0.08	MEN	3	
	DAFFODIL LANE	NICE AVE N/SNOWBERRY LN	0.09	MEN	3	
	SNOWBERRY LANE	DAFFODIL LN E/SAPPHIRE ST	0.12	MEN	3	
SB Valley						
<i>Little Third St and Little Tippecanoe Ave Reconstruction and Project Overlay</i>	LITTLE THIRD STREET	PEDLEY E/LITTLE TIPPECANOE AVE	0.33	SBO	5	
	LITTLE THIRD STREET	PALM E/PEDLEY	0.27	SBO	5	
	LITTLE TIPPECANOE AVE	END N/TIPPECANOE	0.09	SBO	5	
Victor Valley						
<i>Baldy Mesa and Other Roads Chip Seal, Leveling Course, and Overlay</i>	BALDY MESA ROAD	.02M S,CEDAR ST N/PHELAN RD	1.53	OKH	1	
	BALDY MESA ROAD	MESQUITE ST N/.02M S,CEDAR ST	0.50	CJN	1	
	COLERIDGE ROAD	MEDLOW AVE N/LANTRY LN	0.56	OKH	1	
	LANTRY LANE	VERBENA RD E/COLERIDGE RD	0.13	OKH	1	
	MARIPOSA ROAD	.31M S,JOSHUA ST N/JOSHUA ST	0.15	OKH	1	
	MARIPOSA ROAD	FARMINGTON RD N .28M	0.14	OKH	1	
	MEDLOW AVENUE	COLERIDGE RD E .21M	0.21	OKH	1	
	SUMMIT VALLEY ROAD	4.31M N,SH138(HSP CL) N 1.20M(HSPCL)	1.20	HES	1	
	SUMMIT VALLEY ROAD	1.88M N,SH138 N 2.18M (HSP CL)	2.18	HES	1	
	SUMMIT VALLEY ROAD	SH138 N 1.88M	1.88	HES	1	
Victor Valley						
<i>Phelan Road Rehab</i>	CLOVIS ROAD	PHELAN RD N/LINDERO ST	0.01	PHN	1	
	PHELAN ROAD	BEEKLEY RD E/LOS BANOS AVE	8.99	PHN	1	
	PHELAN ROAD	SH138 E/BEEKLEY RD	1.67	PHN	1	
Victor Valley						
<i>Mountain Road and Other Roads Chip Seal</i>	BEEKLEY ROAD	.80M N,LA MESA RD N .11M	0.11	PHN	1	
	BUCKTHORNE STREET	OASIS RD E .05M	0.05	PHN	1	
	CHAMISAL STREET	EL MIRAGE RD N/MILTON ST	0.25	ADL	1	
	MILTON STREET	CHAMISAL ST E .25M	0.25	ADL	1	
	MOUNTAIN ROAD	0025M S,MARIA RD N/SH138	1.71	PHN	1	
	OASIS COURT	.13M S,OASIS RD N/OASIS RD	0.13	PHN	1	
	TWO HUNDRED SIXTY THIRD ST	0214M N,GOSS RD N0006M	0.06	PHN	1	
	TWO HUNDRED SIXTY THIRD ST	0220M N,GOSS RD N0026M	0.26	PHN	1	
	CHOLAME ROAD	SHEEP CREEK RD E/VALLE VISTA RD	0.51	PHN	1	
	VALLE VISTA ROAD	.10M S,CHOLAME RD N/.05M N,CHOLAME R	0.15	PHN	1	
	EL MIRAGE AIRPORT ROAD	EL MIRAGE RD N 1.00M	1.00	ADL	1	
	EL MIRAGE ROAD	OLD EL MIRAGE RD E/1.00M W,KOALA RD	11.08	ADL	1	
	Victor Valley					
	<i>Wilson Ranch Road and Other Roads Chip Seal & Leveling</i>	CAUGHLIN ROAD	.26M N,DUNCAN RD N .11M	0.11	PHN	1
		CAUGHLIN ROAD	PHELAN RD N/.03M N,SMOKE TREE RD	1.03	PHN	1
DUNCAN ROAD		WADI DR E .15M	0.15	PHN	1	
DUNCAN ROAD		JOHNSON RD E/WILSON RANCH RD	1.93	PHN	1	
EABY ROAD		SUNNSLOPE RD N/PHELAN RD	1.00	PHN	1	
GOSS ROAD		SHEEP CREEK RD E/JOHNSON RD	1.01	PHN	1	
WADI DRIVE		DUNCAN RD ELY/WHITE RD	0.32	PHN	1	
WHITE ROAD		END N/WADI DR	0.04	PHN	1	
WILSON RANCH ROAD		0060M N,DUNCAN RD N0010M	0.10	PHN	1	
WILSON RANCH ROAD		PHELAN RD N/GOSS RD	2.03	PHN	1	
WILSON RANCH ROAD		0049M N,DUNCAN RD N0011M	0.11	PHN	1	
WILSON RANCH ROAD		GOSS RD N/DUNCAN RD	1.00	PHN	1	
Victor Valley						
<i>Johnson Road and Other Roads Chip Seal, Cape Seal, and Contract Overlay</i>	ACANTHUS STREET	.25M S,PHELAN RD N/PHELAN RD	0.25	PHN	1	
	ALTA MESA ROAD	.09M S, SOLANO RD N/SOLANO RD	0.09	PHN	1	
	ALTA MESA ROAD	APPLETON ST N/GOODWIN DR	0.15	PHN	1	
	ANACONDA AVENUE	LE PANTO RD N/SOLANO RD	0.17	PHN	1	
	ANACONDA AVENUE	APPLETON ST N/GOODWIN DR	0.15	PHN	1	
	APPLETON STREET	ALTA MESA RD E/ANACONDA AVE	0.08	PHN	1	
	ARROWHEAD ROAD	.25M S,YUCCA TERRACE N/YUCCA TER DR	0.25	PHN	1	
	BALDY MESA ROAD	PHELAN RD N/YUCCA TERRACE DR	0.50	OKH	1	
	BALDY MESA ROAD	DUNCAN RD N .50M	0.50	PHN	1	
	BALDY MESA ROAD	YUCCA TERRACE DR N/MESA ST	1.00	OKH	1	
	BALDY MESA ROAD	MESA ST N/GOODWIN DR	0.50	PHN	1	
	BALDY MESA ROAD	GOODWIN DR N/DUNCAN RD	1.00	PHN	1	
	BARADA ROAD	LE PANTO RD N/GOODWIN DR	0.42	PHN	1	
	BEAVER ROAD	VERDE ST N / MESA ST	0.12	PHN	1	
	BRACEO STREET	WHITE FOX TR N/YUCCA TERRACE DR	0.25	PHN	1	
	BRACEO STREET	MESA ST N/GOODWIN DR	0.50	PHN	1	
	CALVARY COURT	.06M W,CHECKER LN E/BARADA RD	0.15	PHN	1	
	CHECKER LANE	CALVERY CT N .05M	0.05	PHN	1	
	COLERIDGE ROAD	WHITE FOX TR N/YUCCA TERRACE DR	0.25	PHN	1	
	DUNCAN ROAD	SHEEP CRK RD E/JOHNSON RD	1.01	PHN	1	
	GOODWIN DRIVE	.55 M E,BALDY MESA ROAD E .14M	0.14	PHN	1	
	GOODWIN DRIVE	BARADA RD E/BRACEO ST	0.25	PHN	1	
	JOHNSON ROAD	PHELAN RD N/PALMDALE RD	5.50	PHN	1	
	LE PANTO ROAD	BALDY MESA RD E/BARADA RD	0.18	PHN	1	
	LE PANTO ROAD	BARADA RD E/BRACEO ST	0.25	PHN	1	
	MESA STREET	BALDY MESA RD E/.09M W,BRACEO ST	0.34	PHN	1	
	MESA STREET	.09M W,BRACEO ST E/BRACEO ST	0.09	PHN	1	
	MESA STREET	BEAVER AVE E/ BALDY MESA RD	0.51	PHN	1	
	MESA STREET	WHITE RD E/ BEAVER AVE	0.50	PHN	1	
	SAGO PALM DRIVE	SEVEN PALMS DR E/BRACEO ST	0.37	OKH	1	
	SEVEN PALMS DRIVE	WHITE FOX TR N/YUCCA TERRACE DR	0.25	OKH	1	
	SILVER PALM DRIVE	SEVEN PALMS DR E/BRACEO ST	0.38	PHN	1	
	SMOKE TREE ROAD	BALDY MESA RD E/ASTER RD	0.95	PHN	1	
	SOLANO ROAD	BARADA RD E/BRACEO ST	0.25	PHN	1	

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SUBAREA	ROAD NAME	ROAD LIMITS	LENGTH	LOCATION	DIS
	VERBENA ROAD	WHITE FOX TR N/YUCCA TERRACE DR	0.25	PHN	1
	VERBENA ROAD	PHELAN RD N/WHITE FOX TR	0.25	PHN	1
	VERDE STREET	WHITE RD E/ BEAVER AVE	0.50	PHN	1
	WHITE FOX TRAIL	VERBENA RD E/COLERIDGE RD	0.13	PHN	1
	WHITE FOX TRAIL	BALDY MESA RD E/BRACEO ST	0.44	OKH	1
	WHITE ROAD	VERDE ST N / MESA ST	0.12	PHN	1
	WILSON RANCH ROAD	END N/PHELAN RD	0.25	PHN	1
	YUCCA TERRACE DRIVE	VERBENA RD E/COLERIDGE RD	0.13	PHN	1
	YUCCA TERRACE DRIVE	BALDY MESA RD E/BRACEO ST	0.44	OKH	1
	YUCCA TERRACE DRIVE	.25M W,ARROWHEAD RD E/BALDY MESA RD	0.50	PHN	1
Victor Valley					
<i>Oasis Road and Other Roads</i>	BEAR VALLEY ROAD	OASIS ROAD E/BUCKWHEAT RD	2.01	PHN	1
<i>SAMI, Leveling Course, Mill and Overlay</i>	DUNCAN ROAD	BUCKWHEAT RD E/BEEKLEY RD	1.01	PHN	1
	DUNCAN ROAD	1.00M W,SHEEP CRK RD E/SHEEP CRK RD	1.00	PHN	1
	OASIS ROAD	.06M S,BUCKTHORNE ST N/SH138	0.11	PHN	1
	OASIS ROAD	SH138 N/GOSS RD	1.06	PHN	1
	OASIS ROAD	0094M S,PALMDALE RD N0011M	0.11	PHN	1
	OASIS ROAD	0083M S,PALMDALE RD N/PALMDALE RD	0.83	PHN	1
	OASIS ROAD	GOSS RD N/.94M S,PALMDALE RD	2.10	PHN	1
	SHEEP CREEK ROAD	PALMDALE RD N/EL MIRAGE RD	6.66	ADL	1
	SHEEP CREEK ROAD	DUNCAN RD N/PALMDALE RD	2.53	PHN	1

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**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2022/2023-2026/2027**

Valley Subarea

Chino

The City of Chino will continue to place emphasis on both the regional and sub-regional arterial roadway system during the next five years of the Measure I program. At least 50 percent of the Measure I funds will be earmarked for specific capital projects that are geared toward improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand, and intersection capacity will be improved with new and modified traffic signals. In addition to the above capital projects program, Chino will continue to allocate up to 50 percent of the annual Measure I funds toward public works maintenance activities. Maintenance work will continue to include the City's traffic signal maintenance, sidewalk and curb repair, and pavement repair and overlay on the local street system.

Chino Hills

It is the City of Chino Hills' intent to expend Measure I revenue for the following types of projects:
 - Construction of the City's Annual Street Improvement Program: Overlay and/or slurry seal of specified streets to maintain a high level of pavement trafficability.
 - Make on-going repairs/improvements to the City's sidewalks.
 - Provide funding to address ADA accessibility issues within the City's public right-of-way.

Colton

The City of Colton allocates approximately eighty-five (85%) of FY 2022/2023 Measure I projected revenue for street infrastructure pavement rehabilitation. Delivery of these improvements is focused on streets with low pavement condition index (PCI) rating. Improvements includes asphalt paving and restriping. Measure I funds are also being used to provide local match for federal and state grant funded projects; these projects are focused on improving Colton's infrastructure and/or transportation system for pedestrian/bicycle/vehicular traffic. The remaining fifteen percent (15%) of the City's FY 2022/2023 Measure I projected revenue are allocated to Active Transportation components such as sidewalk, handicap ramp installation, and other traffic safety improvements. All identified improvements are consistent with the goals of the city's General Plan Circulation Element.

Fontana

Measure I pass through funds will be used by the City of Fontana for variety of transportation related projects with the goal of continuing to invest in the city's infrastructure by maintaining and improving the city's existing infrastructure. It is the intent of the City to expend all of the Measure I pass through funds as they are received. The program provided focuses on relief of traffic congestion.

Grand Terrace

The City of Grand Terrace has adopted a Measure I expenditure strategy that focuses on improvements to existing facilities through an annual Pavement Management Program. The City of Grand Terrace currently has a carryover balance of over \$407,810 in the Measure I Local Street Fund and anticipates \$318,116 in new revenue for FY22/23. The City of Grand Terrace is planning to use the entire carryover funds and new revenue in its entirety to resurface main arterials in the City. In addition to slurry and pavement rehabilitation treatment of City streets, the expenditure strategy includes: a tree trimming program to increase visibility along roadways, as well as other necessary improvements to the right of way as needed.

Highland

The City of Highland intends to expend Measure I Local Street Program Pass-Through revenue primarily to (1) improve pavement conditions of the City's roadway network by constructing various pavement management projects including pavement rehabilitation, overlay, slurry seal and crack seal projects, and (2) provide local match to grant funding of roadway/bikeway improvement projects.

Loma Linda

The City of Loma Linda is intent upon efficiently maintaining our existing roadway system. The streets in Loma Linda are constructed of asphalt concrete (AC). These streets are in various stages of their life expectancy. A typical AC street improvement has a life expectancy of 15-20 years. Through proper pavement management, this can be extended by as much as 20 years. Our strategy is to utilize a combination of slurry seal method, grind and overlay the top 0.1' and pulverize existing AC for base and repave for rehabilitation. This pavement management program has shown to be effective in delaying the eventual complete reconstruction, including subgrade, of a roadway segment. Measure I funding is critical to this effort. We have dedicated the majority of funding to maintenance activities as described above along with the adjacent sidewalk, curb and gutter and access ramp maintenance. A portion of funding is earmarked for addressing increased capacity demand along certain segments that have experienced growth. New roadway segments are considered and addressed through development planning. Development impact fees are utilized for expansion due to growth. The current carryover balance in the Measure I Local Street fund will be utilized first.

Montclair

The City of Montclair plans on using Measure I as matching funds for federal funds associated with the design and construction of the Central Bridge at the Union Pacific Railroad tracks. The funds will also be utilized to service the I-10/Monte Vista Interchange Term Loan Agreements in place. The City also intends to expend Measure I funds on maintenance of City streets to the extent permissible under SBCTA policies.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2022/2023-2026/2027**

Ontario

The City of Ontario's Expenditure Strategy is to upgrade the City's roadway system by programming the annual Measure I revenue towards improvements ranging from maintenance work, overlay work, and major street reconstruction. Projects chosen will be selected from current pavement management studies, areas of traffic flow issues, and the Five-Year Capital Improvement Plan. Projects may include safety related items such as upgrading traffic signals, updating striping, and ADA ramps as needed. Roadways to be improved can range from residential to arterial. Funding is to be used in an effective and responsible manner to ensure the best benefit to the residents of the City of Ontario.

Rancho Cucamonga

The City currently has an estimated carryover balance of approximately \$4.9 million in the Measure I Local Street fund and anticipates approximately \$4.5 million in new revenue for Fiscal Year 2022/23. In this next fiscal year, the City is planning to use approximately \$3.6 million on local street capital projects and programs as follows:

Type of Improvement	Estimated Cost FY 2022/23	Percentage
Maintenance, Rehabilitation, and Repair of Existing Roadways	\$1.9 million	53%
Traffic Signal Improvements, Pavement Striping, and Maintenance	\$1.2 million	33%
Concrete Services (ADA, Repairs and Sidewalks)	\$500,000	14%

The remaining revenue estimated at approximately \$900,000 is being accumulated for future projects. Over the Five-Year Plan it is anticipated that the funds will be allocated in the following manner:

Type of Improvement	Estimated Cost FY 2022/23 - 2026/27	Percentage
Maintenance, Rehabilitation, and Repair of Existing Roadways	\$9.4 million	53%
Traffic Signal Improvements, Pavement Striping, and Maintenance	\$6.0 million	34%
Concrete Services (ADA, Repairs and Sidewalks)	\$2.3 million	13%

Redlands

The City of Redlands intends to use Measure I dollars to partially fund the City's City Council-approved Pavement Management Program (PMP). The City's Pavement Management Program, which provides a decision making matrix in identifying streets that are priority paving projects, will be used to determine future Measure I Capital Improvement Plans.

Rialto

The City of Rialto intends to utilize Measure I for streets and right of way maintenance programs, street reconstruction and improvements. The majority of projects are structured for implementation within the five-year planned schedule. The City intends to accumulate Measure I revenue for specific large project(s) that may span multiple years and budget carried forward appropriately until completion of the project(s).

San Bernardino

The City of San Bernardino will continue to place emphasis on both its regional and sub-regional arterial roadway system. At least fifty percent of the City's Measure I allocation will be earmarked for specific capital projects that are geared toward improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand; and intersection capacity will be improved with new and modified traffic signals. In addition to the above Capital Improvement Program, San Bernardino will continue to allocate up to fifty percent of its annual Measure I funds towards public works maintenance activities. Maintenance work will continue to include the City's traffic signal systems, sidewalk and curb repair, and pavement repair and overlay on the local street system.

Upland

The City of Upland's existing road network is fairly well established. Therefore, the City's primary use of Measure I Funds will be for the reconstruction and maintenance of existing City streets. It is the City's intent to design and begin construction of the project the same year the project is identified in the Five-Year Capital Improvement Plan.

Yucaipa

Each jurisdiction shall adopt a Measure I Capital Improvement Plan Expenditure Strategy as part of the annual Capital Improvement Plan adoption. The Expenditure Strategy is not intended to be a narrative description of the projects listed in the Capital Improvement Plan. Instead, the Expenditure Strategy should provide the policy approach adopted by the Council for the expenditure of Measure I funds. The jurisdictional Expenditure Strategy provides an opportunity to document circumstances or analyses which are not otherwise apparent when reviewing the Measure I Capital Improvement Plan. Beginning with the 2014-2015 Fiscal Year, the City of Yucaipa has allocated 100% of Measure I revenues to the maintenance of existing streets. Those maintenance efforts are delivered through the City's annual Pavement Management Program (PMP) included in the Capital Improvement Program (CIP) approved and adopted as part of the City's annual budget in June of every year. The attached documents are pages from the adopted/approved FY2022/2023 Budget for the City of Yucaipa.

San Bernardino County

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2022/2023-2026/2027**

Colorado River Subarea

Needles

THE CITY INTENDS TO ACCUMULATE MEASURE I REVENUE FOR THE SPECIFIC LARGE PROJECTS LISTED (i.e., "PAY-AS" YOU GO). PLEASE REFER TO THE LIST OF PROJECTS ON THE ATTACHED FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR OUR CITY.

San Bernardino County

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

Morongo Basin Subarea

Twentynine Palms

Pay as you go

Yucca Valley

Elderly/Handicapped Fund: All revenue in the Elderly and Handicapped fund is expended by the Morongo Basin Transit Authority for necessary programs.

Local Street Program (LSP): Measure I Local Streets revenues are allocated to a number of projects, including reconstruction/rehabilitation/maintenance and engineering/design of arterials and residential roads, annual studies and/or reports such as pavement management program updates, traffic census reports, and similar activities. Local street program funds also pay expenditures for personnel on the Town's street crew.

Major Local Highways Program (MLH): Measure I Major Local Highway revenues are managed by SBC TA. By September 30th of each year, the Town shall submit a written request to SBCTA specifying the scope of the project(s), the requested amount and other fund sources required to fully fund the project(s).

San Bernardino County

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

Mountains Subarea

Big Bear Lake

Measure I pass through funds will be used by the City of Big Bear Lake for a variety of transportation related projects, including reconstruction of existing roadways, installation of drainage systems with associated road widening, maintenance of existing roadways and support of the local transit authority. The funds are allocated at 25%, 70%, and 5% respectively for arterial, local, and transit projects. It is the intent of the City to expend all Measure I pass through funds as they are received. The City of Big Bear Lake plans on constructing the Fiscal Year 2022-23 Street Rehabilitation Project. This major project includes rehabilitation of approximately 350,000 SF of paved surface, as well as improvements to the drainage systems along portions of the roadways. The City has annual street rehabilitation projects scheduled each year, through 2027, with a goal of rehabilitating approximately 4 miles of roadway each year. Streets identified for re-construction are chosen based on their classification within the City's Pavement Management Plan and in coordination with the local utilities. Extensive re-construction of existing utilities by the utility companies is scheduled for the next five years and is being carefully coordinated with City paving projects to minimize conflicts in newly reconstructed roads. All construction funds are being expended to maintain, improve and/or re-construct existing city roadways.

San Bernardino County

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

North Desert Subarea

Barstow

Each year, the City receives approximately \$2 million in Measure "I" funds. In this fiscal year, the City is planning to use its annual Measure "I" allocation towards several grant's local match requirements that meet Measure I eligible expenditures and for the designing, rehabilitating, maintaining, and reconstruct of City streets.

San Bernardino County

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2022/2023-2026/2027
Victor Valley Subarea**

<p>Adelanto</p>	<p>The City of Adelanto’s Measure I expenditure strategy for 2022-2027 is to utilize existing carryover funds that have accumulated over previous cycles with anticipated revenues over the next 5 years to repave and repair critical segments of arterial roadways. This will also include minor improvements as recommended in Adelanto’s Local Road safety Plan (LRSP). Categorical maintenance projects include potholes, crack sealing, concrete repairs, striping and signage replacement. The remaining funds will be used primarily in rehabilitating roads which are in critical need, or for construction of a new major street.</p>
<p>Apple Valley</p>	<p>Measure I Local Pass-Through Funds will be used by the Town of Apple Valley for a variety of transportation related projects, including adding capacity to our regional arterial system, reconstruction, and regular and periodic maintenance of existing roadways. These Measure I funds allocated for the Town’s local street program (68%) are allocated with a minimum of 50% of the funds expended on these roads identified specifically on our plan (categorical). For those roads specifically identified within the plan, some require that the Town accumulate Measure I revenue for such large projects. The balance of these funds, up to 50% of the total fund are identified for reconstruction and regular maintenance chosen based on the Town’s priority within the Town’s Pavement Management Program (non-categorical).</p>
<p>Hesperia</p>	<p>The majority of Measure I revenue is planned to be utilized for the following types of eligible transportation improvements and policy prioritizations:</p> <ul style="list-style-type: none"> • Intent to allocate 50% or less of anticipated annual revenue on General Program Categorical expenditures. Specifically, the Measure I funds will be utilized annually to supplement the City’s Street Division General Maintenance Program. This includes preservation and upkeep of existing and newly reconstructed roads to original constructed condition in order to maintain its integral useful life and to provide safe, convenient, and practical intercity transportation. • Intent to allocate the remaining 50% of the anticipated annual revenue on the rebuilding and betterments of local roadways and alternative transportation. Local roadway betterments are scheduled to be completed under the Park and Ride Expansion Project, the Ranchoero Road Aqueduct Crossing Project, Ranchoero Road Improvements from 7th Avenue to Mariposa Road, traffic signals at Ranchoero Road and Maple Avenue, Ranchoero Road and Seventh Avenue as well as Ranchoero Road and Cottonwood Avenue, the Sultana Street Improvements, the Muscatel Street Improvements, the Cedar Street Roadway Improvements, Maple Avenue Street Improvements, Aqueduct Crossing Improvements, Kaiser Permanente Way Extension, and FY 2019-20 CDBG Street Improvements. • Beginning in Fiscal Year 2018/19, the first payment of the Ranchoero Road Interchange Public Share Reimbursement was due to the San Bernardino County Transportation Authority (SBCTA). This 10 year payback agreement between the City and SBCTA allowed the advancement of the Ranchoero Road interchange project whereby the City borrowed its local share of the project funding from SBCTA. The City obligated Development Impact Fees (DIF) as the source of this repayment, but if insufficient DIF fees are collected, SBCTA will withhold the City’s annual Measure I allocation to make the payment whole on an annual basis. Currently the City anticipates that revenue from DIF will cover the Reimbursement for fiscal years 2022-23 and 2023-24. The Reimbursement is included in the MICIP report for future fiscal years after FY 2023/2024 as a placeholder to prepare for the possibility of a reduction in DIF fees which would result in payments made from Measure I funding.
<p>Victorville</p>	<p>The City of Victorville’s Measure I Capital Improvement Expenditure Strategy balances expenditures between different categories of projects based on the City’s needs. The project categories include the following: new construction; reconstruction and rehabilitation; maintenance; preliminary engineering and environmental studies; right of way acquisition; and final design. Also included are categorical expenditures for maintenance of roads, traffic controls, traffic signals, traffic engineering and the purchase of vehicles or equipment for street related purposes. New construction can include widening existing roads and bridges, construction of bikeways, sidewalks, and curb ramps as an integral part of the street system, and new traffic signals. Reconstruction and rehabilitation can include bridge improvements, removing and replacing pavement sections, asphalt-concrete overlays of one inch or more in thickness or various other methods, including re-striping for bike lanes. Maintenance of roads can include overlays less than one inch, cape seals and slurry seals. Traffic control includes the maintenance and operation of signing and striping including sign and marking replacements and new signs and markings. Traffic signal maintenance includes operations and maintenance for traffic signals and various equipment replacements or upgrades Traffic engineering encompasses all traffic engineering activities.</p>
<p>San Bernardino County</p>	<p>The County intends to expend Measure “I” revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.</p>

Minute Action

AGENDA ITEM: 25

Date: *January 4, 2023*

Subject:

Corrective Action for Federal Formula Funds

Recommendation:

Receive information on the Corrective Action required by Southern California Association of Governments regarding Federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds.

Background:

As part of the review of the 2021 Federal Statewide Transportation Improvement Program (FTIP), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action dated April 15, 2021, to the California Department of Transportation (Caltrans) regarding the administration and oversight of the Congestion Mitigation and Air Quality (CMAQ) and Urban Surface Transportation Block Grant programs (STP). This was followed by a Corrective Action issued to Southern California Association of Governments (SCAG) on August 15, 2022, as part of their 2022 Federal Certification Review. Caltrans and SCAG have been given until June 30, 2023, to demonstrate policies and procedures that comply with Federal regulations for the administration of these programs.

Corrective Action Regarding STP Funds

STP funds provide flexible funding to best address State and local transportation needs. Federal transportation authorizations use the term sub-allocation to refer to funds apportioned to a State by a formula for use in specific areas within the State. The sub-allocated funds are divided into three categories and must be used in the areas described: urbanized areas with a population over 200,000; urban areas with a population of 5,001 to 200,000; and areas with a population of 5,000 or less. The Federal metropolitan planning and statewide and nonmetropolitan planning requirements layout the basic provisions related to STP project selection. For urbanized areas with a population over 200,000, projects are to be selected from the approved FTIP by the Metropolitan Planning Organization (MPO) in consultation with the State and any affected public transportation operator. Projects on the National Highway System are to be selected from the approved FTIP by the State in cooperation with the affected MPO. Procedures or agreements that distribute sub-allocated STP funds to individual jurisdictions or modes within the Metropolitan Planning Area (MPA) by pre-determined percentages or formulas are inconsistent with the legislative provisions requiring the MPO to cooperate with the State and the public transportation operator to develop a prioritized and financially constrained FTIP.

FHWA and FTA have determined that SCAG's process for programming STP funds is inconsistent with Federal regulations for the following reasons:

- STP funds are sub-allocated to the County Transportation Commissions (CTC) using a population formula.
- The CTCs prioritize and select projects for STP funding without the involvement of SCAG.

Entity: San Bernardino County Transportation Authority

It is important to note that this process is consistent with California Streets and Highways Code, which states that where CTC have been created by the CTCs Act of the Public Utilities Code, all STP funds shall be further apportioned by the MPO to the CTC based on relative population. Through this requirement, San Bernardino County Transportation Authority (SBCTA) has been receiving formula apportionments of STP funds that are currently about \$30 million per year. SBCTA includes these funds in the policy governing the equitable distribution of State and Federal funds between the Subareas of the County.

Corrective Action Regarding CMAQ Funds

CMAQ funds are for transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone (O₃), carbon monoxide (CO), and particulate matter – both PM₁₀ and PM_{2.5}. Each CMAQ project must meet three basic criteria: it must be a transportation project; it must generate an emissions reduction; it must be in or benefit a nonattainment or maintenance area. To ensure that projects deemed most effective in reducing motor vehicle emissions and congestion are programmed for early implementation the MPOs, States and transit agencies should develop CMAQ project selection processes in accordance with the Federal metropolitan or statewide planning process. The selection process should involve State and local transportation and air quality agencies. As part of the selection process, MPOs and States should evaluate the cost-effectiveness of the projects and give priority consideration to those that will create the greatest emissions reductions for the least cost, especially in those areas designated nonattainment or maintenance for PM_{2.5}. This selection process allows states and local agencies to present a case for selecting eligible projects that will best use CMAQ funding to meet the requirements and advance the goals of the Clean Air Act. States and MPOs should fulfill this responsibility so that nonattainment and maintenance areas can make good-faith efforts to attain and maintain the NAAQS by the prescribed deadlines.

FHWA and FTA have determined that SCAG's process for programming CMAQ funds is inconsistent with Federal regulations for the following reasons:

- The CTCs prioritize and select projects for CMAQ funding without the involvement of SCAG.

While CMAQ funds are currently apportioned to CTCs based on formula, the formula is based on O₃ and CO weighted attainment status; therefore, SCAG believes the formula targets for CMAQ can remain as they currently are, with SBCTA receiving about 11.3% of the CMAQ funding available in the SCAG region, which is currently about \$32 million per year. As with the STP funds, SBCTA includes these funds in the policy governing the equitable distribution of State and Federal funds between the Subareas of the County.

Compliance Action Plan

SCAG has convened a working group with representatives of each of the CTCs in the SCAG region to identify a methodology for the programming of STP and CMAQ funds in response to the Corrective Action. Under the current proposal, which remains to be reviewed and approved by FHWA and FTA, SCAG will initiate a regional project nomination process where the CTCs will determine the projects to be nominated for SCAG's consideration, and SCAG will evaluate and select projects for programming in the FTIP. For STP funds, SCAG has identified programming targets for each county based on performance output of the regional travel demand

model and pavement condition. Specifically, the performance-based target for STP funds is based on:

- County share of Connect SoCal 2020 modeled benefits in 2045:
 - Reduction in daily vehicle miles traveled (VMT),
 - Reduction in vehicle hours traveled (VHT), and
 - Reduction in daily delay.
- County share of non-Interstate National Highway System pavement in good and fair condition.

Under this methodology, SBCTA's targeted share of STP funds is 12.2%, which is slightly higher than the 11.4% population share. As stated earlier, the CMAQ target is 11.3%, which is consistent with the current amount of funding SBCTA receives. These performance-based nomination targets will only guide the nomination submittals from each county, it is not a guaranteed funding level, nor does it set a nomination ceiling. Each CTC can define their own process for identifying projects to be nominated as long as there is demonstration of engagement with potential project sponsors and stakeholders. Currently, SBCTA selects projects for STP and CMAQ funding through the development of the biennial updates to the 10-Year Delivery Plan and annual coordination with the transit operators, which staff believes is sufficient to meet this requirement. The schedule for initiation of this process has not been finalized.

Impact on Current Programming Commitments

Projects that are programmed with STP and CMAQ funds in the FTIP as of June 30, 2023, in Fiscal Years 2022/2023 through 2025/2026 will be grandfathered and not subject to the new nomination process. Attachment 1 shows the commitments of STP and CMAQ funds that were made in the 2021 Update to the 10-Year Delivery Plan and the current 10-year CMAQ Allocation Plan for Transit Operators relative to the current programming capacity. Staff will be working with the project sponsors over the next several months to ensure the funds will be used on the schedule shown so that SBCTA can maximize the STP and CMAQ funds programmed through Fiscal Year 2025/2026 by the June 30, 2023 deadline. In cases where there may be programming capacity available, staff will determine additional projects that might be able to use this capacity. Staff intends to return to Board in March 2023, in the case that changes need to be made to the project list to fully program the San Bernardino County share of funds.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Board of Directors Metro Valley Study Session on December 15, 2022, and the Mountain/Desert Policy Committee on December 16, 2022.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

ATTACHMENT 1

Table 1 - STP Programming

Agency	Project	Annual Programming Capacity/Planned Programming							
		Grandfathered Years				10-Year Delivery Plan			
		2023*	2024	2025	2026	2027	2028	2029	2030
		\$18,267,000	\$29,769,000	\$29,758,000	\$29,747,000	\$31,182,288	\$31,182,288	\$31,182,288	\$31,182,288
SB County	Baker Bridge				\$9,561,344				
SB County	National Trails Highway Bridges		\$7,527,936.00	\$6,901,446.00		\$8,858,478.00			\$13,199,148.00
SB County	Needles Highway Segment 1C Right of Way	\$500,000							
SB County	Needles Highway Segment 1C Construction				\$8,000,000				
SB County	Phelan Rd Widening					\$23,399,874			
SBCTA	Barstow Mojave Bridges Construction		\$5,427,718						
SBCTA	I-10 Contract 1 (DB contingency)	\$3,519,873							
SBCTA	I-215 University Pkwy Construction	\$573,153							
SBCTA	US-395 Phase 2, I-15 to SR 18		\$3,562,059						
Twentynine Palms	SR62 Phase 2B Widening, Encelia to Larrea Construction				\$4,106,204				
Yucca Valley	SR 62 Widening, Sage to Airway Construction							\$14,797,095	
	Annual Total Planned	\$4,593,026	\$16,517,713	\$6,901,446	\$21,667,548	\$32,258,352	\$0	\$14,797,095	\$13,199,148
	Annual Programming Capacity Balance	\$13,673,974.00	\$13,251,287.00	\$22,856,554.00	\$8,079,452.00	(\$1,076,064.00)	\$31,182,288.00	\$16,385,193.00	\$17,983,140.00
	Cumulative Balance	\$13,673,974.00	\$26,925,261.00	\$49,781,815.00	\$57,861,267.00	\$56,785,203.00	\$87,967,491.00	\$104,352,684.00	\$122,335,824.00

* Programming capacity in Fiscal Year 2022/2023 is reduced to account for an apportionment loan payback to Ventura County Transportation Commission

Table 2 - CMAQ Programming

Agency	Project	Annual Programming Capacity/Planned Programming							
		Grandfathered Years				10-Year Delivery Plan			
		2023	2024	2025	2026	2027	2028	2029	2030
		\$33,109,076	\$32,100,718	\$32,090,718	\$32,080,518	\$32,080,518	\$32,080,518	\$32,080,518	\$32,080,518
MARTA	Buses/Infrastructure		\$316,524	\$0	\$3,046,887	\$2,750,322	\$821,931	\$0	\$1,851,448
MBTA	Buses/Infrastructure		\$745,070	\$904,072	\$0	\$876,513	\$595,579	\$1,040,485	\$3,053,006
Omnitrans	Buses/Infrastructure	\$0	\$18,305,820	\$36,891,083	\$10,467,232	\$23,012,095	\$23,284,020	\$24,784,868	\$0
SBCTA	SCAB Rideshare			\$2,200,000		\$2,800,000		\$2,800,000	
SBCTA	MDAB Rideshare		\$700,000		\$700,000		\$900,000		\$900,000
SBCTA	I-10 Contract 1 (DB Contingency)	\$7,181,264							
SBCTA	West Valley Connector	\$11,275,000							
SBCTA	Tunnel to Ontario International Airport		\$1,980,000						
VVTA (North Desert)	Buses/Infrastructure	\$0	\$650,000	\$0	\$650,000	\$0	\$650,000		\$650,000
VVTA (Victor Valley)	Buses/Infrastructure	\$2,725,000	\$664,000	\$2,500,000	\$3,100,000	\$2,500,000	\$3,465,983	\$6,311,981	\$5,658,869
Yucca Valley	SR-62 Signal Synch Church St to Yucca Mesa/ La Contenta Rd Balance	\$27,725							
	Annual Total Planned	\$21,208,989	\$23,361,414	\$42,495,155	\$17,964,119	\$31,938,929	\$29,717,513	\$34,937,334	\$12,113,323
	Annual Programming Capacity Balance	\$11,900,087.00	\$8,739,304.30	(\$10,404,436.70)	\$14,116,399.02	\$141,588.58	\$2,363,004.77	(\$2,856,816.21)	\$19,967,194.60
	Cumulative Balance	\$11,900,087.00	\$20,639,391.30	\$10,234,954.60	\$24,351,353.62	\$24,492,942.20	\$26,855,946.97	\$23,999,130.75	\$43,966,325.36

Attachment: Attachment 1 - STP and CMAQ Programming (9220 : Corrective Action for Federal Formula

Minute Action

AGENDA ITEM: 26

Date: *January 4, 2023*

Subject:

State Legislative Update

Recommendation:

Receive and file the December 2022 State Legislative Update.

Background:

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with representatives from state advocates, California Advisors, LLC, updated the Legislative Policy Committee on December 14, 2022, on the results of the November 8, 2022 elections and the state's fiscal outlook.

Just two days after the November election the Assembly Democrat Caucus met to decide who would be the Speaker for the 2023-24 Legislative Session. Following a six-hour caucus meeting, Assembly Democrats voted unanimously to elect Assembly member Robert Rivas (D-Salinas) as the next speaker. He will assume the role on June 30, 2023. In the meantime, current Speaker Anthony Rendon (D-Lakewood) will remain in the position.

The confirmation vote will be held during the Organizational Session, scheduled for December 5, 2022. While that session is largely dedicated to swearing-in the new Legislature, this is also the first opportunity to introduce bills for the upcoming year. There are always a handful of measures that are introduced on the first day and then the next opportunity will be in January 2023, when the Legislature reconvenes.

The Legislative Analyst's Office (LAO) published their annual Fiscal Outlook report in anticipation of the upcoming state budget process. The goal of this report is to help guide the Governor and the Legislature as they begin crafting the 2023-24 budget.

As we have seen from the Department of Finance's monthly cash reports the state has consistently seen revenue drops in each of the past four months. Under the LAO outlook, they predict a deficit of \$25 billion in 2023-24. Over the subsequent years of the forecast, annual deficits would decline from \$17 billion to \$8 billion. The analysis relies on specific assumptions about the future of the state economy, its revenues, and its expenditures. While there are many variables with the budget this will have a significant impact on the Governor's January 2023 Budget proposal. Given that the budget will shrink it will be noteworthy which programs the Governor proposes in receiving less funding.

With the November 8, 2022, election, it typically takes weeks for counties to process and count all the ballots. County elections officials must report final official results to the Secretary of State by December 9, 2022. The results will then be certified by the Secretary of State by December 16, 2022.

By Thanksgiving, the number of outstanding ballots that were left to be counted was only 307,864 statewide. Also, voter turnout was 49.8%. By comparison, the gubernatorial voter turnout in 2018 was 64.54%. There are still several highly contested races in the Senate and the Assembly. In several races the margin between the two candidates is only a few thousand votes.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 2

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Legislative Policy Committee on December 14, 2022.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 27

Date: January 4, 2023

Subject:

Federal Legislative Update

Recommendation:

Receive and file the December 2022 Federal Legislative Update.

Background:

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with representatives from federal advocates, Potomac Partners D.C., LLC, updated the Legislative Policy Committee on December 14, 2022 regarding the ongoing Fiscal Year (FY) 2023 Appropriations process and results of the mid-term elections.

FY 2023 Appropriations

House and Senate leaders continue to negotiate the FY 2023 omnibus spending package and reportedly agreed to retain all House and Senate earmarks but this appears to be one of the only items that the two parties can agree on. Consequently, House and Senate Democrats have begun putting together an omnibus without the input of Republicans, saying that the bill will still include “priorities from both sides”. Without a bipartisan agreement the FY 2023 omnibus is unlikely to pass the Senate. Funding for the government under the stopgap Continuing Resolution (CR) expires on December 16th, which may need to be extended to December 23rd or later if negotiations do not make progress soon.

November Midterm Election Update

House Republicans officially gained control of the House with a slim majority while Senate Democrats held on to the majority and may add a seat pending the results of the December 4, 2022 Georgia run-off. Majority Leader Chuck Schumer (D-NY) will remain the leader of the Senate Democrat caucus. Minority Leader Mitch McConnell (R-KY) was also reelected by Senate Republicans to lead the Republican caucus, surviving a challenge by Senator Rick Scott (R-FL) for the position. California Congressman Kevin McCarthy was elected by House Republicans to be their choice for the next House Speaker. House Democrats chose New York Congressman Hakeem Jefferies to be the next Minority Leader. Of note, local San Bernardino Congressman Pete Aguilar was chosen to be the next Chair of the House Democratic Caucus, making him third in the House Democrat leadership.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was received by the Legislative Policy Committee on December 14, 2022.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 2

Approved
Board of Directors
Date: January 4, 2023
Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 28

Date: *January 4, 2023*

Subject:

2023-2024 Legislative Platforms

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Adopt the 2023-2024 State and Federal Legislative Platforms.

Background:

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments' (SBCOG) State and Federal Legislative Platforms serve as the foundation for understanding the perspective of the Board of Directors (Board) on key issues that are anticipated to be considered during the course of each legislative session. Once formally adopted, the legislative platforms will guide staff's analysis and recommendations on pending legislative and regulatory items in the upcoming session.

On April 1, 2020, the SBCTA/SBCOG Board authorized the creation of the Legislative Policy Committee (LPC) The LPC is comprised of the Board President, Board Vice-President, Immediate Past Board President and four (4) Board members appointed by the Board President.

The LPC was established to review and provide input on the drafting of the State and Federal platforms and take positions on legislation and regulations on behalf of the Board when the proposed position is consistent with the adopted legislative platforms. In developing the 2023-2024 platforms, staff conducted internal meetings, as well as received input from regional agencies and from our state and federal legislative advocates in preparation of the proposed documents.

The proposed 2023-2024 State and Federal Legislative Platforms are included as Attachments A and B, respectively.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on December 14, 2022.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Attachment A

**San Bernardino County Transportation Authority
2023-2024 State Legislative Platform**

The San Bernardino County Transportation Authority (SBCTA) serves as the Regional Transportation Planning Agency for the largest geographical county in the nation. Covering approximately 20,000 sq. miles and serving approximately 2 million residents, the Board of Directors is comprised of representatives from San Bernardino County's 24 cities and five supervisorial districts. In addition to the cooperative regional planning and expansion of an efficient multi-modal transportation system countywide, SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, freeway service patrol, call boxes, ridesharing, congestion management efforts, active transportation and long-term planning studies. As a Self-Help County agency, the SBCTA administers Measure I funding, a voter-approved half-cent sales tax dedicated for transportation planning, design, construction, operation, and maintenance in San Bernardino County.

This legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the SBCTA and the San Bernardino Council of Governments (SBCOG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Policy Committee and Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the upcoming legislative session.

SBCTA and SBCOG will continue to partner with public and private sector entities to support common objectives in Sacramento and foster the unity of the Southern California region.

I. Local Control

The San Bernardino County Transportation Authority will advocate for local control over transportation projects within San Bernardino County to ensure that innovative financing and project delivery methods remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, as well as provide increased mobility options for local residents.

Support Efforts To:

- Ensure SBCTA's decision-making authority over transportation projects that are constructed and operated in San Bernardino County.
- Preserve local flexibility in the administration of programs and services.
- Promote strong collaborative partnerships with State agencies.
- Expand existing innovative project delivery methods (e.g. design-build, construction manager/general contractor), for a broad variety of projects including highways, transit, and local streets and roads.

- Ensure projects are based on locally driven alternatives and do not require state approval when funded primarily by local funds.
- Revise the California Environmental Quality Act (CEQA) to streamline the environmental review process, to improve timelines for project approvals and avoid costly duplicative steps while maintaining critical environmental protections.
- Establish legislation to protect toll operating agencies from lawsuits associated with the use of personal information for collecting toll fees and citations.
- Develop consistent measures for environmental mitigation requirements.
- Preserve ability for remote meeting participation by board members and the general public, utilizing the latest technologies.

Oppose Efforts To:

- Threaten the timely delivery of the Measure I Expenditure Plan or administration of any Measure I programs and services.
- Change the Board composition, organization or decision-making authority of any agency without the express permission of the agency.
- Impose additional mandates beyond those already in existence on lead agencies using alternative project delivery mechanisms.
- Require additional CEQA review and process requirements that delay projects and increase costs.
- Allow specific vehicle classes to have unrestricted access to carpool or toll facilities.
- Place transit investments in San Bernardino County without direct involvement by SBCTA and/or appropriate local jurisdictions.
- Establish legislation that allow redirection of toll revenue from the operating agency to the State or any other agency.
- Impose a *de facto* prohibition of highway projects through infeasible state environmental mitigation requirements.

II. Funding

State funding for projects supported by local voter-approved transportation sales tax measures is critical to implementing innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion, improve air quality, and enhance economic development. SBCTA will advocate for state funding to support transportation projects in San Bernardino County.

Support Efforts To:

- Define “disadvantaged communities” consistently among all funding programs to ensure investments reflect economic and geographic considerations.
- Enact state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- Prioritize funding for projects supported by voter-approved transportation local sales tax measures.

- Recognize/reward the investment in the state’s transportation system made by self-help counties and incentivize counties without a voter-approved tax measure for transportation to become “self-help” counties.
- Incentivize public-private partnerships (P3s) in the development of transportation improvements.
- Protect AB 2766 funding and continue to encourage funding of programs and projects that reduce motor vehicle emissions.
- Legislation and regulations on Green House Gas (GHG) reduction and other environmental initiatives should ensure that mandates are designed to be feasible and achievable for lower density environments like San Bernardino County and that funding is provided for assistance in achieving those goals.
- Guidelines for funding programs and project scoring criteria related to transportation and air quality/GHG reduction should recognize the importance of geographic equity and be tailored to account for the characteristics and limitations of lower density environments like San Bernardino County
- Prevent changes to the Bradley-Burns uniform local tax law or distribution of online sales tax revenue that would adversely affect San Bernardino County jurisdictions or Measure I revenue.
- Continue practice of review and comment opportunities for criteria on competitive transportation grant programs by local jurisdictions and transportation agencies.
- Work with administration and legislative representatives to ensure that SBCTA projects and programs meet the spirit of Executive Order N-19-19 while maintaining local priorities and protecting local transportation funds, and addressing the growing mobility demands of an increasing population and freight moving through our communities.
- Meet the challenges of confronting climate change, while ensuring that reductions in programs such as SB 1 will be replaced with new equitable revenue streams.
- Promote transparency in all state agency directives by providing agencies with comment periods and responses prior to the publication of such directives.

Oppose Efforts To:

- Adversely alter distribution percentages of state transportation formula funds or shift funds away from local agencies.
- Reduce SBCTA’s ability to efficiently and effectively contract for goods and services.
- Impose state requirements without the consent of the local agency for the expenditure of locally raised revenues.
- Divert transportation revenues for non-transportation purposes.
- Link existing transportation funding sources to the achievement of GHG reduction, Vehicle Miles Traveled (VMT) or Regional Housing Needs Assessment (RHNA) goals.
- Rely on transportation agencies to raise revenue for transportation or planning purposes.
- Unreasonably increase the administrative fees levied by the Board of Equalization for the collection and administration of county transportation sales tax measures.
- Pass any legislation to authorize a multi-county revenue measure for environmental programs.
- Require contributions from local agencies for state highway maintenance, with the possible exception of new toll facilities.

III. Goods Movement

SBCTA will continue to raise awareness of the relationship between the County’s logistics sector and the Ports of Los Angeles and Long Beach as well as the importance of San Bernardino County as a key goods movement gateway to the United States.

Support Efforts To:

- Recognize the important role goods movement plays within San Bernardino County and transportation projects that help to move goods more efficiently, while also favoring development projects that do not exacerbate existing air quality, traffic or socioeconomic issues within disadvantaged communities.
- Advocate for equitable funding for trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.
- Reduce freight-related impacts to San Bernardino County and ensure newly funded projects include necessary mitigation measures to protect impacted communities.
- Generate additional revenue streams to assist with freight movement investment; so as to provide funding support commensurate with the local and regional impacts of national freight flows.

Oppose Efforts To:

- Allow triple trailers in urbanized areas of San Bernardino County except in outlying cities.
- Locate any new intermodal freight facility that would have any detrimental environmental or socioeconomic impacts on existing disadvantaged communities in San Bernardino County without sufficient mitigation and economic benefit to the community.

IV. Multi-Modal

The SBCTA’s growing transit, rail shared-ride and active transportation programs strive to enhance sustainability for San Bernardino County communities and stakeholders. These mobility options focus on implementing a dynamic regional growth vision based on the principles of livability, prosperity and sustainability.

Support Efforts To:

- Protect the significant resources SBCTA and its Southern California Regional Rail Authority Partners have invested in the Metrolink system by directing the necessary funding to preserve services and recover ridership on the commuter rail line.
- Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- Work with legislators and stakeholders to review existing metrics for the qualification and distribution of Transportation Development Act (TDA) revenues.
- Promote increased state transit operations and maintenance funding as vital to enable continuation of transit system capital investment and expansion of transit services.

- Ensure appropriate funding for a growing bus and rail system in Southern California with equitable distribution of funds and flexibility in the administration of the programs, including funding to meet the state’s zero-emission bus mandates.
- Modernize organizational and governance structures of local transit agencies to maximize efficiencies and cost effectiveness of services delivered to the public.
- Facilitate, or remove obstacles to transit oriented development near rail and bus rapid transit stations.
- Ensure that SBCTA has a role in the planning of all transportation modes and routes serving San Bernardino County.
- Incentivize ridesharing and transit use through reimbursable employer-sponsored initiatives such as transit passes.
- Ensure appropriate funding levels from state sources to support transit operations that help to achieve GHG reduction goals.
- Maintain delegation of Caltrans’ ability to review and approve state projects pursuant to the National Environmental Protection Act (NEPA).
- Advocate for investment in San Bernardino County, supported by SBCTA and local stakeholders, for a subsurface connection between the Metrolink Commuter Rail system and Ontario International Airport.
- Create state incentives that promote utilization of Diesel-Electric or Near-Zero/Zero Emission Low-Floor Multiple Unit railcars.
- Encourage use of innovative emerging technologies to provide increased regional connectivity and clean transit options.
- Increase investment in hydrogen and other zero-emission technologies to the meet growing need as we deploy new technologies in the transit and freight network.

Oppose Efforts To:

- Require increased service levels unless they are agreed to by the transit operator and have appropriate funding.
- Mandate that SBCTA build, fund or operate specific transportation projects or programs in San Bernardino County.
- Threaten the viability of the SBCTA’s Measure I Transit Program by requiring uncontrolled expenditures on an individual project or group of projects.
- Increase zero emission transit mandates that would impose undue financial or operational burden on transit systems without corresponding increases in state funding.

V. Quality of Life

The San Bernardino Council of Governments (SBCOG) will continue to support a number of regional matters important to the future of San Bernardino County, by working with our 24 cities/towns and five Supervisorial districts to strengthen the County’s advocacy on issues related to transportation, housing, environment, energy, economy, and health.

Support Efforts To:

- Promote programs that support the advancement of social and racial equity within communities throughout San Bernardino County.
- Fund Council of Governments programs.
- Incentivize, attract, retain, and grow businesses as well as employment opportunities in San Bernardino County.
- Remove obstacles that would prevent or inhibit local jurisdictions from developing more affordable and “missing middle” housing.
- Provide local jurisdictions more resources that would encourage the development of affordable and “missing middle” housing.
- Revise the Affordable Housing Sustainable Communities (AHSC) guidelines to provide opportunity for San Bernardino County to better compete for Cap and Trade funding.
- Assist local governments with meeting regional GHG reduction goals including, not limited to, grants, incentive funding, and economic development tools that support transit oriented development.
- Develop cost effective and technologically feasible conversion and replacement of public transit fleets to alternative fuels and electric vehicles.
- Fund utility planning and upgrades to electrical infrastructure in support of fleet conversion.
- Provide refueling/recharging infrastructure for alternative fuel or electric vehicles.
- Fund Freeway Service Patrol, ride-sharing, telecommuting and call boxes, consistent with the level of growth and utilization.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of life in the Inland Empire region.
- Establish policies and priorities for the use of existing utility facilities and require city/county review of any additional uses.
- Promote programs that support climate adaptation and resilience planning efforts within communities throughout San Bernardino County.

Oppose Efforts To:

- Infringe on decision-making authority of local jurisdictions and agencies over land-use and regional planning.
- Impose unfunded mandates on local governments.
- Divert local revenues for state purposes.

Attachment B

**San Bernardino Transportation Authority
2023 - 2024 Federal Legislative Platform**

The San Bernardino County Transportation Authority (SBCTA) serves as the Regional Transportation Planning Agency for the largest geographical county in the nation. Covering approximately 20,000 sq. miles and serving approximately 2 million residents, the Board of Directors is comprised of representatives from San Bernardino County's 24 cities and five supervisorial districts. In addition to the cooperative regional planning and expansion of an efficient multi-modal transportation system countywide, the SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. As a Self-Help County agency, the SBCTA administers Measure I funding, a voter-approved half-cent sales tax dedicated for transportation planning, design, construction, operation, and maintenance in San Bernardino County.

This legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable SBCTA and the San Bernardino Council of Governments (SBCOG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Policy Committee and Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed in the upcoming congressional session.

SBCTA and SBCOG will continue to partner with public and private sector entities to support common objectives in Washington, DC and foster the unity of the Southern California region.

I. Funding

Seek the highest level of federal transportation dollars to California and San Bernardino County for SBCTA projects and programs.

Support Efforts To:

- Ensure that local agencies and jurisdictions, particularly communities that have been historically underserved and disadvantaged, have equal access to federal investment and that San Bernardino County receives our fair share of the urbanized area formula funding allocations.
- Ensure that federal funding programs include incentives that reward self-help jurisdictions.
- Ensure that planning and project selection for formula federal funds is done at the local level, based on local priorities.
- Increase overall funding of the Surface Transportation Block Grant Program (STBGP) and increase the percentage of sub-allocation to urbanized areas.
- Increase funding for Transit Oriented Development (TOD) opportunities.
- Increase funding for transit operations and maintenance.

- Increase Transportation Alternatives Program (TAP) funding and reduce restrictions on using this program.
- Provide for more predictable federal funding streams through greater emphasis on formula programs in the future versus the recent increased emphasis on competitive discretionary programs.
- Simplify the existing competitive grant programs, with consideration of multi-year programming and less complex and expensive application requirements.

Maximize federal funding for interstate highways and transit capital/operations in order to help meet federal environmental goals and support intercity commuter rail; buses and bus facilities; goods movement; intelligent transportation systems and new technologies that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.

Support Efforts To:

- Increase Congressional oversight of discretionary grant programs such as Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE), Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD), Multimodal Project Discretionary Grant Opportunity (INFRA/Mega), Positive Train Control (PTC) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) to provide more transparency in the decision-making process.

II. Goods Movement

SBCTA will continue to bring awareness to the relationship between the County's logistics sector and the Ports of Los Angeles and Long Beach as well as the importance of San Bernardino County as a goods movement gateway to and from the United States.

Support Efforts To:

- Increase federal investment in goods movement infrastructure, and policies and funding programs should recognize the transportation impacts of goods movement on San Bernardino County as the nation's premier containerized freight gateway from the Ports of Los Angeles and Long Beach to the rest of the nation.
- Provide equitable funding for trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.
- Effectively and strategically use goods movement investments to address the more critical freight bottlenecks that have profound impacts on the nation's economy.
- Protect revenues generated by any fee that is levied on freight and specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight.
- Increase the proportion of freight funds that are allocated by formula, and base on relative impact to regions from national freight flows.
- Increase national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for implementing Southern California's freight strategy.

- Develop policies that allow for the improvement of strategic freight bottlenecks to accommodate the growing logistics industry in our region.
- Recognize the importance of inland ports to overall goods movement systems as part of any investment plan.
- Ensure that federal goods movement legislation, or regulations regarding the operation of express lanes, imposes no unfunded mandates and local transportation agencies such as SBCTA retain control over project implementation at the local level.

III. Multi-Modal

SBCTA's expanding transit, rail, and active transportation programs strive to enhance sustainability for San Bernardino County communities and stakeholders. These mobility options focus on implementing a dynamic regional growth vision based on the principles of livability, prosperity and sustainability.

Support Efforts To:

- Maximize federal funding by developing reforms that will accelerate project procurement, promote flexibility and innovation, and respect local control.
- Streamline federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.
- Create federal incentives that promote utilization of the cleanest commercially available and cost-effective locomotive and truck technologies.
- Encourage the Federal Rail Administration (FRA) to expeditiously approve the use of hydrogen fuel cell and similar emerging technologies to power passenger and commuter rail vehicles.
- Develop policies that keep our rail systems safe and increase federal investment in commuter rail services.
- Increase incentives for transit agencies that utilize alternative fuels.
- Expand eligible uses for federal transit funds to provide maximum flexibility to local agencies for funding capital and operations needs.

IV. Quality of Life

SBCOG and SBCTA will continue to support a number of regional matters important to the future of San Bernardino County, by working with our Congressional Delegation to strengthen the region's advocacy on transportation, housing, environment, energy, economy and health.

Support Efforts To:

- Encourage federal programs that support the advancement of social and racial equity within communities throughout San Bernardino County.
- Postpone federal air quality standard deadlines in the South Coast Basin in order to allow for a more realistic implementation timeframe given the current forecast of available technology and funding options. Or, remove the penalty of lost Federal transportation

funding resulting from issues (e.g. heavy duty truck and train emissions) not addressed by Federal regulations.

- Implement an ultra-low nitrogen oxide (NOx) standard to reduce NOx emissions from heavy trucks and simplify air quality regulations and requirements.
- Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- Secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state, and federal fleet conversion mandates, and provide for the replacement of aging alternative fuel fleets.
- Incentivize programs to attract, retain, and grow businesses and employment opportunities in San Bernardino County.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of life in the Inland Empire region.
- Support the expansion of federal Opportunity Zones to incentivize private investment in disadvantaged communities throughout San Bernardino County.

Minute Action

AGENDA ITEM: 29

Date: *January 4, 2023*

Subject:

Interstate 10 Corridor Contract 1 - Contract Amendments and Funding Updates

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Amendment No. 4 to Contract No. 16-1001530 with HNTB, Inc. for Project and Construction Management (PCM) services for the Interstate 10 Corridor Contract 1 Project (Project) in the amount of \$8,721,019.78, for a new not-to-exceed contract amount of \$74,020,890.78, thus increasing the total PCM budget by \$11,012,063 to \$76,311,934, and extend the contract term through December 31, 2024, and authorize the Executive Director, or his designee, to approve and execute the amendment contingent upon approval as to form by SBCTA General Counsel and upon receipt of valid insurance certificates and after California Department of Transportation (Caltrans) approval of Exhibit 10-C Consultant Contract Reviewer Checklist.

B. Approve additional contingency for Contract No. 16-1001530, in the amount of \$3,000,000, for a total remaining contingency of \$3,000,129, and authorize the Executive Director, or his designee, to release the contingency as required for the completion of the project up to the authorized contingency amount.

C. Allocate \$14,012,063 in federal formula Surface Transportation Block Grant Program (STP) funds to fund the cost increases identified in Recommendations A and B.

D. Approve Amendment No. 4 to Cooperative Agreement No. 17-1001736 with Caltrans for the Design-Build and Right-of-Way (ROW) phases, increasing the funding by \$14,012,063 using STP funds, for PCM construction support services and added contingency, for a total of \$129,055,718 in STP funds; and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

Background:

The Interstate 10 (I-10) Corridor Contract 1 Project (Project); San Bernardino County Transportation Authority's (SBCTA) first Design-Build (DB) Express Lane project, managed by a combination of in-house staff, consultants, and California Department of Transportation (Caltrans) team members, is currently under construction and requires a significant support team to fully manage. Due to the magnitude and financing of the Project, financial reporting is required to both the Federal Highway Administration (FHWA) and the US Department of Transportation (USDOT). FHWA has designated the Project as a Major Project, as the Project has an alternative delivery method employed. As such, SBCTA is required to annually update the Project's financial plan for issuance to FHWA for review and approval. In addition, monthly reporting to USDOT is required as part of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

However, to fully update and reconcile the Project costs required for the successful completion of the Project, staff recommends that the SBCTA Board of Directors (Board) review and authorize necessary contractual changes and financial adjustments discussed herein.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

This item is intended to provide a project overview and cost update and an explanation of recommended budget refinements. Collectively, these recommended Board actions will result in a SBCTA Project/Construction Management (PCM) budget increase of \$11,012,063, a separate replenishment of contingency funds of \$3,000,000, for a total budget increase of \$14,012,063 to the original programmed amount of \$929.1 million. This represents an increase of approximately 1.5% from the current programmed amount to a new total programmed amount of \$943.1 million as shown in Table 1 below. It should be noted that the total contract increase is only \$8,721,019.78 to account for the amount paid via a Purchase Order (PO) of \$2,291,043.22 prior to execution of the contract.

Table 1 – Funding Plan Update (January 2023)

	Current Budget	Estimated Budget Increase
Program Management	\$ 12,625,530	\$
Prelim Eng. And Environmental	\$ 8,828,472	\$
Project Development	\$ 8,107,500	\$
Project Construction Management	\$ 65,299,871	\$ 11,012,063
Project Construction Management Contingency	\$ 129	\$ 3,000,000
Caltrans Support (PE)	\$ 400,000	\$
Caltrans Support (ROW/DB Construction)	\$ 21,000,000	\$
Design Build Contract	\$ 672,900,000	\$
Design Build Contingency/Supplemental Work	\$ 51,865,930	\$
Toll Service Provider w/ Contingency	\$ 20,405,596	\$
ROW	\$ 56,500,000	\$
Landscape Maintenance	\$ 4,200,000	\$
Financial Costs	\$ 6,964,000	\$
	\$ 929,097,028	\$ 14,012,063

In summary, staff is requesting cost increases for the PCM contract to adequately support the Project and supplement the contingency budget looking forward. Detailed explanations for these increases are included below, though the primary reasons for the increase to the PCM contract is due to the unanticipated time extension to complete construction, currently estimated at approximately 9 months, under review with the DB Contractor at this time and additional PCM staffing to assist SBCTA in addressing changes requested from the DB Contractor. The extension of the DB contract affects all the SBCTA support resources because they are necessary for the management and support through the duration of the DB contract.

To complete the PCM amendment and implement the Funding Plan Updates shown within Table 1, two amendments and certain fund programming allocations are necessary.

The first amendment needed is an increase in the contract value and extended duration of the HNTB, Inc. (HNTB) PCM contract through the end of 2024.

A second amendment is needed with Caltrans to update the funding table and increase the federal formula Surface Transportation Block Grant Program (STP) funds within the Caltrans

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 3

cooperative agreement, accommodating the SBCTA PCM DB contract amendment and contingency of \$14,012,063. To accommodate this increase, staff is required to amend the programming documents in coordination with Caltrans and Southern California Association of Governments, to increase the STP funds by \$14,012,063 to fund the PCM contract amendment and replenishment of contingency funds. As discussed in a concurrent SBCTA Board agenda item, SBCTA has programming authority over STP funds until June 30, 2023. Staff has analyzed the current STP programming capacity and has determined that an additional \$14 million can be programmed for this Project without impacting other planned STP-funded projects.

PCM Contract – Background and Amendment Update

In December 2016, the Board approved this contract and a PO with HNTB for these services. HNTB began providing the services via the Board approved PO. A total of \$2,291,043.22 was expended under that PO. HNTB started to provide the services under the Board approved contract once SBCTA received approval from Caltrans. These services are to help develop the draft and final DB Request for Qualifications, Request for Proposals, participate in the contract negotiations, and to provide PCM services through the completion of construction. The PCM contract was amended in May 2017 to include State-required compliance terms, amended again in January 2018 to include additional support and funding required to manage the additional State Highway Operations and Protection Program (SHOPP) improvements added to the Project, increasing the contract amount to \$48 million. The contract was amended for a third time in January 2021 to increase the contract value to \$57.3 million and to increase the original \$5 million contingency to \$8 million. The contingency has been expended to fund changes that have occurred to date. The items funded by the contingency to date include the unanticipated needs for the development and operating of the owner verification system, additional staff needs for construction monitoring, added Quality Manager position, right-of-way and design support efforts beyond what was anticipated when the PCM budget was established. As a result, the current PCM budget amount is \$65,299,871, and the allocated contingency is expended and needs to be replenished.

While the contract value is large, relative to the professional contracts typically awarded by the Board, it is important to know that in 2016, staff negotiated to reduce HNTB's price proposal by eliminating redundant positions between the PCM and the DB as well as removing redundancy between the PCM and the Caltrans Enhanced Oversight staffing. The strategy was to have a lean PCM budget and to add to it when a need for additional services arises. This is clear by the percentage comparison of PCM construction support costs versus the construction contract amount which is 8.1%. By comparison, Riverside County Transportation Commission's Interstate 15 (I-15), and State Route 91 projects are both approximately 20%, and Orange County Transportation Authority's Interstate 405 is 13%.

While the strategy to maintain a lean budget has been successful, the PCM budget needs to be increased due to the DB Contractor forecasting delay to the completion of construction, assisting in responding to claims, and other unforeseen changes. Please note, without an increase to the contract value it is estimated that the remaining budget is only sufficient through the end of 2023, several months earlier than the DB Contractor's estimated Substantial Completion date of March 17, 2024 and Final Acceptance date 180 days later in September 2024. Also note, the DB Contractor is subject to Liquidated Damages for the late completion that will offset some of these increased costs.

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 4

Taking into account the changes discussed above, staff has analyzed the required efforts to effectively manage the Project through completion to determine the additional resources needed. It is requested that the PCM budget amount be increased from \$65,299,871 to \$76,311,934. This equates to 11.2% of the construction cost. In addition, staff requests approval of \$3 million in additional contingency to address future unknown changes.

The major items included in the PCM increase are summarized as follows:

Increase in the duration of the Project by approximately 9 months; the delay is being discussed with the DB Contractor to see if some of the time can be recovered. The extended duration requires the PCM to provide extended support including Project Management, Construction Management, Quality Management, project controls, right-of-way (extending Temporary Construction Easements), and other professional services required to complete the Project through the end of 2024. In addition, due to the alternative delivery system utilized for this Project and the unique events that have occurred over the last couple of years, there is a need for additional claims, scheduling and change management support staff.

In accordance with Policy 11000, Section V.C.3.F.iii, staff is recommending an extension of the contract term through the end of 2024. Staff has determined that this extension will allow the additional efforts to extend through the anticipated construction project work as discussed herein. The PCM team has been working on the Project since 2016 and includes specialty consultant staff, with specific, historical knowledge of the project limits and affected properties and cities, having unique expertise and experience, and are equipped to handle the anticipated construction support activities throughout construction. As a result, staff is recommending extending the contract beyond five years, through the end of 2024, since HNTB is preeminently positioned to perform and complete this significant and unique project.

An estimated increase for all additional work discussed above is estimated at \$11,012,063. It is important to note that a detailed analysis will be performed for all project related activities to evaluate the potential need for additional funding. If additional funding is necessary an item will be brought forward to the Board for consideration in the near future.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget under Task No. 0820 Freeway Projects, Sub-Task No. 0823 I-10 Corridor Contract 1.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Risk Manager have reviewed this item and the draft amendments.

Responsible Staff:

Chad Costello, Project Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

General Contract Information

Contract No: 16-1001530 Amendment No.: 4
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 01022 Vendor Name: HNTB Corporation
 Description: I-10 Corridor Project and Construction Management (PCM) Consultant Services
 List Any Related Contract Nos.: C08112 17-1001590, 17-1001736

Dollar Amount					
Original Contract	\$	40,000,000.00	Original Contingency	\$	5,000,000.00
Prior Amendments	\$	17,300,000.00	Prior Amendments	\$	3,000,000.00
Prior Contingency Released	\$	7,999,871.00	Prior Contingency Released (-)	\$	(7,999,871.00)
Current Amendment	\$	8,721,019.78	Current Amendment	\$	3,000,000.00
Total/Revised Contract Value	\$	74,020,890.78	Total Contingency Value	\$	3,000,129.00
Total Dollar Authority (Contract Value and Contingency)				\$	77,021,019.78

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9232

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No No Budget Adjustment
 Federal/Local Professional Services (Non-A&E) N/A

Accounts Payable

Estimated Start Date: 12/07/2016 Expiration Date: 12/31/2023 Revised Expiration Date: 12/31/2024

NHS: yes QMP/QAP: N/A Prevailing Wage: Yes

							Total Contract Funding:		Total Contingency:	
							\$	74,020,890.78	\$	3,000,129.00
Sub-Fund	Prog	Task	Task	Object	Revenue	PA Level	Revenue Code Name			
GL	2010	40	0820	0823	52005	42101018	STP DB	49,870,503.00		3,000,000.00
GL	2010	40	0820	0823	52005	42101020	STP TSP	2,136,733.00		-
GL	2550	40	0820	0823	52005	42205006	SHOPP	11,000,000.00		-
GL	2020	40	0820	0823	52005	42102027	CMAQ	3,561,450.00		-
GL	4110	40	0820	0823	52005	41100000	MSI Fwy	5,285,678.78		129.00
GL	4120	40	0820	0823	52005	41100000	MSI IC	1,095,034.00		-
GL	4131	40	0820	0823	52005	41100000	MSI Arterial	780,432.00		-
GL	6010	40	0820	0823	52005	42414005	Montclair DIF	30,377.00		-
GL	6010	40	0820	0823	52005	42416005	Ontario DIF	156,871.00		-
GL	6010	40	0820	0823	52005	42416008	Ontario DIF	60,633.00		-
GL	6010	40	0820	0823	52005	42416004	Ontario DIF	13,711.00		-
GL	6010	40	0820	0823	52005	42432006	Upland DIF	20,567.00		-
GL	6010	40	0820	0823	52005	42432008	Upland DIF	8,901.00		-
GL								-		-

Chad Costello

Project Manager (Print Name)

Henry Stultz

Task Manager (Print Name)

Additional Notes: \$2,291,043.22 of contract value was expended under PO 4001532 in MSI Fwy Program Funds

Attachment: CSS - 16-1001530-04 [Revision 2] (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding Updates)

AMENDMENT NO. 4 TO CONTRACT NO. 16-1001530

FOR

**1-10 CORRIDOR (CONTRACT ONE) PROJECT MANAGEMENT CONSTRUCTION
MANAGEMENT (PCM) SERVICES**

(HNTB CORPORATION)

This Amendment No. 4 to Contract No. 16-1001530 is made by and between HNTB Corporation ("CONSULTANT") and the San Bernardino County Transportation Authority ("SBCTA") CONSULTANT and SBCTA are each a "Party" and collectively "Parties".

RECITALS:

- A. SBCTA under Contract No. 16-1001530 dated May 2, 2017 between the Parties engaged the services of CONSULTANT to provide project management construction management service for 1-10 Corridor Contract One ("Contract"); and
- B. SBCTA and CONSULTANT amendment Contract No. 16-100153 with Amendment No.1 dated May 10, 2017, to add additional paragraphs to the Statement of Compliance and amend the Performance Period Article; and
- C. Amendment No. 2 dated January 5, 2018 to combine the separate State work that includes Roadway Rehabilitation along 1-10 from Los Angeles County line to Interstate 15 (1-15) junction (EA 1H321) and install double- luminaire lighting, replace sign panels and install high mast lighting along 1-10 in the city of Ontario from 0.2 mile west of 4th Street undercrossing to 0.2 miles east of 1-15 JCT (EA 1F550) improvements as requested by CALTRANS for inclusion as part of the PROJECT and which are to be paid for solely by CALTRANS; and
- D. On November 15, 2018, Contingency in the amount up \$86,500.00 was authorized to allow the CONSULTANT to provide potholing on Monte Vista Avenue; and
- E. On May 4, 2019, Contingency in the amount up \$108,000.00 was authorized to allow the CONSULTANT to prepare Hazardous Materials Disclosure Document for ROW Certification; and
- F. On November 21, 2019, Contingency in the amount up \$1,206,650.00 was authorized to allow the CONSULTANT to provide additional Owner Verification services; and
- G. On November 20, 2019, Contingency in the amount up \$2,476,000.00 was authorized to allow the CONSULTANT to provide additional services for Phase 1 and Phase 2; and

- H. On November 20, 2019, Contingency in the amount up \$117,800.00 was authorized to allow the CONSULTANT to develop a benchmark existing vibration concerns; and
- I. Amendment No. 3 dated January 11, 2021 increased the not to exceed amount of the contract to cover the cost for additional project duration, deputy construction manager and structure manager position, right of way and property management services and Express lane support service; and
- J. SBCTA and CONSULTANT desire to increase the not to exceed amount of the contract to cover the cost for additional project duration, structure manager position, right of way and property management services and Express lane support services and extend the Contract duration through 12/31/2024.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the Parties agree as follows:

1. Section 4.1 of Article 4. Performance Period is amended in its entirety to read as follows:

“This Contract shall go into effect on the Effective Date, contingent upon approval by SBCTA’s Awarding Authority and execution by SBCTA, and CONSULTANT shall commence Work after written notification to proceed by SBCTA’s Procurement Analyst. The Contract shall end on December 31, 2024, unless extended by written amendment.”
2. Section 5.1 of Article 5. Allowable Costs and Payments is amended in its entirety to read as follows:

"Total compensation to CONSULTANT for full and complete performance of the Work in compliance with all the terms and conditions of this Contract shall be on a Specified Rates of Compensation basis for all obligations incurred in, or application to, Consultant's performance of Work and for which CONSULTANT shall furnish all personnel, facilities, equipment, materials, supplies, and services (except as may be explicitly set forth in this Contract as furnished by SBCTA), and shall not exceed \$74,020,890.78 unless authorized by a contract amendment."
3. Except as amended by this Amendment No. 4, all other provisions of the Contract and previous Amendment No. 1, 2 and 3 shall remain in full force and effect and are incorporated herein by this reference.
4. The Amendment No. 4 is effective upon execution by SBCTA.

-----SIGNATURES ON THE FOLLOWING PAGE-----

IN WITNESS WHEREOF, the Parties hereto have executed this Contract below.

HNTB CORPORATION

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Name
Title

By: _____
Raymond W. Wolfe
Executive Director

Date: _____

Date: _____

APPROVED AS TO FORM

By: _____
Juanda L. Daniel
Assistant General Counsel

Date: _____

CONCURRENCE

By: _____
Beatriz Valdez
Director of Special Projects and
Strategic Initiatives

Date: _____

DRAFT

Attachment: 16-1001530 Amend 04 (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding Updates)

General Contract Information

Contract No: 17-1001736 Amendment No.: 4
 Contract Class: Receivable Department: Project Delivery
 Customer ID: 00450 Customer Name: Caltrans
 Description: I-10 Corridor Design Build (DB) Cooperative Agreement
 List Any Accounts Payable Related Contract Nos.: c08112 16-1001530 17-1001590 17-1001668 PSA 6053-130

Dollar Amount					
Original Contract	\$	100,033,440.00	Original Contingency	\$	-
Prior Amendments	\$	186,439,560.00	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	286,473,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)					\$ 286,473,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9232

Contract Management (Internal Purposes Only)

Federal/State Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 286,473,000.00 Funding Agreement No: DA08-1645.17-1001736
 Beginning POP Date: 06/28/2017 Ending POP Date: N/A Final Billing Date: N/A
 Expiration Date: 12/31/2039 Fund Admin: N/A

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL:	2550	40	0820	0823	42205006	117,755,000.00
GL:	2704	40	0820	0823	42217705	64,000,000.00
GL:	2704	40	0820	0823	42217705	53,831,000.00
GL:	2701	40	0820	0823	42217702	6,169,000.00
GL:	2520	40	0820	0823	42202014	39,745,000.00
GL:	2580	40	0820	0823	42208110	4,973,000.00
GL:						-
GL:						-
GL:						-

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL:						-
GL:						-
GL:						-
GL:						-
GL:						-
GL:						-
GL:						-
GL:						-

Chad Costello

Project Manager (Print Name)

Henry Stultz

Task Manager (Print Name)

Additional Notes: Amendment 4 updates the STP for the increase and change in funding tables. No changes to TCEP/ STIP/SHOPP/TCIF/LPP shown above.

Attachment: CSS 17-1001736-04 [Revision 1] (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding Updates)

Agreement 08-1645 A-4
 EA 0C251
 Project ID 0816000076
 07-LA-I 0-44.9/48.3
 08-SBD-10-0.0/13.2
 SBCTA Agreement 17-1001736-04

**AMENDMENT NO. 4 TO AGREEMENT 08-1645
 FOR DESIGN-BUILD OF THE INTERSTATE 10 CORRIDOR CONTRACT 1
 EXPRESS LANES PROJECT**

This Amendment No. 4 (AMENDMENT) to Agreement 08-1645 (AGREEMENT), effective on XX/XX/XX, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

RECITALS

1. CALTRANS and SBCTA, collectively referred to as PARTIES, entered into an AGREEMENT on July 28, 2017, defining the terms and conditions of PROJECT to include two express lanes in each direction, including the EXPRESS LANES TOLL FACILITY and related improvements on the Interstate-IO corridor from 0.4 miles west of the White Avenue overcrossing to 0.2 miles west of the Cherry Avenue overcrossing.
2. The PARTIES entered into Amendment No. 1 to AGREEMENT 08-1645, on March 16, 2018, to identify BETTERMENTS as State rehabilitation work defined within EA IH321 and also EA 1F550 within the PROJECT identified herein.
3. The PARTIES entered into Amendment No. 2 to AGREEMENT 08-1645, on June 26, 2018, to modify and update the PROJECT Funding and Spending Summaries and include SB-1 language into the coop.
4. The PARTIES entered into Amendment No. 3 to AGREEMENT 08-1645, on July 12, 2021, to modify and update the PROJECT Funding and Spending Summaries.
5. The Funding and Spending needs for this PROJECT have changed, and SBCTA now seeks to again modify the funding for this AGREEMENT.
6. The PARTIES now seek to replace FUNDING SUMMARY No. 03, with FUNDING SUMMARY No. 04.

Agreement 08-1645 A-4
EA 0C251
Project ID 0816000076
07-LA-10-44.9/48.3
08-SBD-10-0.0/13.2
SBCTA Agreement 17-1001736-04

IT IS THEREFORE MUTUALLY AGREED:

1. A revised FUNDING SUMMARY NO 4 is attached and made part of the AGREEMENT. Any reference to the FUNDING SUMMARY in the AGREEMENT is deemed to refer to the revised FUNDING SUMMARY NO 4 attached herein.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

SIGNATURES ON NEXT PAGE

DRAFT

Agreement 08-1645 A-4
EA 0C251
Project ID 0816000076
07-LA- I 0-44.9/48.3
08-SBD-10-0.0/13.2
SBCTA Agreement 17-1001736-04

SIGNATURES

PARTIES are empowered by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

By: _____
District Director

By: _____
Raymond W. Wolfe
Executive Director

Date: _____

Date: _____

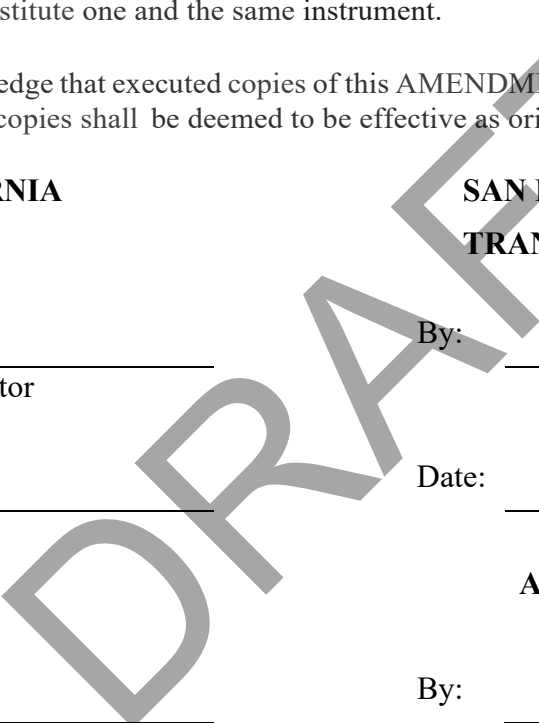
By: _____
District Budget Manager

APPROVED AS TO FORM
By: _____
Juanda L. Daniel
Assistant General Counsel

CONCURRENCE

By: _____
Shaneka M. Morris
Procurement Manager

Date: _____



Attachment: 17-1001736 Amend 04 (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding Updates)

FUNDING SUMMARY NO. 04

FUNDING TABLE(\$)							
IMPLEMENTING AGENCY			SBCTA	SBCTA	SBCTA	SBCTA	
Source	Party	Fund Type	ROW Support	ROW Capital	Construction Support	Construction Capital	Totals
FEDERAL	SBCTA	CMAQ	3,561,450	30,200,550		87,104,000	120,866,000
LOCAL	SBCTA	TIFIA				225,000,000	225,000,000
LOCAL	SBCTA	LOCAL	3,947,050	22,624,623	3,381,673	79,523,141	109,476,487
LOCAL	SBCTA	STP			60,446,251	68,609,467	129,055,718
LOCAL	SBCTA	STIP				39,745,000	39,745,000
STATE	SBCTA	TCIF				4,973,000	4,973,000
LOCAL	SBCTA	LPP-Formula				6,169,000	6,169,000
LOCAL	SBCTA	TCEP Regional				53,831,000	53,831,000
STATE	CALTRANS	TCEP State				64,000,000	64,000,000
STATE	CALTRANS	SHOPP 1			11,000,000	98,542,000	109,542,000
STATE	CALTRANS	SHOPP 2				8,213,000	8,213,000
Totals			7,508,500	52,825,173	74,827,924	735,709,608	870,871,205

Attachment: 17-1001736 Amend 04 (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding

SPENDING SUMMARY(\$)									
Fund Type	ROW				Construction				Totals
	Support		Capital		Support		Capital		
	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS DFM	SBCTA	
Local (TSP)	0	0	0	0	0	7,000	0	490,000	497,000
STP (TSP)	0	0	0	0	0	1,712,574	0	18,425,237	20,137,811
Local (DB)*	0	2,133,717	0	11,750,814	0	3,021,500	500,000	28,709,793	46,115,824
TIFIA (DB)	0	0	0	0	0	0	0	225,000,000	225,000,000
CMAQ(DB)	0	3,561,450	0	30,200,550	0	0	0	87,104,000	120,866,000
STP (DB)	0	0	0	0	21,000,000	37,733,677	0	50,184,230	108,917,907
STIP (DB)	0	0	0	0	0	0	0	39,745,000	39,745,000
TCIF (DB)	0	0	0	0	0	0	0	4,973,000	4,973,000
LPP-Formula (DB)	0	0	0	0	0	0	0	6,169,000	6,169,000
TCEP (Regional) (DB)	0	0	0	0	0	0	0	53,831,000	53,831,000
TCEP (State) (DB)	0	0	0	0	0	0	0	64,000,000	64,000,000
Local (Betterments)		1,813,333		10,873,809		353,173		49,823,348	62,863,663
SHOPP 1 (SHOPP)	0	0	0	0	0	11,000,000	0	98,542,000	109,542,000
SHOPP 2 (SHOPP)								8,213,000	8,213,000

Attachment: 17-1001736 Amend 04 (9232 : I-10 Corridor Contract 1 - Contract Amendments and Funding

Totals	0	7,508,500	0	52,825,173	21,000,000	53,827,924	500,000	735,209,608	870,871,205
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*Note: These SHOPP funds will be paid as a reimbursable State financial contribution and SB'CTA will invoice CALTRANS in accordance with the funding table. Construction support for SBCTA and the Design Builder will be allocated under construction capital.

Notwithstanding SECTION III, or any other provision of the agreement, the PARTIES, or either of them, may change the funding sources allocations and/or identified funding sources set above without amendment to the Agreement.

DRAFT

Minute Action

AGENDA ITEM: 30

Date: *January 4, 2023*

Subject:

Interstate 10 / Mount Vernon Avenue Interchange Improvement Project City of Colton Cooperative Agreement Amendment and Caltrans Construction Cooperative Agreement

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve Second Amended and Restated Cooperative Agreement No. 18-1001904-03 between SBCTA and the City of Colton (City) for the Interstate 10 (I-10) Mount Vernon Interchange Improvement Project, to add the construction and landscape maintenance phases and increase the City Developer Impact Fee share by \$3,241,868 for a new total of 3,788,011, and increase the Measure I Valley Freeway Interchange Program Public Share by \$60,324,162 for a new total of \$69,759,646 and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

B. Approve Cooperative Agreement No. 23-1002893 with the California Department of Transportation (Caltrans), to define roles and responsibilities for the Construction Phase of the I-10 Mount Vernon Interchange Improvement Project for an estimated amount of \$62,740,000, including \$751,000 for Department Furnished Materials and authorize the Executive Director, or his designee, to execute the agreement upon approval as to form by SBCTA General Counsel.

Background:

The Interstate 10 (I-10) Mount Vernon Avenue Interchange Improvement Project (Project) holds position number 8 on the Measure I Valley Freeway Interchange Program priority list. As directed by the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board), project development has commenced on the interchange projects in the top 10 list.

In February 2016, the SBCTA Board approved Cooperative Agreement No. 15-1001228 with the City of Colton (City) which details roles and responsibilities for completing a Project Study Report/Project Development Support (PSR/PDS). SBCTA and the City worked together to finalize the Project Initiation phase by completing the PSR/PDS document, which was approved in December 2018.

In July 2018, concurrent with the PSR/PDS effort, the Board approved Cooperative Agreement No. 18-1001904 with the City, identifying roles, responsibilities, and funding for the Project Approval/Environmental Document (PA/ED), Plans, Specification, & Estimates (PS&E), and right-of-way (ROW) phases of the Project. The agreements identified SBCTA as the lead for all the phases of the Project and the City as a Project partner.

In March 2019, the SBCTA Board approved the Amended and Restated Cooperative Agreement No. 18-1001904-01, with the City to combine the roles and responsibilities of Agreement No. 15-1001228 with Agreement No. 18-1001904. This agreement delineates roles, responsibilities, and funding commitments relative to Project Management, Project Initiation Document (PID), PA/ED, PS&E and ROW activities of the Project.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

In April 2022, the SBCTA Board approved Cooperative Agreement 18-1001904-02 to process an adjustment with the City of Colton for the I-10 Pepper Avenue Project.

On July 2018, SBCTA Board approved the design contract for this project. The Project is currently at 60% design and scheduled to be Ready-to-List summer of 2023.

The purpose of this agenda item is to add the construction phase to the California Department of Transportation (Caltrans) Cooperative Agreement and construction and landscape maintenance phases to the City of Colton Cooperative Agreement.

Recommendation A.

Staff requests approval of Cooperative Agreement No. 18-1001904-03 with the City of Colton to add the construction and landscape maintenance phases, increase the City Development Impact Fee (DIF) share by \$3,241,868 for a new total of \$3,788,011, and increase the Measure I Valley Freeway Interchange Program Public Share by \$60,324,162 for a new total of \$69,759,646. This exceeds the Measure I for this Project in the 10-Year Delivery Plan by \$1.8 million; however, this increase was included in the analysis of financing scenarios approved by the Board in October 2022 and will not impact the ability to deliver other interchange projects included in the 10-Year Delivery Plan. The City of Colton was scheduled to present this amendment at their City Council meeting on December 6, 2022. In addition, this is to request authorization for the Executive Director to execute the cooperative agreement with the City of Colton upon approval as to form by SBCTA General Counsel.

Recommendation B.

Staff requests approval of Cooperative Agreement No. 23-1002893 with Caltrans to define roles and responsibilities for the Construction phase of the I-10 Mount Vernon Interchange Improvement Project. The agreement includes an estimated construction cost of \$62,740,000, which includes an estimated \$751,000 for Department Furnished Materials. In addition, the recommendation requests authorization for the Executive Director to execute the cooperative agreement with Caltrans upon approval as to form by SBCTA General Counsel.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget under Task No. 0830 Interchange Projects, Sub-Task No. 0898 I-10 Mt. Vernon Avenue Interchange.

Reviewed By:

This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session (MVSS) on November 10, 2022. After MVSS approval, on November 17, 2022, Caltrans provided an updated cooperative agreement with substantive changes. SBCTA General Counsel has reviewed this item and revised agreements.

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

General Contract Information

Contract No: 18-1001904 Amendment No.: 3
 Contract Class: Receivable Department: Project Delivery
 Customer ID: COLT CI Customer Name: City of Colton
 Description: I-10 MT VERNON AVENUE PID, PA/ED, PS&E AND R/W COOPERATIVE AGREEMENT
 List Any Accounts Payable Related Contract Nos.: 15-1001228 (PSR-PDS), 18-1001983 (MOU),

Dollar Amount					
Original Contract	\$	467,906.00	Original Contingency	\$	-
Prior Amendments	\$	78,237.00	Prior Amendments	\$	-
Current Amendment	\$	3,241,868.00	Current Amendment	\$	-
Total/Revised Contract Value	\$	3,788,011.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	3,788,011.0

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9116

Contract Management (Internal Purposes Only)

Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 3,788,011.00 Funding Agreement No: 18-1001904
 Beginning POP Date: 03/06/2019 Ending POP Date: 06/01/2026 Final Billing Date: 06/30/2026
 Expiration Date: 12/31/2026 Z Contract: 18-1001980 PM Description: I-10 Mt Vernon PAED-CON City of Colton

Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL	6010	40	0830 0898	42407009	3,788,011.00
GL					-
GL					-
GL					-
GL					-

Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL					-
GL					-
GL					-
GL					-
GL					-

Juan Lizarde
Project Manager (Print Name)

Henry Stultz
Task Manager (Print Name)

Additional Notes:

Attachment: 18-1001904-3_CSS [Revision 1] (9116 : I-10/Mt. Vernon Cooperative Agreements for Construction Phase)

SECOND AMENDED AND RESTATED
COOPERATIVE AGREEMENT NO. 18-1001904-03
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF COLTON
FOR
PROJECT INITIATION DOCUMENT (PID), PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA/ED), PLANS, SPECIFICATIONS AND
ESTIMATE (PS&E), RIGHT OF WAY (ROW), CONSTRUCTION AND LANDSCAPE
MAINTENANCE PHASES FOR THE MOUNT VERNON AVENUE AT INTERSTATE
10 (I-10) INTERCHANGE IN THE CITY OF COLTON

I. PARTIES AND TERM

- A. THIS SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT (“AGREEMENT”) is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as “SBCTA” or “AUTHORITY”) and the City of Colton (“CITY”), (SBCTA and CITY may be referred to herein individually as a “PARTY” and collectively as “PARTIES”).
- B. Unless this AGREEMENT is terminated early as provided in Section V, Paragraph F, this AGREEMENT shall terminate upon completion of the PARTIES’ obligations associated with the project initiation document (“PID”), project approval and environmental document (“PA/ED”), plans, specifications and estimate (“PS&E”), right of way (“ROW”), Construction and Landscape Maintenance phases described herein or December 31, 2026, whichever is earlier in time. The indemnification provisions identified in Section V, Paragraphs D through E shall survive the termination of this AGREEMENT. Should any claims arising out of this AGREEMENT be asserted against one of the PARTIES prior to the termination of this AGREEMENT, the AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, CITY intends to improve the Mount Vernon Avenue at Interstate 10 Interchange within the limits of the City of Colton; and
- B. WHEREAS, planned improvements include improving local traffic operations by adding left turn lanes at the intersection of east Valley Boulevard and Mount Vernon Avenue, as further described in Attachment A-2 and depicted in Attachment B-1, attached hereto and made part of this AGREEMENT, and is defined as the “PROJECT”; and

- C. WHEREAS, the PARTIES acknowledge that further study will determine the final configuration and design of the interchange improvements; and
- D. WHEREAS, the PROJECT is identified in the Measure I 2010-2040 Expenditure Plan and the most recent 10-Year Delivery Plan and Nexus Study approved by the SBCTA Board of Directors; and
- E. WHEREAS, the PARTIES consider the PROJECT to be high priority and are willing to participate in funding the PROJECT pursuant to the provisions of the Nexus Study; and
- F. WHEREAS, on March 9, 2016, the PARTIES entered into Cooperative Agreement No. 15-1001228 (Agreement No. 15-1001228) which provided for SBCTA to be lead agency to study and document the PROJECT as part of the Project Study Report/Project Development Support (PSR/PDS) document; and
- G. WHEREAS, on August 8, 2018, the PARTIES entered into Cooperative Agreement No. 18-1001904 (Agreement No. 18-1001904) which provided for SBCTA to be lead agency on Project Management, PA/ED, PS&E, and ROW-phases for the PROJECT; and
- H. WHEREAS, on December 31, 2018, the term of Agreement No. 15-1001228 expired; and
- I. WHEREAS, on March 21, 2019, the PARTIES amended this AGREEMENT to combine the roles and responsibilities of Agreement No. 15-1001228 with Agreement No. 18-1001902 and to enter into this AGREEMENT (Agreement No. 18-1001904-01) to delineate roles, responsibilities, and funding commitments relative to Project Management, PID, PA/ED, PS&E, and ROW activities of the PROJECT; and
- J. WHEREAS, the SBCTA Board of Directors considered the 94.9% Public Share for the PROJECT and directed staff on May 6, 2015, to assume project management responsibilities for all phases of this PROJECT. Project management costs will be included as part of the PROJECT cost and will be distributed per the public and private share percentages established by the Nexus Study per SBCTA Policy 40005/VFI-32 and VFI-33; and
- K. WHEREAS, on April 19, 2022, the PARTIES amended this AGREEMENT (Agreement No. 18-1001904-02) to reconcile the underpayment and overpayment of Developer Share and Public Share funds, respectively, in the amount of \$37,080 identified in the November 2021 Final Project Expenditure Summary (FPES) for the I-10/Pepper Avenue Interchange Project.
- L. WHEREAS, by this AGREEMENT the PARTIES desire to amend and restate their understanding and agreements referenced above regarding the PROJECT and to delineate roles, responsibilities, and funding commitments relative to the Construction and Landscape Maintenance phases of the-PROJECT; and
- M. WHEREAS, the remaining PROJECT cost for the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance phases, including SBCTA project management costs, shall be funded with 5.1% Development Share funds and 94.9% Public Share funds, as defined by the

Nexus Study and the SANBAG Measure I 2010-2040 Strategic Plan and Policy 40005/VFI-33.

N. WHEREAS, the PARTIES desire to further amend this AGREEMENT to extend the expiration date by one year to December 31, 2026.

NOW, THEREFORE, for good and valuable consideration and the mutual promises contained herein, the PARTIES agree to the following:

III. SBCTA RESPONSIBILITIES

SBCTA agrees:

- A. To be lead agency on Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance and to diligently undertake and complete, the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance work for the PROJECT, including the selection and retention of consultants. Performance of these services under the consultant contracts shall be subject to the technical direction of the SBCTA's Director of Project Delivery, or his designee, with input and consultation from CITY.
- B. To contribute towards the cost of the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance phases of the PROJECT as shown in Attachment A-2. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A-2, and should SBCTA's total share of the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance phases exceed the estimates as shown in Attachment A-2, SBCTA agrees to amend the AGREEMENT in good faith.
- C. To prepare and submit to CITY signed invoices for reimbursement of allowable PROJECT expenditures. Invoices may be submitted to CITY as frequently as monthly.
- D. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles ("GAAP") to support SBCTA's request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by SBCTA.
- E. To prepare a final accounting of expenditures, including a final invoice for the actual Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of this AGREEMENT and shall be submitted to CITY. The invoice shall include a statement that these PROJECT funds were used in conformance with this AGREEMENT and for those PROJECT-specific Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance work activities.
- F. To cooperate in having a PROJECT-specific audit completed by CITY, at its option, upon completion of Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape

Maintenance work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.

- G. To reimburse CITY for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of SBCTA receiving notice of audit findings, which time shall include an opportunity for SBCTA to respond to and/or resolve the finding. Should the finding not be otherwise resolved and SBCTA fails to reimburse monies due CITY within ninety (90) calendar days of audit finding, or within such other period as may be agreed between both PARTIES hereto, the CITY's Council reserves the right to withhold future payments due SBCTA from any source under CITY's control.
- H. SBCTA's Director of Project Delivery is authorized to act on behalf of SBCTA under this Section of the AGREEMENT.
- I. To designate a responsible staff member that will be SBCTA's representative in attending the Project Development Team ("PDT") meetings, receiving day-to-day communication, and providing Project Management services.
- J. To complete review and provide comments on PROJECT documents in a timely manner that is consistent with the schedule.
- K. To include CITY in PDT meetings and related communications on PROJECT progress as well as to provide CITY with copies of PDT meeting minutes and action items.
- L. To provide CITY, with a reasonable amount of review time, an opportunity to review and comment on PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance documents.
- M. To provide all necessary ROW services to acquire rights-of-way for PROJECT through negotiated purchases of property, or if necessary, through Eminent Domain. If necessary, SBCTA will conduct Resolutions of Necessity hearings and acquire property in the name of SBCTA for the purposes of construction of the PROJECT and convey such property, or portions thereof, to CITY. The interest conveyed to CITY shall be a permanent easement or other required instrument for public street and/or utility purposes.
- N. To identify the utilities within the PROJECT area and coordinate with utility companies to determine their location, and if necessary, their relocation.

IV. CITY RESPONSIBILITIES

CITY agrees:

- A. To reimburse SBCTA for the CITY's share of actual costs incurred towards the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance phases of the PROJECT and for SBCTA's Project Management as shown in Attachment A-2. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A-2, and should CITY's total share for the PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance phase

with SBCTA's Project Management exceed the estimates as shown in Attachment A-2, CITY agrees to amend the AGREEMENT in good faith and contribute these additional costs.

- B. When conducting an audit of the costs claimed under the provisions of this AGREEMENT, to rely to the maximum extent possible on any prior audit of SBCTA performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to CITY when planning on conducting additional audits.
- C. To designate a responsible staff member that will be CITY's representative in attending the PDT meetings, receiving day-to-day communication and reviewing the PROJECT documents.
- D. To complete review and provide comments on PROJECT documents within two (2) weeks of receiving the review request from SBCTA.
- E. CITY's Public Works Director is authorized to act on behalf of CITY under this Section of the AGREEMENT.
- F. To accept all PROJECT acquired right-of-way located within CITY's jurisdictional boundaries. The Colton City Council, by approval of this AGREEMENT, authorizes and directs the City Clerk to execute an acceptance, in substantial conformance with the form attached hereto as Attachment C and made a part of this AGREEMENT, within thirty (30) days of receipt of quit claim deeds for property acquired by SBCTA.
- G. To provide permits, inspections, reviews, acceptance of the transfer of title of properties and oversight at no cost to SBCTA or to consultants and contractors contracted by SBCTA to work on the PROJECT.
- H. To provide CITY-owned right-of-way necessary for project construction at no cost to the PROJECT.
- I. To provide SBCTA copies of the franchise/utility agreements for the utilities in the PROJECT area for the purpose of determining prior rights and estimating utility relocation costs.
- J. To assist SBCTA as requested and when necessary exercise its rights under utility relocation law or under any franchise agreement, to cause each utility to relocate or rearrange its utility facility.

V. MUTUAL RESPONSIBILITIES

The PARTIES agree:

- A. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this AGREEMENT. In the event SBCTA determines Project Management, PID, PA/ED, PS&E, ROW, Construction and Landscape Maintenance work may exceed the amounts identified in Attachment A-2 of this AGREEMENT, SBCTA shall inform CITY of this determination and thereafter the PARTIES

shall work together in an attempt to agree upon an amendment to the amounts identified in this AGREEMENT. In no event, however, shall the PARTIES be responsible for PROJECT costs in excess of the amounts identified in this AGREEMENT without a written amendment that is approved by the PARTIES.

- B. Eligible PROJECT reimbursements shall include only those costs incurred by SBCTA for PROJECT-specific work activities that are described in this AGREEMENT and shall not include escalation or interest.
- C. If CITY requests additional work that is beyond the scope of the original PROJECT, and not considered by both PARTIES to be a necessary part of the PROJECT, therefore considered a betterment, said work, if approved by both PARTIES, will be paid solely by the CITY.
- D. Neither SBCTA nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SBCTA, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT.
- E. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA and under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless CITY, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT.
- F. This AGREEMENT will be considered terminated upon completion of PROJECT closeout and reimbursement of eligible costs by CITY. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any PARTY may terminate this AGREEMENT at any time, with or without cause, by giving thirty (30) calendar days written notice to the other PARTY. In the event of a termination, the PARTY terminating this AGREEMENT shall be liable for any costs or other obligations it may have incurred under the terms of the AGREEMENT prior to termination.
- G. The Recitals to this AGREEMENT are true and correct and are incorporated into this AGREEMENT.

- H. All signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTY and that by executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- I. This AGREEMENT shall be governed by and construed in accordance with the laws of the State of California. All PARTIES agree to follow all applicable local, state, county and federal laws and ordinances with respect to performance under this AGREEMENT.
- J. The PARTIES agree that each PARTY and any authorized representative, designated in writing to the PARTIES, and upon reasonable notice, shall have the right during normal business hours to examine all PARTIES' financial books and records with respect to this AGREEMENT. The PARTIES agree to retain their books and records for a period of five (5) years from the later of: a) the date on which this AGREEMENT terminates; or b) the date on which such book or record was created.
- K. If any clause or provision of this AGREEMENT is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- L. This AGREEMENT cannot be amended or modified in any way except in writing, signed by all PARTIES hereto.
- M. Neither this AGREEMENT, nor any of the PARTIES' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.
- N. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a PARTY shall give the other PARTY any contractual rights by custom, estoppel, or otherwise.
- O. In the event of litigation arising from this AGREEMENT, each PARTY to this AGREEMENT shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees relative to paragraphs C and D of this Section.
- P. This AGREEMENT may be signed in counterparts, each of which shall constitute an original. This AGREEMENT is effective and shall be dated on the date executed by SBCTA ("Effective Date"), following execution by both PARTIES.
- Q. Any notice required, authorized or permitted to be given hereunder or any other communications between the PARTIES provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to SBCTA: Henry Stultz
Director of Project Delivery
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715
Telephone: (909) 884-8276

If to CITY: Victor Ortiz, City Engineer
Public Works Department
160 South 10th Street
Colton, CA 92324
Telephone: (909) 370-5065

R. There are no third party beneficiaries, and this AGREEMENT is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.

S. The PARTIES' duly authorized signatories have signed this AGREEMENT below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF COLTON

By: _____
Raymond W. Wolfe
Executive Director

By: _____
William R. Smith
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Juanda Daniel
Assistant General Counsel

By: _____

City Attorney

Attachment A-2

Project Scope:

Improve local traffic operations along Mount Vernon Avenue between East Valley Boulevard and south of the Interstate 10 (I-10) eastbound ramp intersection, by adding left-turn lanes at the five point intersection of Mount Vernon Avenue and East Valley Boulevard.

Project Cost Estimate and Funding Shares:

SBCTA's Share: Public Share: 94.9%

City's Share: Development Share or Local Share: 5.1% (City of Colton)

Phase	Estimated Cost ¹	Public Share	Development Share
PID	\$539,000	\$511,511	\$27,489
PA/ED	\$2,165,711	\$2,055,260	\$110,451
PS&E	\$2,379,946	\$2,258,568	\$121,378
ROW	\$5,083,000	\$4,823,767	\$259,233
CONSTRUCTION	\$61,830,000	\$58,676,670	\$3,153,330
LANDSCAPE MAINTENANCE	\$600,000	\$569,400	\$30,600
SBCTA Oversight	\$950,000	\$901,550	\$48,450
Adjustment for I-10/Pepper FPES ²	\$0	-\$37,080	\$37,080
Total	\$73,547,657	\$69,759,646	\$3,788,011

¹Estimated cost assumes analysis of one build alternative.

²The I-10/Pepper adjustment payment in the amount of \$37,080 has been received and processed

Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Approval and Environmental Document Phase (PA/ED)	01/2019
Environmental Approval	04/2022
Design Approved and ROW Certified	(07/2023)
Complete for Beneficial Use	(06/2026)

¹Milestone assumes analysis of one build alternative with design variations. Environmental determination under CEQA is an IS/MND and under NEPA a Categorical Exclusion.

DIST	COUNTY	ROUTE	TOTAL PROJECT	PROJECT SHEETS
08	SB	10	R22.7/R24.3	

CAROLINE DETHLEFSEN
REGISTERED CIVIL ENGINEER
03/23/2021
PLANS APPROVAL DATE

KIMLEY-HORN AND ASSOCIATES, INC.
401 B STREET, SUITE 600
SAN DIEGO, CA 92101

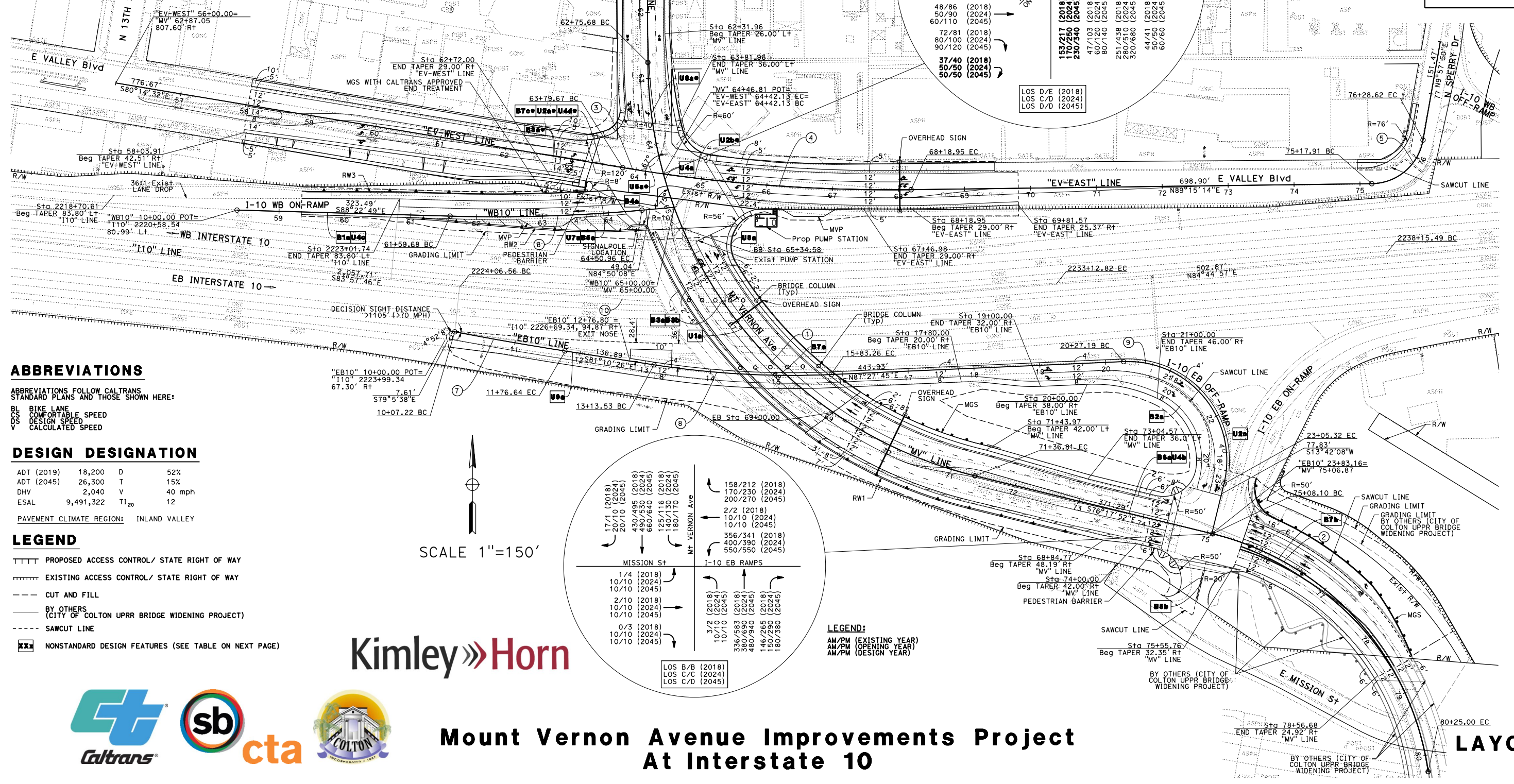
Prepared by: JASON VALENCIA, P.E.
Submitted by: PAULA BEAUCHAM, P.E.
Concurred by: HOUSAM YATSI, P.E.
Approved by: JUSTINE NIO, P.E.

ATTACHMENT B-1

CURVE DATA TABLE

No.	R	Δ	T	L
1	650.00'	75°54'26"	506.99'	861.14'
2	434.00'	68°14'27"	294.06'	516.90'
3	2,460.00'	1°27'17"	31.23'	62.64'
4	2,460.00'	8°46'35"	188.78'	376.82'
5	100.00'	79°17'24"	82.86'	138.39'
6	2,460.00'	6°47'03"	145.81'	291.28'
7	4,667.00'	2°04'48"	84.72'	169.41'
8	1,360.00'	11°21'48"	135.31'	269.73'
9	150.00'	106°14'22"	199.92'	278.13'
10	4,599.98'	11°17'17"	454.60'	906.26'

LEGEND:
 AM/PM (EXISTING YEAR)
 AM/PM (OPENING YEAR)
 AM/PM (DESIGN YEAR)



ABBREVIATIONS
 ABBREVIATIONS FOLLOW CALTRANS STANDARD PLANS AND THOSE SHOWN HERE:

BL BIKE LANE
 CS COMFORTABLE SPEED
 DS DESIGN SPEED
 V CALCULATED SPEED

DESIGN DESIGNATION

ADT (2019)	18,200	D	52%
ADT (2045)	26,300	T	15%
DHV	2,040	V	40 mph
ESAL	9,491,322	T ₁₀	12

PAVEMENT CLIMATE REGION: INLAND VALLEY

LEGEND

PROPOSED ACCESS CONTROL/ STATE RIGHT OF WAY
 EXISTING ACCESS CONTROL/ STATE RIGHT OF WAY
 CUT AND FILL
 BY OTHERS (CITY OF COLTON UPRR BRIDGE WIDENING PROJECT)
 SAWCUT LINE
 NONSTANDARD DESIGN FEATURES (SEE TABLE ON NEXT PAGE)



Mount Vernon Avenue Improvements Project At Interstate 10



LAYOUT L-1

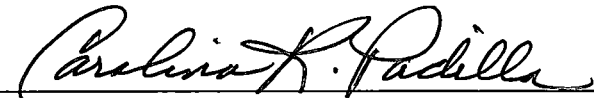
Attachment: 18-1001904-03 Attachment-B-1 (9116 : I-10/Mt. Vernon Cooperative Agreements for Construction Phase)

Attachment C

CITY OF COLTON
650 NORTH LA CADENA DRIVE
COLTON, CALIFORNIA 92324

This is to certify that the interest in real property conveyed by the within instrument dated March 4, 2019 from the San Bernardino County Transportation Authority, a California transportation authority, as Grantor to the City of Colton, a Municipal Corporation, as Grantee, is hereby accepted by order of the City Council of the City of Colton, County of San Bernardino, State of California, pursuant to authority so ordered on February 5, 2019, and that the Grantee consents to recordation thereof by its duly authorized officer

Dated. 3/6, 2019



City Clerk
City of Colton

Attachment: 18-1001904-03_ Attachment-C (9116 : I-10/Mt. Vernon Cooperative Agreements for Construction Phase)

General Contract Information

Contract No: 23-1002893 Amendment No.: _____
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 00450 Vendor Name: California Department of Transportation
 Description: I-10 MT VERNON AVENUE CONSTRUCTION COOPERATIVE AGREEMENT

List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	751,000.00	Original Contingency	\$	-
Prior Amendments			Prior Amendments	\$	-
Current Amendment			Current Amendment	\$	-
Total/Revised Contract Value	\$	751,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	751,000.00

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9116

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? N/A No Budget Adjustment _____
 Local _____ Funding Agreement _____ N/A _____

Accounts Payable

Estimated Start Date: 01/04/2023 Expiration Date: 12/31/2039 Revised Expiration Date: _____
 NHS: Yes OMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$	
GL	6010	40	0830	0898	53701	42407009	650	CITY DIF	38,301.00	-
GL	4120	40	0830	0898	53701	41100000	650	MSI	712,699.00	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-
GL								-	-	-

Juan Lizarde Henry Stultz
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: 23-1002893_CSS [Revision 1] (9116 : I-10/Mt. Vernon Cooperative Agreements for Construction Phase)

COOPERATIVE AGREEMENT COVER SHEET

Work Description

TO REPLACE MOUNT VERNON AVENUE OVERCROSSING (BRIDGE NO. 54-0459) ON INTERSTATE 10 BETWEEN 9TH STREET UNDERCROSSING AND ROUTE 10/215 SEPARATION

Contact Information

CALTRANS

Michael Makary, Project Manager
464 W Fourth Street
San Bernardino, CA 92401
Office Phone: (909) 501-1258
Email: michael.makary@dot.ca.gov

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Juan Lizarde, Project Manager
1170 West 3rd Street 2nd floor
San Bernardino, CA 92410
Office Phone: (909) 884-8276
Email: jlizarde@gosbcta.com

Table of Contents

COOPERATIVE AGREEMENT 1

RECITALS 1

RESPONSIBILITIES 3

 Sponsorship 3

 Implementing Agency 3

 Funding 4

 CALTRANS’ Quality Management 4

 CEQA/NEPA Lead Agency 5

 Environmental Permits, Approvals and Agreements 5

CONSTRUCTION 6

Schedule 10

Additional Provisions 10

 Standards 10

 Noncompliant Work 10

 Qualifications 10

 Consultant Selection 11

 Encroachment Permits 11

 Protected Resources 11

 Disclosures 11

 Hazardous Materials 12

 Claims 13

 Accounting and Audits 13

 Interruption of Work 14

 Penalties, Judgements and Settlements 15

 Environmental Compliance 15

GENERAL CONDITIONS 15

 Venue 15

 Exemptions 15

 Indemnification 16

 Non-parties 16

 Ambiguity and Performance 16

 Defaults 17

 Dispute Resolution 17

DRAFT

Attachment: 23-1002893_Draft Coop. 08-1764 for Construction_Compared Version as reviewed 11.29 (9116 : I-10/Mt. Vernon Cooperative

Prevailing Wage..... 17

SIGNATURES..... 19

FUNDING SUMMARY No. 01 1

 FUNDING TABLE..... 1

 SPENDING SUMMARY 1

 Funding 1

 Invoicing and Payment..... 2

 CONSTRUCTION Support 3

 CONSTRUCTION Capital 3

 Department Furnished Materials (DFM).....3

DRAFT

Attachment: 23-1002893_Draft Coop. 08-1764 for Construction_Compared Version as reviewed 11.29 (9116 : I-10/Mt. Vernon Cooperative

COOPERATIVE AGREEMENT **(DRAFT)**

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public entity, referred to hereinafter as SBCTA.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.
2. For the purpose of this AGREEMENT, *to replace Mount Vernon Avenue overcrossing (Bridge No. 54-0459) on Interstate 10 between 9th Street undercrossing and route 10/215 separation* will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Design Engineering Evaluation Report, or Project Report).
3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:
 - CONSTRUCTION

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:
 - SBCTA approved the Initial Study on March 9, 2022 (Cooperative Agreement No. 1652).
 - SBCTA approved the Categorical Exclusion on March 4, 2022 (Cooperative Agreement No. 1652).
 - SBCTA is completing the R/W certification (Cooperative Agreement No. 1652).
 - SBCTA is completing Plans, Specifications, and Estimate (Cooperative Agreement No. 1652).
6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. SBCTA is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

- SBCTA is the CONSTRUCTION IMPLEMENTING AGENCY.

CONSTRUCTION includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION CAPITAL) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION SUPPORT).

11. SBCTA will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are the IMPLEMENTING AGENCY of. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and approval.
12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

13. Funding sources, PARTIES committing funds, funding amounts, and invoicing/payment details are documented in the Funding Summary section of this AGREEMENT.

PARTIES will amend this AGREEMENT by updating and replacing the Funding Summary, in its entirety, each time the funding details change. Funding Summary replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Funding Summary supersedes any previous Funding Summary created for this AGREEMENT.

14. PARTIES will not be reimbursed for costs beyond the funds obligated in this AGREEMENT.

If an IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the SPONSOR.

15. Unless otherwise documented in the Funding Summary, overall liability for project costs within a PROJECT COMPONENT will be in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

16. Unless otherwise documented in the Funding Summary, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

17. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

CALTRANS' Quality Management

18. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
19. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that SBCTA's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

- 20. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
- 21. SBCTA will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

CEQA/NEPA Lead Agency

- 22. CALTRANS is the CEQA Lead Agency for the PROJECT.
- 23. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

- 24. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTY's responsibilities in this AGREEMENT.
- 25. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 26. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
401, Regional Water Quality Control Board
National Pollutant Discharge Elimination System (NPDES), State Water Resources Control Board
1602 California Department of Fish and Wildlife

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CONSTRUCTION

- 27. As the CONSTRUCTION IMPLEMENTING AGENCY, SBCTA is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.
- 28. CALTRANS will be responsible for completing the following CONSTRUCTION SUPPORT activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
100.20.10.xx Quality Management	No

- 29. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
- 30. Right-of-way conveyances must be completed prior to WORK completion, unless PARTIES mutually agree to other arrangements in writing.
- 31. SBCTA will include a Disadvantaged Business Enterprise (DBE) utilization goal in the PROJECT construction contract(s) in accordance with the Local Assistance Procedures Manual. SBCTA will award the construction contract to the lowest responsive bidder who makes a Good Faith Effort to meet the DBE goal.
- 32. CALTRANS will not issue an encroachment permit to SBCTA for construction work until the following conditions are met:
 - CALTRANS accepts the final plans, specifications, and estimate
 - CALTRANS accepts the Right-of-Way Certification
 - Any new or amended maintenance agreements required for the WORK are executed.
 - Any new or amended Freeway Agreement required for the WORK are executed.
- 33. SBCTA will require the construction contractor to furnish payment and performance bonds naming SBCTA as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS Standard Specifications.

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34. SBCTA will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, SBCTA also accepts responsibility to administer the construction contract.
35. CALTRANS will not issue an encroachment permit to SBCTA's construction contractor until CALTRANS accepts:
 - The payment and performance bonds
 - The CONSTRUCTION Quality Management Plan
36. The CONSTRUCTION Quality Management Plan (QMP) will describe how construction material verification and workmanship inspections will be performed at manufacturing sources and the PROJECT job-site. The construction material and Source Inspection QMP (SIQMP) are subject to review and approval by the State Materials Engineer.
37. The CONSTRUCTION Quality Management Plan will address the radiation safety requirements of the California Code of Regulations 17 CCR § 30346 when the work requires Gamma-Gamma Logging acceptance testing for Cast in Drilled Hole (CIDH) pile or whenever else it is applicable. In accordance with these regulations SBCTA, as the "well operator", will have a written agreement with any consultant or external entity performing these tests.
38. SBCTA will provide a Resident Engineer and CONSTRUCTION SUPPORT staff that are independent of the construction contractor. The Resident Engineer will be a Civil Engineer, licensed in the State of California, who is responsible for construction contract administration activities.
39. SBCTA will provide a landscape architect who will be responsible for all landscaping activities within the State Highway System.

40. CALTRANS will review and concur with:
- Change Orders affecting public safety, public convenience, protected environmental resources, the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS Construction Manual. These Change Orders must receive written concurrence by CALTRANS prior to implementation.
 - The Stormwater Pollution Prevention Plan (SWPPP) or the Water Pollution Control Plan (WPCP).
41. SBCTA will administer and process all construction contract claims pursuant to the requirements set forth under Public Contract Code, Section 9204. In addition, all public works claims of \$375,000 or less shall be resolved in accordance with Public Contract Code Section 20104, et seq. and other applicable laws.
42. SBCTA is designated as the Legally Responsible Person pursuant to the Construction General Permit, State Water Resources Control Board (SWRCB) Order Number 2009-0009-DWQ, as defined in Appendix 5, Glossary, and assumes all roles and responsibilities assigned to the Legally Responsible Person as mandated by the Construction General Permit. SBCTA is required to comply with the CALTRANS MS4 National Pollutant Discharge Elimination System (NPDES) permit for all work within the State Highway System.
43. SBCTA will submit a written request to CALTRANS for any Department Furnished Material (DFM) identified in the PROJECT plans, specifications, and estimate a minimum of forty-five (45) working days prior to the construction start of work. SBCTA will submit a written request to CALTRANS for any additional DFM deemed necessary during the PROJECT construction.

CALTRANS will make the DFM available at a CALTRANS-designated location.

44. As the CONSTRUCTION IMPLEMENTING AGENCY, SBCTA is responsible for maintenance of the State Highway System (SHS) within the PROJECT limits as part of the construction contract until the following conditions are met:
- Any required maintenance agreements are executed for the portions of SHS for which relief of maintenance is to be granted.
 - CALTRANS approves a request from SBCTA for relief from maintenance of the PROJECT or a portion thereof.

45. Upon WORK completion, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System (SHS) within SHS right-of-way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right-of-way.

46. Within one hundred eighty (180) calendar days following the completion and acceptance of the PROJECT construction contract, SBCTA will furnish CALTRANS with a complete set of “As-Built” plans and Change Orders, including any changes authorized by CALTRANS, using an approved transfer mechanism, such as a CD ROM, flash drive, Filr. The submitted digital files must be completed in accordance with Caltrans specifications, policies, and manuals, including requirements in Sections 2 and 3, of Chapter 17 in the Project Development Procedures Manual, then current CADD User’s Manual (Section 4.3), Plans Preparation Manual, and CALTRANS practice. The plans will have the Resident Engineer’s name, contract number, and construction contract acceptance date printed on each plan sheet, and with the Resident Engineer’s signature only on the title sheet. The As-Built plans will be in Microstation DGN format, version 8.0. When applicable, the digital submittal must also include high accuracy locating and underground facilities data. In addition, SBCTA will provide one set of As-Built plans and addenda in TIFF format.

The submittal must also include all CALTRANS requested contract records, and land survey documents. The land survey documents include monument preservation documents and records of surveys prepared to satisfy the requirements of the California Professional Land Surveyors Act (Business and Professions Code, Sections 8700 – 8805). Copies of survey documents and Records of Surveys filed in accordance with Business & Professions Code, Sections 8762 and 8771, will contain the filing information provided by the county in which filed.

Schedule

47. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.
48. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTIES with a final report of the WORK completed.

Additional Provisions

Standards

49. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:
 - CADD Users Manual
 - CALTRANS policies and directives
 - Plans Preparation Manual
 - Project Development Procedures Manual (PDPM)
 - Workplan Standards Guide
 - Construction Manual
 - Construction Manual Supplement for Local Agency Resident Engineers
 - Local Agency Structure Representative Guidelines

Noncompliant Work

50. CALTRANS retains the right to reject noncompliant WORK. SBCTA agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

51. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

52. SBCTA will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

53. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. SBCTA, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to SBCTA, their contractors, consultants, and agents at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.
54. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

55. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

56. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

57. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

58. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

59. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.

60. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this AGREEMENT.

61. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SBCTA, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

62. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

SBCTA and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and SBCTA each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. SBCTA will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

63. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

64. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
65. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
66. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

67. PARTIES will maintain, and will require that any consultant hired by PARTIES to participate in WORK maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

68. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

69. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the State Auditor, FHWA (if the PROJECT utilizes federal funds), and SBCTA will have access to all WORK -related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

70. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
71. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

72. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgements and Settlements

73. The cost of awards, judgements, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.
74. The cost of legal challenges to the environmental process or documentation are considered WORK costs.
75. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

76. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

77. All portions of this AGREEMENT, including the Recitals Section, are enforceable.

Venue

78. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

79. All CALTRANS' obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

80. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SBCTA under this AGREEMENT. It is understood and agreed that SBCTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
81. Neither SBCTA nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SBCTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

82. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
83. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

84. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

85. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

86. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

87. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of SBCTA will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

88. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

89. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

-----SIGNATURES ON FOLLOWING PAGE-----

DRAFT

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

(not for signature at this time)

Diane Morales
Acting District Director

Ray Wolfe
Executive Director

Verification of funds and authority:

Attest:

Corina Harriman
District Budget Manager

Name Tbd
Title TBD

Certified as to financial terms and policies:

Approved as to form:

Darwin Salmos
HQ Accounting Supervisor

Juanda Daniel
Assistant General Counsel

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FUNDING SUMMARY NO. 01

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY</u> →			<u>SBCTA</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
LOCAL	SBCTA	Local	9,780,000	52,960,000	62,740,000
Totals			9,780,000	52,960,000	62,740,000

<u>SPENDING SUMMARY</u> v 22					
Fund Type	CONST. SUPPORT		CONST. CAPITAL		Totals
	CALTRANS	<u>SBCTA</u>	<u>SBCTA</u>	DFM CALTRANS	
Local	0	9,780,000	52,209,000	751,000	62,740,000
Totals	0	9,780,000	52,209,000	751,000	62,740,000

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Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until January 1, 2023, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

Invoicing and Payment

4. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SBCTA will pay invoices within five (5) calendar days of receipt of invoice.

5. If SBCTA has received EFT certification from CALTRANS then SBCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
6. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

CONSTRUCTION Support

7. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION Capital

8. No invoicing or reimbursement will occur for the CONSTRUCTION CAPITAL PROJECT COMPONENT.

Department Furnished Materials (DFM)

9. CALTRANS will invoice SBCTA the estimated cost of Department Furnished Materials (DFM) as shown in the Funding Summary of this AGREEMENT. SBCTA will reimburse CALTRANS the invoiced amount at least forty-five (45) working days prior to the commencement of CONSTRUCTION expenditures. Based on the final accounting, CALTRANS will invoice or refund SBCTA as necessary to satisfy the financial commitments associated with DFM in this AGREEMENT.

Minute Action

AGENDA ITEM: 31

Date: January 4, 2023

Subject:

Joint United States Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Grant Program Application – Brightline Apple Valley and Hesperia Station

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize staff to submit a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program application on behalf of DesertXpress Enterprises, Limited Liability Company (LLC), doing business as Brightline West, to provide federal grant funding to contribute to the building of the Hesperia station and Victor Valley station, as part of the Las Vegas to Rancho Cucamonga High-Speed Passenger Rail System.

B. Authorize the Executive Director, or his designee, to amend Memorandum of Understanding (MOU) No. 21-1002447 with DesertXpress Enterprises, LLC, to include terms associated with the submission of the RAISE grant program application identified in Recommendation A, subject to General Counsel approval as to form. SBCTA and Brightline will amend the existing MOU to guide development and administration of the RAISE grant submittal.

C. Authorize staff to negotiate an agreement with DesertXpress Enterprises, LLC, in the event that the grant program application is successful, that defines roles and responsibilities related to management of the RAISE grant according to United States Department of Transportation requirements. This agreement would be presented to the SBCTA Board of Directors for approval after submission of the grant application and before approval of the RAISE grant agreement.

Background:

Brightline is a privately operated express inter-city passenger rail system which began operating in Florida in January 2018. It is currently the only privately owned and operated inter-city passenger railroad in the United States, and operates between Miami, Fort Lauderdale and West Palm Beach, with an expansion to Orlando under construction.

Talks between San Bernardino County Transportation Authority (SBCTA) and Brightline began in early 2020, and the SBCTA Board of Directors approved a Memorandum of Understanding with Brightline to proceed with discussions of extending their high speed rail line from Apple Valley to Rancho Cucamonga, with an intermediate station in Hesperia. The alignment would follow Interstate 15 (I-15) down the Cajon Pass and then connect with Metrolink at the Cucamonga Station, with approximately one mile of the alignment between I-15 and Cucamonga Station in the right-of-way of the Metrolink San Bernardino Line. This project will not only provide Southern California residents with access to high speed rail service to Las Vegas, but will also provide rail access by residents of the High Desert to employment and activity centers in the San Bernardino Valley and greater Los Angeles area.

The Federal Railroad Administration is the lead agency for environmental approvals for the Brightline West system under the National Environmental Policy Act (NEPA). It has completed
Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

the NEPA analysis for the Las Vegas to Apple Valley project, which includes the Victor Valley Station, and has approved the Environmental Assessment for the Apple Valley to Rancho Cucamonga project and circulated it for public comment. Pending funding, Brightline plans to begin construction in 2023, with revenue service projected to begin in 2027.

The federal Infrastructure Investment and Jobs Act (IIJA) appropriated \$1.5 billion for the Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, to be administered by the United States Department of Transportation (USDOT). These funds will be awarded on a competitive basis for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.

Brightline has approached SBCTA to act as the public agency sponsor for a RAISE grant that focuses on the two proposed high-speed rail stations along I-15 in Apple Valley and Hesperia. The construction of the stations and linkage through the Cajon Pass to Rancho Cucamonga will create a much-needed transportation alternative for people living in the High Desert area that would reduce commute times, increase job opportunities, and enhance the quality of life for residents. The RAISE grant will provide partial funding for the final design and construction activities for these stations.

If the Brightline RAISE grant is awarded, SBCTA would become the administrator of the grant. Invoices would be submitted to SBCTA by Brightline, requesting reimbursement of RAISE funds for expenses incurred and demonstration that the matching funds had been expended according to USDOT guidelines. SBCTA would be required to reimburse Brightline for the costs incurred and then request reimbursement of RAISE funds from USDOT. SBCTA is exploring reimbursement of staff expenses from RAISE grant funds.

Recommendation B would authorize the negotiation of an amendment to Memorandum of Understanding (MOU) No. 21-1002447 with DesertXpress Enterprises, LLC, to include terms associated with the submission of the RAISE grant program application. This would occur within several months following grant submittal, so as to codify the Brightline/SBCTA understanding of terms.

Recommendation C authorizes staff to negotiate an agreement with DesertXpress Enterprises, LLC, should the grant application be successful. The agreement would define roles and responsibilities related to management of the RAISE grant that are consistent with USDOT RAISE grant requirements under which SBCTA would operate. This agreement would be presented to the SBCTA Board of Directors for approval prior to SBCTA approval of the RAISE grant agreement. It is anticipated that key terms for both the MOU amendment and the RAISE grant agreement would include:

- Brightline would be responsible for delivery of the high-speed rail station infrastructure at the Apple Valley and Hesperia stations as described in the RAISE grant and according to USDOT requirements.
- Brightline would provide 100 percent of matching funds. The maximum federal share is 80 percent. The cost breakdown and proposed match percentage has not yet been developed by Brightline.

- Cost overruns would be borne 100 percent by Brightline.

The RAISE grant program application is due February 28, 2023. Award announcements could be expected in fall 2023.

Financial Impact:

This item has no financial impact to the Fiscal Year 2022/2023 Budget. If the RAISE grant is successful, it will require administration by SBCTA, with Brightline as a sub-recipient of the funds. Any funds received will be accounted for in future fiscal year budgets.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Steve Smith, Director of Planning

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 32

Date: January 4, 2023

Subject:

Contract No. 23-1002823 with HDR Engineering, Inc. for the Long Range Multimodal Transportation Plan

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract No. 23-1002823, in the amount of \$593,894.09, with HDR Engineering, Inc., to develop a Long Range Multimodal Transportation Plan.

Background:

The San Bernardino County Transportation Authority (SBCTA) released Request for Proposals (RFP) 23-1002823 on September 22, 2022, seeking a firm knowledgeable and experienced to develop a San Bernardino County Long Range Multimodal Transportation Plan (LRMTP). Though SBCTA has had a Countywide Transportation Plan (CTP) with multimodal and sustainability elements since 2015, these elements have not been fully integrated, nor has it kept up with major changes in state directives on sustainability. In particular, it has not been resilient in a way that responds to disruptions seen over the last few years, such as: COVID-19 pandemic, climate change, and changes in technology and travel patterns that have ensued. The LRMTP will build a new foundation that adapts and responds to these challenges.

The transportation system envisioned in the LRMTP will enable SBCTA and the jurisdictions in San Bernardino County to thrive across the diverse spectrum of our 1) population, 2) geography, 3) economic conditions, and 4) the natural and built environments. It will do so while also responding to new policy initiatives from the California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI). The vision and strategies within the LRMTP will address at least nine (9) cross-cutting functional areas (e.g., Vehicle Miles Traveled (VMT) reduction, equity, health, etc.). Active partners in the planning process will include 25 local jurisdictions, five (5) transit operators, California Department of Transportation (Caltrans), Metrolink, Southern California Association of Governments (SCAG), and representatives of other diverse interests (health, active transportation, air quality, etc.). To meet these objectives, HDR will deliver the following:

- 1) Existing conditions and policy context tech memos;
- 2) Future scenarios that may impact travel, revenue, development, and resiliency;
- 3) Visioning document;
- 4) Performance measures and analysis methodology, including transit ridership, mode shares (including work-at-home) and Vehicle Miles Traveled (VMT)/Greenhouse Gas analysis;
- 5) Financial scenarios, including constrained and unconstrained;
- 6) Subarea LRMTP fact sheets; and
- 7) Draft and Final LRMTP.

This project is being funded by a grant of \$594,479 awarded to SBCTA from Caltrans as part of the State's Senate Bill 1 (SB1) Sustainable Communities Planning Grant. The total not-to-exceed amount for this contract is \$593,894.09. HDR Engineering, Inc. will be obligated

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

to support the requirements of the grant as outlined in the scope of work and also to comply with the contract terms and conditions for subcontractors.

The RFP notification for this project was received by 645 consultants registered on PlanetBids and was downloaded by 68 firms.

On November 1, 2022, SBCTA received two (2) proposals, one from Cambridge Systematics, Inc., and the other from HDR Engineering, Inc.

The Evaluation Committee (Committee) consisted of four SBCTA staff, one representative from the Caltrans and one from Omnitrans. The procurement professional reviewed each proposal to determine whether it was responsive to the requirements of the RFP. Each panel member independently read and scored each firm's proposal and on November 9, 2022, the Committee met to evaluate and rank the firms based on qualifications, related experience, reference scores, staffing and organization, and work plan. The panel members individually scored the proposals based on the following evaluation criteria: Qualifications of the Firm – 30 points, Proposed Staffing and Project Organization – 30 points, Work Plan - 30 points, and Price - 10 points, for a total of 100 points.

On November 14, 2022, Cambridge Systematics, Inc., and HDR Engineering, Inc., were invited to virtual interviews to further assess their firms' capabilities in being able to fulfill the obligations of the scope of work. The Committee independently scored each firm based on the firms' answers to questions.

The interview and technical proposal were weighted 60% and 40%, respectively. HDR Engineering, Inc., was ranked number 1, while Cambridge Systematics, Inc., was ranked number 2. As a result of the scoring, the Committee recommended that the contract to perform the scope of work, as outlined in RFP No. 23-1002823, be awarded to HDR Engineering, Inc. The firm ranked first in technical score and overall score. The firm clearly demonstrated a thorough understanding of the scope of work and proposed an overall solid team.

Conclusively, staff recommends HDR Engineering, Inc. be awarded the contract in the amount not-to-exceed \$593,894.09, for a term through February 28, 2025.

This item is being brought directly to the SBCTA Board of Directors without prior Committee approval to ensure the project is not delayed as a result of Committees not meeting in January.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft contract.

Responsible Staff:

Ginger Koblasz, Senior Planner

Board of Directors Agenda Item
January 4, 2023
Page 3

Approved
Board of Directors
Date: January 4, 2023
Witnessed By:

San Bernardino County Transportation Authority

General Contract Information

Contract No: 23-1002823 Amendment No.: 0
 Contract Class: Payable Department: Planning
 Vendor No.: 00982 Vendor Name: HDR Engineering, Inc.
 Description: Long Range Multimodal Transportation Plan (LRMTP)

Dollar Amount					
Original Contract	\$	593,894.09	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	593,894.09	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	593,894.09

Contract Authorization

Board of Directors Date: 01/04/2023 Board Item # 9155

Contract Management (Internal Purposes Only)

Other Contracts State Sole Source? N/A No Budget Adjustment
 Professional Services (Non-A&E)

Accounts Payable

Estimated Start Date: 01/16/2023 Expiration Date: 02/28/2025 Revised Expiration Date: _____
 NHS: N/A OMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	2703	20	0404	0410	52005		42217717	593,894.09	-
							Sust. Comm. - SB1	593,894.09	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Ginger Koblasz Steve Smith
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS_23-1002823_Consultant [Revision 3] (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation

CONTRACT NO. 23-1002823**BY AND BETWEEN****SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY****AND****HDR ENGINEERING, INC.****FOR****CONSULTANT FOR THE SAN BERNARDINO COUNTY LONG RANGE MULTIMODAL
TRANSPORTATION PLAN (SBC LRMP)**

This contract ("Contract") is made and entered into by and between the San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and HDR Engineering, Inc. ("CONSULTANT"), whose address is 2280 Market Street, Suite 100 Riverside, CA 92501. SBCTA and CONSULTANT are each a "Party" and are collectively the "Parties".

RECITALS:

WHEREAS, SBCTA requires certain work services as described in Exhibit "A" of this Contract; and

WHEREAS, CONSULTANT has confirmed that CONSULTANT has the requisite professional qualifications, personnel and experience, and is fully capable and qualified to perform the services identified herein; and

WHEREAS, CONSULTANT desires to perform all Work identified herein and to do so for the compensation and in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, the Parties agree as follows:

ARTICLE 1. PROJECT DESCRIPTION/SCOPE OF WORK

- 1.1 CONSULTANT agrees to perform the work and services set forth in Exhibit A "Scope of Work" ("Work") in accordance with all applicable professional standards which are generally accepted in the State of California, in accordance with the terms and conditions expressed herein, and in the sequence, time, and manner defined herein. The word "Work" includes, without limitation, the performance, fulfillment and discharge by CONSULTANT of all obligations, duties, tasks, and services imposed upon or assumed by CONSULTANT hereunder; and the Work performed hereunder shall be completed to the satisfaction of SBCTA, with SBCTA's satisfaction being based on prevailing applicable professional standards.

- 1.2 The Project Manager for this Contract is Ginger Koblasz, or such other designee as shall be designated in a written notice to CONSULTANT from time to time by the SBCTA Director of Planning and Regional Programs or his or her designee. The Project Manager shall have authority to act on behalf of SBCTA in administering this Contract, including giving notices (including, without limitation, notices of default and/or termination), technical directions and approvals and demanding performance and accepting work performed, but is not authorized to receive or issue payments

ARTICLE 2. CONTRACT TERM

The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA's Procurement Analyst, and shall continue in full force and effect through February 28, 2025 or until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

ARTICLE 3. COMPENSATION

- 3.1 Total compensation to CONSULTANT for full and complete performance of the Scope of Work identified herein and, in compliance with all the terms and conditions of this Contract, shall be on a Time & Materials basis for all obligations incurred in, or applied to, CONSULTANT's performance of Work, and for which CONSULTANT shall furnish all personnel, facilities, equipment, materials, supplies, and Services (except as may be explicitly set forth in this Contract as furnished by SBCTA) shall not exceed the amount set forth in section 3.2 below.
- 3.2 The total Contract Not-To-Exceed Amount is Five Hundred Ninety-Three Thousand, Eight Hundred Ninety-Four Dollars and Nine Cents (\$593,894.09). All Work provided under this Contract is to be performed as set forth in Exhibit A "Scope of Work," and shall be reimbursed pursuant to Exhibit B "Price Proposal for Time and Materials." The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibit B. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibit B or agreed to and approved by SBCTA as required under this Contract.
- 3.3 INTENTIONALLY OMITTED.
- 3.4 The Cost Principles and Procedures set forth in 48 CFR, Ch. 1, subch. E, Part 31, as constituted on the effective date of this Contract shall be utilized to determine allowability of costs under this Contract and may be modified from time to time by written amendment of the Contract.
- 3.4.1 CONSULTANT agrees to comply with Federal Department of Transportation procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

- 3.4.2 Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR, Ch. 1, subch. E, Part 31, or 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, shall be repaid by CONSULTANT to SBCTA.
- 3.5 Any Work provided by CONSULTANT not specifically covered by the Scope of Work shall not be compensated without prior written authorization from SBCTA. It shall be CONSULTANT's responsibility to recognize, and notify SBCTA in writing, when services not covered by the Scope of Work have been requested or are required. All changes and/or modifications to the Scope of Work shall be made in accordance with the "CHANGES" Article in this Contract. Any additional services agreed to in accordance with this Contract shall become part of the Work.
- 3.6 All subcontracts in excess of \$25,000 shall contain the above provisions.

ARTICLE 4. INVOICING

- 4.1 Payment to CONSULTANT as provided herein shall be payable in four (4) week billing period payments, forty-five (45) calendar days after receipt of an acceptable invoice by SBCTA of an invoice prepared in accordance with instructions below. Payment shall not be construed to be an acceptance of Work.
- 4.2 CONSULTANT shall prepare invoices in a form satisfactory to and approved by SBCTA, which shall be accompanied by documentation supporting each element of measurement and/or cost. Each invoice will be for a four-week billing period and will be marked with SBCTA's contract number, description and task order number, if applicable. Invoices shall be submitted within fifteen (15) calendar days for the period covered by the invoice, except for the month of June, which will require the invoice to be submitted by July 10th. Invoices shall include request for payment for Work (including additional services authorized by SBCTA) completed by CONSULTANT during each billing period and shall include back-up information sufficient to establish the validity of the invoice. Any invoice submitted which fails to comply with the terms of this Contract, including the requirements of form and documentation, may be returned to CONSULTANT. Any costs incurred by CONSULTANT in connection with the resubmission of a proper invoice shall be at CONSULTANT's sole expense. The final invoice shall be marked "FINAL" and will be submitted within 60 calendar days after SBCTA has received and approved all Work and deliverables. Invoices should be e-mailed to SBCTA at the following address:

ap@gosbeta.com

For large files over 30 megabytes, invoices can be submitted using this link:

<https://sanbag-lfweb.sanbag.ca.gov/Forms/Invoice-submission>

- 4.3 CONSULTANT shall include a statement and release with each invoice, satisfactory to SBCTA, that CONSULTANT has fully performed the Work invoiced pursuant to the Contract for the period covered, that all information included with the invoice is true and correct, and that all payments to and claims of CONSULTANT and its subconsultants for Work during the period will be satisfied upon making of such payment. SBCTA shall not be obligated to make payments to CONSULTANT until CONSULTANT furnishes such statement and release.

- 4.4 INTENTIONALLY OMITTED
- 4.5 No payment will be made prior to approval of any Work, nor for any Work performed prior to the NTP, nor for any Work under any amendment to the Contract until SBCTA's Awarding Authority takes action.
- 4.6 CONSULTANT agrees to promptly pay each subconsultant for the satisfactory completion of all Work performed under this Contract no later than ten (10) calendar days from the receipt of payment from SBCTA. CONSULTANT also agrees to return any retainage payments to each subconsultant within ten (10) calendar days after the subconsultant's work is satisfactorily completed. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause following written approval by SBCTA. SBCTA reserves the right to request documentation from CONSULTANT showing payment has been made to its subconsultants. SBCTA also reserves the right, at its own sole discretion, to issue joint checks to CONSULTANT and any subconsultant(s), which shall constitute payment to CONSULTANT in compliance with the terms of this Contract. This clause applies to both DBE and non-DBE subconsultants.
- 4.7 Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR, Ch. 1, subch. E, Part 31 are subject to repayment by CONSULTANT to SBCTA.

ARTICLE 5. TAXES, DUTIES AND FEES

Except to the extent expressly provided elsewhere in this Contract, CONSULTANT shall pay when due, and the compensation set forth herein, shall be inclusive of all: a) local, municipal, State, and federal sales and use taxes; b) excise taxes; c) taxes on personal property owned by CONSULTANT; and d) other governmental fees and taxes or charges of whatever nature applicable to CONSULTANT to enable it to conduct business.

ARTICLE 6. AVAILABILITY OF FUNDS

The award and performance of this Contract is contingent on the availability of funds. If funds are not appropriated and/or allocated and available to SBCTA for the continuance of Work performed by CONSULTANT, Work directly or indirectly involved may be suspended or terminated by SBCTA at the end of the period for which funds are available. When SBCTA becomes aware that any portion of Work will or may be affected by a shortage of funds, it will promptly notify CONSULTANT. Nothing herein shall relieve SBCTA from its obligation to compensate CONSULTANT for work already performed pursuant to this Contract. No penalty shall accrue to SBCTA in the event this provision is exercised.

ARTICLE 7. PERMITS AND LICENSES

CONSULTANT shall, without additional compensation, keep current all governmental permits, certificates and licenses (including professional licenses) and required registrations necessary for CONSULTANT to perform Work identified herein.

ARTICLE 8. DOCUMENTATION AND RIGHT TO AUDIT

- 8.1 CONSULTANT agrees to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- 8.2 CONSULTANT shall maintain all records related to this Contract in an organized way in the original format, electronic and hard copy, conducive to professional review and audit, for a period of three (3) years from the date of final payment by SBCTA, or until the conclusion of all litigation, appeals or claims related to this Contract, whichever is longer. CONSULTANT shall provide SBCTA, the California Department of Transportation (Caltrans), auditors representing the Federal government, or other authorized representatives of SBCTA access to Consultants' records which are directly related to this Contract for the purpose of inspection, auditing or copying during the entirety of the records maintenance period above. CONSULTANT further agrees to maintain separate records for costs of Work performed by amendment. CONSULTANT shall allow SBCTA, and its representatives or agents to reproduce any materials as reasonably necessary.
- 8.3 For the purpose of determining compliance with applicable State and SBCTA law in connection with the performance of SBCTA's contracts with third parties pursuant to Government Code Section 8546.7, CONSULTANT shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of this Contract, including, but not limited to, the costs of administering those various contracts. CONSULTANT shall make such materials available at its respective offices at all reasonable times during the entire Project period and for three (3) years from the date of final payment to CONSULTANT. Caltrans, the California State Auditor, or any duly authorized representative of SBCTA, Caltrans or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a Project for audits, examinations, excerpts, and transactions, and CONSULTANT shall furnish copies thereof if requested.
- 8.4 CONSULTANT will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by Caltrans, for the purpose of any investigation to ascertain compliance with this Contract.
- 8.5 INTENTIONALLY OMITTED.
- 8.6 Any subcontracts shall contain all the provisions of this article.

ARTICLE 9. RESPONSIBILITY OF CONSULTANT

- 9.1 CONSULTANT shall be responsible for the professional quality, technical accuracy, and assurance of compliance with all applicable federal, State and local laws and regulations and other Work furnished by CONSULTANT under the Contract. The Contract includes reference to the appropriate standards for Work performance stipulated in the Contract.

- 9.2 In addition to any other requirements of this Contract or duties and obligations imposed on CONSULTANT by law, CONSULTANT shall, as an integral part of its Work, employ quality control procedures that identify potential risks and uncertainties related to scope, schedule, cost, quality and safety of the Project and the Work performed by CONSULTANT within the areas of CONSULTANT's expertise. At any time during performance of the Scope of Work, should CONSULTANT observe, encounter, or identify any unusual circumstances or uncertainties which could pose potential risk to SBCTA or the Project, CONSULTANT shall immediately document such matters and notify SBCTA in writing. CONSULTANT shall also similarly notify SBCTA in regard to the possibility of any natural catastrophe, or potential failure, or any situation that exceeds assumptions and could precipitate a failure of any part of the Project. Notifications under this paragraph shall be specific, clear and timely, and in a form which will enable SBCTA to understand and evaluate the magnitude and effect of the risk and/or uncertainties involved.

ARTICLE 10. REPORTING AND DELIVERABLES

All reports and deliverables shall be submitted in accordance with Exhibit A "Scope of Work". At a minimum, CONSULTANT shall submit monthly progress reports with their monthly invoices. The report shall be sufficiently detailed for SBCTA to determine if CONSULTANT is performing to expectations and is on schedule; to provide communication of interim findings; and to sufficiently address any difficulties or problems encountered, so remedies can be developed.

ARTICLE 11. TECHNICAL DIRECTION

- 11.1 Performance of Work under this Contract shall be subject to the technical direction of SBCTA's Project Manager, identified in Section 1.2, upon issuance of the NTP and/or subsequently by written notice during the Contract. The term "Technical Direction" is defined to include, without limitation:
- 11.1.1 Directions to CONSULTANT which redirect the Contract effort, shift work emphasis between work areas or tasks, require pursuit of certain lines of inquiry, fill in details, or otherwise serve to accomplish the Scope of Work.
 - 11.1.2 Provision of written information to CONSULTANT which assists in the interpretation of reports or technical portions of the Scope of Work described herein.
 - 11.1.3 Review and, where required by the Contract, approval of technical reports and technical information to be delivered by CONSULTANT to SBCTA under the Contract.
 - 11.1.4 SBCTA's Project Manager may modify this Contract for certain administrative modifications without issuing a written amendment. Administrative modifications are limited to: substitutions of personnel identified in the Contract, including Key Personnel and subconsultants; modifications to classifications, hourly rates and names of personnel in Exhibit B; and modifications of the address of the CONSULTANT. All such modifications will be documented in writing between the Parties.
- 11.2 Technical Direction must be within the Scope of Work under this Contract. SBCTA's Project Manager does not have the authority to, and may not, issue any Technical Direction which:

- 11.2.1 Increases or decreases the Scope of Work;
 - 11.2.2 Directs CONSULTANT to perform Work outside the original intent of the Scope of Work;
 - 11.2.3 Constitutes a change as defined in the “CHANGES” Article of the Contract;
 - 11.2.4 In any manner causes an increase or decrease in the Contract price as identified in the “COMPENSATION” Article or the time required for Contract performance;
 - 11.2.5 Changes any of the expressed terms, conditions or specifications of the Contract, unless identified herein;
 - 11.2.6 Interferes with CONSULTANT’s right to perform the terms and conditions of the Contract unless identified herein; or
 - 11.2.7 Approves any demand or claims for additional payment.
- 11.3 Failure of CONSULTANT and SBCTA’s Project Manager to agree that the Technical Direction is within the scope of the Contract, or a failure to agree upon the Contract action to be taken with respect thereto, shall be subject to the provisions of the “DISPUTES” Article herein.
- 11.4 All Technical Direction shall be issued in writing by SBCTA’s Project Manager.
- 11.5 CONSULTANT shall proceed promptly with the performance of Technical Direction issued by SBCTA’s Project Manager, in the manner prescribed by this Article and within their authority under the provisions of this Article. If, in the opinion of CONSULTANT, any instruction or direction by SBCTA’s Project Manager falls within one of the categories defined in sections 11.2.1 through 11.2.7 above, CONSULTANT shall not proceed but shall notify SBCTA in writing within five (5) working days after receipt of any such instruction or direction and shall request SBCTA to modify the Contract accordingly. Upon receiving the notification from CONSULTANT, SBCTA shall:
- 11.5.1 Advise CONSULTANT in writing within thirty (30) calendar days after receipt of CONSULTANT’s letter that the Technical Direction is or is not within the scope of this Contract.
 - 11.5.2 Advise CONSULTANT within a reasonable time whether SBCTA will or will not issue a written amendment.

ARTICLE 12. CHANGES

- 12.1 The Work shall be subject to changes by additions, deletions, or revisions made by SBCTA. CONSULTANT will be advised of any such changes by written notification from SBCTA describing the change. This notification will not be binding on SBCTA until SBCTA’s Awarding Authority has approved an amendment to this Contract.
- 12.2 Promptly after such written notification of change is given to CONSULTANT by SBCTA, the Parties will attempt to negotiate a mutually agreeable adjustment to compensation or time of performance, and amend the Contract accordingly.

ARTICLE 13. EQUAL EMPLOYMENT OPPORTUNITY

- 13.1 During the term of this Contract, CONSULTANT shall not willfully discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, gender, sex, marital status, gender identity, gender expression, sexual orientation, age, or military or veteran status. CONSULTANT agrees to comply with the provisions of Executive Orders 11246, 11375, 11625, 12138, 12432, 12250, Title VII of the Civil Rights Act of 1964, the California Fair Employment and Housing Act, and other applicable Federal, State and County laws and regulations and policies relating to equal employment and contracting opportunities, including laws and regulations hereafter enacted.
- 13.2 The CONSULTANT and all subconsultants shall comply with all provisions of Title VI of the Civil Rights Act of 1964, as amended, which prohibits discrimination on the basis of race, color, and national origin. In addition, CONSULTANT and all subconsultants will ensure their services are consistent with and comply with obligations and procedures outlined in SBCTA's current Board-adopted Title VI Program, including the Public Participation Plan and the Language Assistance Plan.

ARTICLE 14. CONFLICT OF INTEREST

CONSULTANT agrees that it presently has no interest, financial or otherwise, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of Work required under this Contract or be contrary to the interests of SBCTA as to the Project. CONSULTANT further agrees that in the performance of this Contract, no person having any such interest shall be employed. CONSULTANT is obligated to fully disclose to SBCTA, in writing, any conflict of interest issues as soon as they are known to CONSULTANT. CONSULTANT agrees that CONSULTANT and its staff shall comply with SBCTA's Conflict of Interest Policy No. 10102.

ARTICLE 15. KEY PERSONNEL

The personnel specified below are considered to be essential to the Work being performed under this Contract. Prior to diverting any of the specified individuals to other projects, or reallocation of any tasks or hours of Work that are the responsibility of key personnel to other personnel, CONSULTANT shall notify SBCTA in writing in advance and shall submit justifications (including proposed substitutions, resumes and payroll information to support any changes to the labor rates) in sufficient detail to permit evaluation of the impact on the Project. Diversion or reallocation of key personnel shall not be made without prior written consent of SBCTA's PM. CONSULTANT shall not substitute any key personnel without the prior written consent of SBCTA. In the event that the Parties cannot agree as to the substitution of key personnel, SBCTA may terminate this Contract. Key Personnel are:

Name	Job Classification/Function
Marie Lewis Adams	Project Manager
JD Douglas	Project Director
Jason Pack	Multimodal Planner
Heather Menninger	Transit Planner
Joel Lessard-Clouston	Multimodal Planner
Dorothy Suchkova	Transportation and Equity Specialist
Edgar Gutierrez	Public and Stakeholder Engagement Specialist

ARTICLE 16. REPRESENTATIONS

All Work supplied by CONSULTANT under this Contract shall be supplied by personnel who are qualified, careful, skilled, experienced and competent in their respective trades or professions. CONSULTANT agrees that they are supplying professional services, findings, and/or recommendations in the performance of this Contract and agrees with SBCTA that the same shall conform to professional standards that are generally accepted in the profession in the State of California.

ARTICLE 17. PROPRIETARY RIGHTS/CONFIDENTIALITY

- 17.1 If, as a part of this Contract, CONSULTANT is required to produce materials, documents data, or information (“Products”), then CONSULTANT, if requested by SBCTA, shall deliver to SBCTA the original of all such Products, which shall become the sole property of SBCTA.
- 17.2 All materials, documents, data or information obtained from SBCTA's data files or any SBCTA-owned medium furnished to CONSULTANT in the performance of this Contract will at all times remain the property of SBCTA. Such data or information may not be used or copied for direct or indirect use outside of this Project by CONSULTANT without the express written consent of SBCTA.
- 17.3 Except as reasonably necessary for the performance of the Work, CONSULTANT agrees that it, its employees, agents and subconsultants will hold in confidence and not divulge to third parties, without prior written consent of SBCTA, any information obtained by CONSULTANT from or through SBCTA unless (a) the information was known to CONSULTANT prior to obtaining same from SBCTA, or (b) the information was at the time of disclosure to CONSULTANT, or thereafter becomes, part of the public domain, but not as a result of the fault or an unauthorized disclosure of CONSULTANT or its employees, agents, or subconsultants, or (c) the information was obtained by CONSULTANT from a third party who did not receive the same, directly or indirectly, from SBCTA and who had, to CONSULTANT's knowledge and belief, the right to disclose the same. Any materials and information referred to in this Article, which are produced by CONSULTANT shall remain confidential until released in writing by SBCTA, except to the extent such materials and information become subject to disclosure by SBCTA under the California Public Records Act, or other law, or otherwise become public information through no fault of CONSULTANT, or its employees or agents. Any communications with or work product of SBCTA’s legal counsel to which CONSULTANT or its subconsultants or agents have access in performing work under this Contract shall be subject to the attorney-client privilege and attorney work product doctrine and shall be confidential.
- 17.4 CONSULTANT shall not use SBCTA's name or photographs in any professional publication, magazine, trade paper, newspaper, seminar or other medium without first receiving the express written consent of SBCTA.
- 17.5 All press releases or press inquiries relating to the Project or this Contract, including graphic display information to be published in newspapers, magazines, and other publications, are to be made only by SBCTA unless otherwise agreed to in writing by both Parties.

- 17.6 CONSULTANT, its employees, agents and subconsultants shall be required to comply with SBCTA's Confidentiality Policy; anyone who may have access to Personally Identifiable Information ("PII") and/or Sensitive Security Information ("SSI") will be required to execute a Confidentiality Agreement.

ARTICLE 18. TERMINATION

- 18.1 Termination for Convenience - SBCTA shall have the right at any time, with or without cause, to terminate further performance of Work by giving thirty (30) calendar days written notice to CONSULTANT specifying the date of termination. On the date of such termination stated in said notice, CONSULTANT shall promptly discontinue performance of Work and shall preserve Work in progress and completed Work, pending SBCTA's instruction, and shall turn over such Work in accordance with SBCTA's instructions.
- 18.1.1 CONSULTANT shall deliver to SBCTA all deliverables prepared by CONSULTANT or its subconsultants or furnished to CONSULTANT by SBCTA. Upon such delivery, CONSULTANT may then invoice SBCTA for payment in accordance with the terms herein.
- 18.1.2 If CONSULTANT has fully and completely performed all obligations under this Contract up to the date of termination, CONSULTANT shall be entitled to receive from SBCTA as complete and full settlement for such termination a pro rata share of the Contract cost based upon the percentage of all contracted Work satisfactorily executed to the date of termination.
- 18.1.3 CONSULTANT shall be entitled to receive the actual costs incurred by CONSULTANT to return CONSULTANT's tools and equipment, if any, to it or its suppliers' premises, or to turn over Work in progress in accordance with SBCTA's instructions plus the actual cost necessarily incurred in effecting the termination.
- 18.2 Termination for Cause - In the event CONSULTANT shall file a petition in bankruptcy court, or shall make a general assignment for the benefit of its creditors, or if a petition in bankruptcy court shall be filed against CONSULTANT, or a receiver shall be appointed on account of its insolvency, or if CONSULTANT shall default in the performance of any express obligation to be performed by it under this Contract and shall fail to immediately correct (or if immediate correction is not possible, shall fail to commence and diligently continue action to correct) such default within ten (10) calendar days following written notice, SBCTA may, without prejudice to any other rights or remedies SBCTA may have, and in compliance with applicable Bankruptcy Laws: (a) hold in abeyance further payments to CONSULTANT; (b) stop any Work of CONSULTANT or its subconsultants related to such failure until such failure is remedied; and/or (c) terminate this Contract by written notice to CONSULTANT specifying the date of termination. In the event of such termination by SBCTA, SBCTA may take possession of the deliverables and finished Work by whatever method SBCTA may deem expedient. A waiver by SBCTA of one default of CONSULTANT shall not be considered to be a waiver of any subsequent default of CONSULTANT, of the same or any other provision, nor be deemed to waive, amend, or modify any term of this Contract.

18.2.1 CONSULTANT shall deliver to SBCTA all finished and unfinished deliverables under this Contract prepared by CONSULTANT or its subconsultants or furnished to CONSULTANT by SBCTA within ten (10) working days of said notice.

18.3 All claims for compensation or reimbursement of costs under any of the foregoing provisions shall be supported by documentation submitted to SBCTA, satisfactory in form and content to SBCTA and verified by SBCTA. In no event shall CONSULTANT be entitled to any payment for prospective profits or any damages because of such termination.

ARTICLE 19. STOP WORK ORDER

Upon failure of CONSULTANT or its subconsultants to comply with any of the requirements of this Contract, SBCTA shall have the right to stop any or all Work affected by such failure until such failure is remedied or to terminate this Contract in accordance with section "Termination" above.

ARTICLE 20. CLAIMS

SBCTA shall not be bound to any adjustments in the Contract amount or schedule unless expressly agreed to by SBCTA in writing. SBCTA shall not be liable to CONSULTANT for any claim asserted by CONSULTANT after final payment has been made under this Contract.

ARTICLE 21. INSURANCE

21.1 Prior to commencing the Work, subject to the provisions of Article 21.2 "General Provisions", and at all times during the performance of the Work and for such additional periods as required herein, CONSULTANT and all sub-consultants of every tier performing any Work under this contract shall, at CONSULTANT's and sub-consultant's sole expense, procure and maintain broad form insurance coverage at least as broad as the following minimum requirements specified below:

21.1.1 Professional Liability. The policies must include the following:

- A limit of liability not less than \$1,000,000 per claim
- An annual aggregate limit of not less than \$1,000,000
- Coverage shall be appropriate for the CONSULTANT's profession and provided services to include coverage for errors and omissions arising out of the CONSULTANT's professional services, or services of any person employed by the CONSULTANT, or any person for whose acts, errors, mistakes or omissions the CONSULTANT may be legally liable.
- If Coverage is on a claims made basis:
 - Policy shall contain a retroactive date for coverage of prior acts, which date will be prior to the date the CONSULTANT begins to perform Work under this Contract.
 - CONSULTANT shall secure and maintain "tail" coverage for a minimum of three (3) years after Contract completion.

21.1.2 Worker's Compensation/Employer's Liability. The policies must include the following:

- Coverage A. Statutory Benefits
- Coverage B. Employer's Liability
- Bodily Injury by accident - \$1,000,000 per accident
- Bodily Injury by disease - \$1,000,000 policy limit/\$1,000,000 each employee

Such policies shall contain a waiver of subrogation in favor of the parties named as Indemnitees below. Such insurance shall be in strict accordance with the applicable workers' compensation laws in effect during performance of the Work by CONSULTANT or any subconsultant of any tier. All subconsultants of any tier performing any portion of the Work for CONSULTANT shall also obtain and maintain the same insurance coverage as specified in this subparagraph, with a waiver of subrogation in favor of CONSULTANT and all parties named as Indemnitees below. Where coverage is provided through the California State Compensation Insurance Fund, the requirement for a minimum A.M. Best rating does not apply.

21.1.3. Commercial General Liability. The policy must include the following:

- Consultant shall maintain commercial general liability (CGL) insurance (Insurance Services Office (ISO) Form CG 00 01), and if necessary excess/umbrella commercial liability insurance, with a combined limit of liability of not less than **\$1,000,000 each occurrence**
- The policy shall, at a minimum, include coverage for any and all of the following: bodily injury, property damage, personal injury, broad form contractual liability (including coverage to the maximum extent possible for the indemnifications in this Contract), premises-operations (including explosion, collapse and underground coverage), duty to defend in addition to (without reducing) the limits of the policy(ies), and products and completed operations.
 - \$1,000,000 per occurrence limit for property damage or bodily injury
 - \$1,000,000 per occurrence limit for personal injury and advertising injury
 - \$1,000,000 per occurrence limits for products/completed operations coverage (ISO Form 20 37 10 01) if SBCTA's Risk Manager determines it is in SBCTA's best interests to require such coverage,
- If a general aggregate applies, it shall apply separately to this project/location. The contract number, and brief explanation of the project/work must be indicated under "Description of Operations/Locations" (ISO Form CG 25 03 or CG 2504).
- Coverage is to be on an "occurrence" form. "Claims made" and "modified occurrence" forms are not acceptable.
- A copy of the declaration page or endorsement page listing all policy endorsements for the CGL policy must be included.

All subconsultants of any tier performing any portion of the Work for CONSULTANT shall also obtain and maintain the CGL insurance coverage with limits not less than:

- Each occurrence limit: \$1,000,000
- General aggregate limit: \$1,000,000
- Personal injury and advertising limit \$1,000,000
- Products-completed operations aggregate limit \$1,000,000

All subconsultants' and sub-subconsultants' deductibles or self-insured retentions must be acceptable to SBCTA's Risk Manager.

21.1.4 Umbrella/Excess CGL. The policy must include the following:

- If the CONSULTANT elects to include an umbrella or excess policy to cover any of the total limits required beyond the primary commercial general liability policy limits and/or the primary commercial automobile liability policy limits, then the policy must include the following:
 - The umbrella or excess policy shall follow form over the CONSULTANT's primary general liability coverage and shall provide a separate aggregate limit for products and completed operations coverage.
 - The umbrella or excess policy shall not contain any restrictions or exclusions beyond what is contained in the primary policy.
 - The umbrella or excess policy shall contain a clause stating that it takes effect (drops down) in the event the primary limits are impaired or exhausted.
 - The umbrella or excess policy must also extend coverage over the automobile policy if it is to be used in combination with the primary automobile policy to meet the total insurance requirement limits.

There shall be no statement limiting the coverage provided to the parties listed as additionally insureds or as indemnitees below.

21.1.5 Commercial Auto. Intentionally Omitted.

21.1.6 Pollution Liability. Intentionally Omitted.

21.1.7 Cyber Liability Insurance. Intentionally Omitted.

21.1.8 Railroad Protective Liability. Intentionally Omitted.

21.2 General Provisions

21.2.1 Qualifications of Insurance Carriers. If policies are written by insurance carriers authorized and admitted to do business in the state of California, then the insurance carriers must have a current A.M. Best rating of A-VIII or better, and if policies are written by insurance carriers that are non-admitted but authorized to conduct business in the state of California, then they must meet the current A.M. Best rating of A-X or better, unless otherwise approved in writing by SBCTA's Risk Manager.

21.2.2 Additional Insured Coverage. All policies, except those for Workers' Compensation and Professional Liability insurance, shall be endorsed by ISO Form CG 20 10 11 85, or if not available, then ISO Form CG 20 38, to name San Bernardino County Transportation Authority and its officers, directors, members, employees, and agents, as additional insureds ("Additional Insureds"). With respect to general liability arising out of or connected with work or operations performed by or on behalf of the CONSULTANT under this Contract, coverage for such Additional Insureds shall not extend to liability to the extent prohibited by section 11580.04 of the Insurance Code. The additional insured endorsements shall not limit the scope of coverage for SBCTA

to vicarious liability, but shall allow coverage for SBCTA to the full extent provided by the policy.

- 21.2.3 Proof of Coverage. Evidence of insurance in a form acceptable to SBCTA's Risk Manager, including declarations pages of each policy, certificates of insurance and the required additional insured endorsements, shall be provided to SBCTA's Procurement Analyst prior to issuance of the NTP or prior to commencing any Work, as SBCTA specifies. Certificate(s) of insurance, as evidence of the required insurance shall: be executed by a duly authorized representative of each insurer; show compliance with the insurance requirements set forth in this Article; set forth deductible amounts applicable to each policy; list all exclusions which are added by endorsement to each policy; and also include the Contract Number and the SBCTA Project Manager's name on the face of the certificate. If requested in writing by SBCTA, CONSULTANT shall submit complete copies of all required insurance policies within ten (10) business days of a written request by SBCTA.
- 21.2.4 Deductibles and Self-Insured Retention. Regardless of the allowance of exclusions or deductibles by SBCTA, CONSULTANT shall be responsible for any deductible or self-insured retention (SIR) amount and shall warrant that the coverage provided to SBCTA is consistent with the requirements of this Article. CONSULTANT will pay, and shall require its sub-consultants to pay, all deductibles, co-pay obligations, premiums and any other sums due under the insurance required in this Article. Any deductibles or self-insured retentions must be declared to and approved in writing by SBCTA's Risk Manager. Without SBCTA's Risk Manager's expressed written approval, no deductibles or SIR will be allowed. At the option of SBCTA, if the deductible or SIR is approved and it is greater than \$10,000 or one (1) percent of the amount of coverage required under this Contract, whichever is less, the CONSULTANT shall guarantee that either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to SBCTA, its directors, officials, officers, employees and agents; or, (2) the CONSULTANT shall procure a bond guaranteeing the amount of the deductible or self-insured retention. SBCTA shall have the right to review any and all financial records that SBCTA, at its sole discretion, deems necessary to approve any deductible or SIR. SBCTA will have the right, but not the obligation, to pay any deductible or SIR due under any insurance policy. If SBCTA pays any sums due under any insurance required above, SBCTA may withhold said sums from any amounts due to CONSULTANT. The CONSULTANT's policies will neither obligate nor prohibit SBCTA or any other Additional Insured from paying any portion of any CONSULTANT's deductible or SIR.
- 21.2.5 CONSULTANT's and Subconsultants' Insurance will be Primary. All policies required to be maintained by the CONSULTANT or any subconsultant, with the exception of Professional Liability and Worker's Compensation, shall be endorsed, with a form at least as broad as ISO Form CG 20 01 04 13, to be primary coverage, and any coverage carried by any of the Additional Insureds shall be excess and non-contributory. Further, none of CONSULTANT's or subconsultants' pollution, automobile, general liability or other liability policies (primary or excess) will contain

any cross-liability exclusion barring coverage for claims by an additional insured against a named insured.

- 21.2.6 Waiver of Subrogation Rights. To the fullest extent permitted by law, CONSULTANT hereby waives all rights of recovery under subrogation against the Additional Insureds named herein, and any other consultant, subconsultant or sub-subconsultant performing work or rendering services on behalf of SBCTA in connection with the planning, development and construction of the Project. To the fullest extent permitted by law, CONSULTANT shall require similar written express waivers and insurance clauses from each of its subconsultants of every tier. CONSULTANT shall require all of the policies and coverages required in this Article to waive all rights of subrogation against the Additional Insureds (ISO Form CG 24 04 05 09). Such insurance and coverages provided shall not prohibit CONSULTANT from waiving the right of subrogation prior to a loss or claim.
- 21.2.7 Cancellation. If any insurance company elects to cancel or non-renew coverage for any reason, CONSULTANT will provide SBCTA thirty (30) days' prior written notice of such cancellation or nonrenewal. If the policy is cancelled for nonpayment of premium, CONSULTANT will provide SBCTA ten (10) days' prior written notice. In any event, CONSULTANT will provide SBCTA with a copy of any notice of termination or notice of any other change to any insurance coverage required herein which CONSULTANT receives within one business day after CONSULTANT receives it by submitting it to SBCTA at insurance@gosbcta.com, to the attention of SBCTA's Procurement Analyst, and by depositing a copy of the notice in the U.S. Mail in accordance with the notice provisions of this Contract.
- 21.2.8 Enforcement. SBCTA may take any steps as are necessary to assure CONSULTANT's compliance with its insurance obligations as identified within this Article. Failure to continuously maintain insurance coverage as provided herein is a material breach of contract. In the event the CONSULTANT fails to obtain or maintain any insurance coverage required, SBCTA may, but is not required to, maintain this coverage and charge the expense to the CONSULTANT or withhold such expense from amounts owed CONSULTANT, or terminate this Contract. The insurance required or provided shall in no way limit or relieve CONSULTANT of its duties and responsibilities under the Contract, including but not limited to obligations to indemnify, defend and hold harmless the Indemnitees named below. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT for liability in excess of such coverage, nor shall it preclude SBCTA from taking other actions as available to it under any other provision of the Contract or law. Nothing contained herein shall relieve CONSULTANT, or any subconsultant of any tier, of their obligations to exercise due care in the performance of their duties in connection with the Work, and to complete the Work in strict compliance with the Contract.
- 21.2.9 No Waiver. Failure of SBCTA to enforce in a timely manner any of the provisions of this Article shall not act as a waiver to enforcement of any of these provisions at a later date.

- 21.2.10 Subconsultant Insurance. Insurance required of the CONSULTANT shall be also provided by subconsultants or by CONSULTANT on behalf of all subconsultants to cover their services performed under this Contract. CONSULTANT may reduce types and the amounts of insurance limits provided by subconsultant(s) to be proportionate to the amount of the subconsultant's contract and the level of liability exposure for the specific type of work performed by the subconsultant. CONSULTANT shall be held responsible for all modifications, deviations, or omissions in these insurance requirements as they apply to subconsultant.
- 21.2.11 Higher limits. If CONSULTANT maintains higher limits than the minimums shown above, SBCTA shall be entitled to coverage for the higher limits maintained by CONSULTANT. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to SBCTA.
- 21.2.12 Special Risks or Circumstances. SBCTA reserves the right to modify any or all of the above insurance requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

ARTICLE 22. INDEMNITY

22.1 To the extent, but only to the extent, that CONSULTANT's Work falls within the scope of Civil Code Section 2782.8, the following indemnification is applicable:

CONSULTANT shall indemnify and defend (with legal counsel reasonably approved by SBCTA) SBCTA and its officers, employees, agents and volunteers (collectively "Indemnitees"), from any and all losses, damages, liability, actions, and/or costs for claims that arise out of, pertain to, or are related to the negligence, recklessness, or willful misconduct of the professional.

22.2 For all other Work, CONSULTANT agrees to indemnify, defend (with legal counsel reasonably approved by SBCTA) and hold harmless Indemnitees from any and all claims, actions, losses, damages and/or liability (Claims) arising out or related to any act or omission of CONSULTANT or any of its officers, employees, agents, subconsultants or volunteers and for any costs or expenses incurred by SBCTA on account of any claim, except where such indemnification is prohibited by law. This indemnification provision shall apply regardless of the existence or degree of fault of Indemnitees. CONSULTANT's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence, but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code section 2782.

ARTICLE 23. ERRORS AND OMISSIONS

CONSULTANT shall be responsible for the professional quality, technical accuracy, and coordination of all Work required under this Contract. CONSULTANT shall be liable for SBCTA's costs resulting from errors or deficiencies in Work furnished under this Contract, including, but not limited to, any fines, penalties, damages, and costs required because of an error or deficiency in the Work provided by CONSULTANT under this Contract.

ARTICLE 24. OWNERSHIP OF PROPRIETARY PROPERTY AND DOCUMENTS

24.1 Definitions

- 24.1.1 Work: The work to be directly or indirectly produced by CONSULTANT under this Contract, as further defined in Section 1.1.
- 24.1.2 Work Product: All deliverables created or produced from Work under this Contract, including but not limited to, all Work and Deliverables conceived or made, or made hereafter conceived or made, either solely or jointly with others during the term of this Contract and during a period of six (6) months after the termination thereof, which relates to the Work commissioned or performed under this Contract. “Work Product” includes all deliverables, inventions, innovations, improvements, or other works of authorship CONSULTANT may conceive of or develop in the course of this Contract, whether or not they are eligible for patent, copyright, trademark, trade secret, or other legal protection.
- 24.1.3 Inventions: Any idea, methodologies, design, concept, technique, invention, discovery, improvement, or development regardless of patentability made solely by CONSULTANT or jointly with subconsultant(s) and/or employees of CONSULTANT and subconsultant(s) with one (1) or more employees of SBCTA, during the term of this Contract and in performance of any Work under this Contract, provided that either the conception or reduction to practice thereof occurs during the term of this Contract and in performance of Work issued under this Contract.

24.2 Ownership of Work Product and Rights

- 24.2.1 Copyright Ownership of Work Product: Except in regard to Pre-existing Works, all Work Product derived by the Work performed by the CONSULTANT, its employees, or by any subconsultant(s) or their employees under this Contract, shall be owned by Caltrans and SBCTA and shall be considered to be works made for hire by SBCTA and SBCTA’s consultant and/or subconsultant(s) for Caltrans and SBCTA. Caltrans and SBCTA shall own all United States and international copyrights in the Work Product. As such, all Work Product shall contain, in a conspicuous place, a copyright designation consisting of a “c” in a circle followed by the four-digit year in which the Work Product was produced, followed by the words “California Department of Transportation and San Bernardino County Transportation Authority. All Rights Reserved.” For example, a Work Product created in the year 2012 would contain the copyright designation © 2012 California Department of Transportation and San Bernardino County Transportation Authority. All Rights Reserved.
- 24.2.2 Vesting of Copyright Ownership: CONSULTANT and all of its subconsultants and employees of CONSULTANT and subconsultant(s), agree to perpetually assign, and upon creation of each Work Product automatically assigns, to Caltrans and SBCTA, its successors, and assigns, ownership of all United States and international copyrights in each and every Work Product, in so far as any such Work Product, by operation of law, may not be considered work made for hire by SBCTA’s CONSULTANT or subconsultant(s). From time to time, Caltrans and SBCTA shall require the CONSULTANT, its subconsultant(s) and their respective employees to confirm such

assignments by execution and delivery of such assignments, confirmations, or assignment, or other written instruments as Caltrans and SBCTA may request. Caltrans and SBCTA, and their successors, and assigns, shall have the right to obtain and hold in its or their own name(s) all copyright registrations and other evidence of rights that may be available for Work Product. SBCTA shall require consultants, including subconsultants, to waive all moral rights relating to identification of authorship restriction or limitation on use, or subsequent modifications of the Work.

24.3 Inventions

24.3.1 Vesting of Patent Ownership: CONSULTANT agrees, and agrees to require its subconsultant(s), and their respective employees, to assign to Caltrans and SBCTA, and their successors and assigns, all Inventions, together with the right to seek protection by obtaining patent ownership rights and the right to claim all rights or priority thereunder, and the same shall become and remain Caltrans' and SBCTA's property regardless of whether such protection is sought. CONSULTANT shall promptly make a complete written disclosure to Caltrans and SBCTA of each Invention not otherwise clearly disclosed to Caltrans and SBCTA in the pertinent Work Product, specifically pointing out features or concepts that CONSULTANT believes to be new or different. CONSULTANT shall, upon Caltrans and/or SBCTA's request and at Caltrans and SBCTA's expense, cause patent applications to be filed thereon, through solicitors designated by Caltrans and SBCTA, and shall sign all such applications over to Caltrans and SBCTA, its successors, and assigns. CONSULTANT shall give Caltrans and SBCTA and their solicitors all reasonable assistance in connection with the preparation and prosecution of any such patent applications and shall cause to be executed all such assignments or other instruments or documents as Caltrans and SBCTA may consider necessary or appropriate to carry out the intent on the RGA.

24.3.2 SBCTA: In the event that Caltrans and SBCTA are unable for any reason whatsoever to secure CONSULTANT's, signature to any lawful or necessary document required or desirable to apply for or prosecute any United States application (including renewals or divisions thereof), CONSULTANT, its employees, and CONSULTANT's subconsultants hereby irrevocably designate and appoint Caltrans and SBCTA and its duly authorized officers and agents, as its agent and attorney-in-fact, to act for and on CONSULTANT's behalf and stead, to execute and file such applications and to do all other lawfully permitted acts to further the prosecution and issuance of any copyrights, trademarks, or patents thereon with the same legal force and effect as if executed by CONSULTANT, its employees, and CONSULTANT's subconsultants. Caltrans and SBCTA shall have no obligations to file any copyright, trademark, or patent applications.

24.4 Additional Provisions

24.4.1 Avoidance of infringement: In performing services under this CONTRACT, CONSULTANT, its subconsultants, and their respective employees agree to avoid designing or developing any items that infringe one (1) or more patents or other intellectual property rights of any third party. If CONSULTANT, subconsultant(s) or their respective employees become aware of any such possible infringement in the

course of performing any Work under this CONTRACT, CONSULTANT, subconsultant, or such employees shall immediately notify SBCTA in writing.

24.4.2 Pre-existing Works and License: CONSULTANT acknowledges that all Work Product shall be the sole and exclusive property of Caltrans and SBCTA, except that any Pre-existing Works created by CONSULTANT and third parties outside of the CONTRACT but utilized in connection with the CONTRACT (the “Pre-existing Works”) shall continue to be owned by CONSULTANT or such parties.

24.4.3 CONSULTANT and Subconsultant(s): CONSULTANT and its subconsultants shall conform to the provisions of this Article. In performing services under this CONTRACT, CONSULTANT and any subconsultant(s) shall avoid designing or developing any items that infringe one (1) or more patents or other intellectual property rights of any third party. If CONSULTANT becomes aware of any such possible infringement in the course of performing any Work under this CONTRACT, CONSULTANT shall immediately notify SBCTA in writing.

24.5 Ownership of Data

24.5.1 Upon completion of all Work under this CONTRACT, all intellectual property rights, ownership, and title to all reports, documents, plans, specifications, and estimates produced as part of this CONTRACT will automatically be vested in Caltrans and SBCTA and no further agreement will be necessary to transfer ownership to Caltrans and SBCTA. CONSULTANT shall furnish Caltrans and SBCTA all necessary copies of data needed to complete the review and approval process.

24.5.2 It is understood and agreed that all calculations, drawings, and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the Project for which this CONTRACT has been entered into.

24.5.3 CONSULTANT is not liable for claims, liabilities or losses arising out of, or connected with, the modification or misuse by Caltrans and/or SBCTA of the machine-readable information and data provided by CONSULTANT under this CONTRACT; further, CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with, any use by Caltrans and/or SBCTA of the Project documentation on other projects, for additions to this Project, or for the completion of this project by others, excepting only such use as may be authorized, in writing, by CONSULTANT.

24.5.4 Subcontracts in excess of \$25,000. shall contain all of the provisions of this Article.

24.6 Except as otherwise provided, all deliverables, including but not limited to, drawings, reports, worksheets, and other data developed by CONSULTANT under this Contract shall become the sole property of SBCTA when prepared, whether delivered to SBCTA or not.

ARTICLE 25. SUBCONTRACTS

- 25.1 CONSULTANT shall not subcontract performance of all or any portion of Work under this Contract, except to those subconsultants listed in CONSULTANT's proposal, without first notifying SBCTA in writing of the intended subcontracting and obtaining SBCTA's written approval of the subcontracting and the subconsultant. The definition of subconsultant and the requirements for subconsultants hereunder shall include all subcontracts at any tier.
- 25.2 CONSULTANT agrees that any and all subconsultants of CONSULTANT performing Work under this Contract will comply with the terms and conditions of this Contract applicable to the portion of Work performed by them. CONSULTANT shall incorporate all applicable provisions of this Contract into their subcontracts regardless of the tier. If requested by SBCTA, CONSULTANT shall furnish SBCTA a copy of the proposed subcontract for SBCTA's approval of the terms and conditions thereof and shall not execute such subcontract until SBCTA has approved such terms and conditions. SBCTA's approval shall not be unreasonably withheld.
- 25.3 Approval by SBCTA of any Work to be subcontracted and the subconsultant to perform said Work will not relieve CONSULTANT of any responsibility or liability in regard to the acceptable and complete performance of said Work. Any substitution of subconsultants must be approved in writing by SBCTA. CONSULTANT shall have sole responsibility for managing all of their subconsultants, including resolution of any disputes between CONSULTANT and its subconsultants.

ARTICLE 26. RECORD INSPECTION AND AUDITING

SBCTA or any of its designees, representatives, or agents shall at all times have access during normal business hours to CONSULTANT's operations and products wherever they are in preparation or progress, and CONSULTANT shall provide sufficient, safe, and proper facilities for such access and inspection thereof. Inspection or lack of inspection by SBCTA shall not be deemed to be a waiver of any of its rights to require CONSULTANT to comply with the Contract or to subsequently reject unsatisfactory Work or products.

ARTICLE 27. INDEPENDENT CONTRACTOR

CONSULTANT is and shall be at all times an independent contractor. Accordingly, all Work provided by CONSULTANT shall be done and performed by CONSULTANT under the sole supervision, direction and control of CONSULTANT. SBCTA shall rely on CONSULTANT for results only, and shall have no right at any time to direct or supervise CONSULTANT or CONSULTANT's employees in the performance of Work or as to the manner, means and methods by which Work is performed. All personnel furnished by CONSULTANT pursuant to this Contract, and all representatives of CONSULTANT, shall be and remain the employees or agents of CONSULTANT or of CONSULTANT's subconsultant(s) at all times, and shall not at any time or for any purpose whatsoever be considered employees or agents of SBCTA.

ARTICLE 28. ATTORNEY’S FEES

If any legal action is instituted to enforce or declare any Party’s rights under the Contract, each Party, including the prevailing Party, must bear its own costs and attorneys’ fees. This Article shall not apply to those costs and attorneys’ fees directly arising from any third party legal action against a Party hereto and payable under the “Indemnity” provision of the Contract.

ARTICLE 29. GOVERNING LAW AND VENUE

This Contract shall be subject to the law and jurisdiction of the State of California. The Parties acknowledge and agree that this Contract was entered into and intended to be performed in whole or substantial part in San Bernardino County, California. The Parties agree that the venue for any action or claim brought by any Party to this Contract will be the Superior Court of California, San Bernardino County. Each Party hereby waives any law or rule of court which would allow them to request or demand a change of venue. If any action or claim concerning this Contract is brought by any third party, the Parties hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County.

ARTICLE 30. FEDERAL, STATE AND LOCAL LAWS

CONSULTANT warrants that in the performance of this Contract, it shall comply with all applicable federal, State and local laws, ordinances, rules and regulations.

ARTICLE 31. PRECEDENCE

- 31.1 The Contract consists of these Contract Articles, Exhibit A “Scope of Work” and Exhibit B “Price Proposal”, SBCTA’s Request for Proposal, and CONSULTANT’s proposal, all of which are incorporated into this Contract by this reference.
- 31.2 The following order of precedence shall apply: first, the Contract Articles; second, Exhibits A and B; third, SBCTA’s Request for Proposal; and last, CONSULTANT’s proposal. In the event of a conflict between the Contract Articles and the Scope of Work, the Contract Articles will prevail.
- 31.3 In the event of an express conflict between the documents listed in this Article, or between any other documents which are a part of the Contract, CONSULTANT shall notify SBCTA in writing within three (3) business days of its discovery of the conflict and shall comply with SBCTA's resolution of the conflict.

ARTICLE 32. COMMUNICATIONS AND NOTICES

Notices sent by mail shall be by United States Mail, postage paid, certified mail (return receipt requested). Any and all notices permitted or required to be given hereunder shall be deemed duly given and received: (a) upon actual delivery, if delivery is personally made or if made by fax or email during regular business hours; (b) the first business day following delivery by fax or email when not made during regular business hours; or (c) on the fourth business day after deposit of such notice into the United States Mail. Each such notice shall be sent to the respective Party at the address indicated below or to any other address as the respective Parties may designate from time to time by a notice given in accordance with this Article. CONSULTANT shall notify SBCTA of any contact information changes within ten (10) business days of the change.

To CONSULTANT	To SBCTA
2280 Market Street, Suite 100	1170 W. 3rd Street, 2nd Floor
Riverside, CA 92501	San Bernardino, CA 92410-1715
Attn: Thomas T. Kim	Attn: Ginger Koblasz
Email:tom.kim@hdrinc.com	Email: gkoblasz@gosbcta.com
Phone: 951-320-7300	Phone: (909) 884-8276
2 nd Contact:	Copy: Procurement Manager
Email:	Email: procurement@gosbcta.com

ARTICLE 33. DISPUTES

- 33.1 In the event any dispute, other than an audit, arises between the Parties in connection with this Contract (including but not limited to disputes over payments, reimbursements, costs, expenses, Work to be performed, Scope of Work and/or time of performance), the dispute shall be decided by SBCTA's Procurement Manager within thirty (30) calendar days after notice thereof in writing, which notice shall include a particular statement of the grounds of the dispute. If CONSULTANT does not agree with the decision, then CONSULTANT shall have ten (10) calendar days after receipt of the decision in which to file a written appeal to SBCTA's Executive Director. If the Executive Director fails to resolve the dispute in a manner acceptable to CONSULTANT, then such dispute may be reviewed by a court of competent jurisdiction.
- 33.2 During resolution of the dispute, CONSULTANT shall proceed with performance of this Contract with due diligence.

ARTICLE 34. GRATUITIES

CONSULTANT, its employees, agents, or representatives shall not offer or give to any officer, official, agent or employee of SBCTA, any gift, entertainment, payment, loan, or other gratuity.

ARTICLE 35. REVIEW AND ACCEPTANCE

All Work performed by CONSULTANT shall be subject to periodic review and approval by SBCTA at any and all places where such performance may be carried on. Failure of SBCTA to make such review or to discover defective work shall not prejudice the rights of SBCTA at the time of final acceptance. All Work performed by CONSULTANT shall be subject to periodic and final review and acceptance by SBCTA upon completion of all Work.

ARTICLE 36. INTENTIONALLY OMITTED.

ARTICLE 37. EVALUATION OF CONSULTANT

CONSULTANT's performance may be evaluated by SBCTA periodically throughout the Contract performance period, such as at the completion of certain milestones as identified in Scope of Work and/or at the completion of the Contract. A copy of the evaluation will be given to CONSULTANT for their information. The evaluation information shall be retained as part of the Contract file and may be used to evaluate CONSULTANT if they submit a proposal on a future RFP issued by SBCTA.

ARTICLE 38. SAFETY

CONSULTANT shall strictly comply with OSHA regulations and local, municipal, state, and federal safety and health laws, orders and regulations applicable to CONSULTANT's operations in the performance of Work under this Contract. CONSULTANT shall comply with all safety instructions issued by SBCTA or their representatives.

ARTICLE 39. DRUG FREE WORKPLACE

CONSULTANT agrees to comply with the Drug Free Workplace Act of 1990 per Government Code section 8350 et seq.

ARTICLE 40. ASSIGNMENT

CONSULTANT shall not assign this Contract, in whole or in part, voluntarily, by operation of law, or otherwise, without first obtaining the written consent of SBCTA. SBCTA's exercise of consent shall be within its sole discretion. Any purported assignment without SBCTA's prior written consent shall be void and of no effect, and shall constitute a material breach of this Contract. Subject to the foregoing, the provisions of this Contract shall extend to the benefit of and be binding upon the successors and assigns of the Parties.

ARTICLE 41. AMENDMENTS

The Contract may only be changed by a written amendment duly executed by the Parties. Work authorized under an amendment shall not commence until the amendment has been duly executed.

ARTICLE 42. PREVAILING WAGES

42.1 The State of California's General Prevailing Wage Rates are not applicable to this Contract.

ARTICLE 43. CONTINGENT FEE

CONSULTANT warrants by execution of this Contract that no person or selling agency has been employed or retained to solicit or secure this Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, SBCTA has the right to terminate this Contract without liability, pay only for the value of the Work actually performed, or, in its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE 44. FORCE MAJEURE

CONSULTANT shall not be in default under this Contract in the event that the Work performed by CONSULTANT is temporarily interrupted or discontinued for any of the following reasons: riots, wars, sabotage, acts of terrorism, civil disturbances, insurrection, explosion, pandemics, quarantines, acts of God, acts of government or governmental restraint, and natural disasters such as floods, earthquakes, landslides, and fires, or other catastrophic events which are beyond the reasonable control of CONSULTANT and which CONSULTANT could not reasonably be expected to have prevented or controlled. "Other catastrophic events" does not include the financial inability of CONSULTANT to perform or failure of CONSULTANT to obtain either any necessary permits or

licenses from other governmental agencies or the right to use the facilities of any public utility where such failure is due solely to the acts or omissions of CONSULTANT.

ARTICLE 45. WARRANTY

CONSULTANT warrants that all Work performed shall be in accordance with the Contract and all applicable professional standards. In the event of a breach of this provision, CONSULTANT shall take the necessary actions to correct the breach at CONSULTANT’s sole expense. If CONSULTANT does not take the necessary action to correct the breach, SBCTA, without waiving any other rights or remedies it may have, may take the necessary steps to correct the breach, and the CONSULTANT shall promptly reimburse SBCTA for all expenses and costs incurred.

ARTICLE 46. ENTIRE DOCUMENT

- 46.1 This Contract constitutes the sole and only agreement governing the Work and supersedes any prior understandings, written or oral, between the Parties respecting the Project. All previous proposals, offers, and other communications, written or oral, relative to this Contract, are superseded except to the extent that they have been expressly incorporated into this Contract.
- 46.2 No agent, official, employee or representative of SBCTA has any authority to bind SBCTA to any affirmation, representation or warranty outside of, or in conflict with, the stated terms of this Contract, and CONSULTANT hereby stipulates that it has not relied, and will not rely, on same.
- 46.3 Both Parties have been represented or had the full opportunity to be represented by legal counsel of their own choosing in the negotiation and preparation of this Contract. Therefore, the language in all parts of this Contract will be construed, in all cases, according to its fair meaning, and not for or against either Party.

ARTICLE 47. COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT

CONSULTANT shall comply with all applicable provisions of the Americans with Disabilities Act in performing Work under this Contract.

ARTICLE 48. EFFECTIVE DATE

The date that this Contract is executed by SBCTA shall be the Effective Date of the Contract.

-----SIGNATURES ARE ON THE FOLLOWING PAGE-----

Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)

IN WITNESS WHEREOF, the Parties hereto have executed this Contract below.

CONSULTANT

**San Bernardino County
Transportation Authority**

By: _____
Thomas T. Kim
Senior Vice President

By: _____
Art Bishop
President, Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM

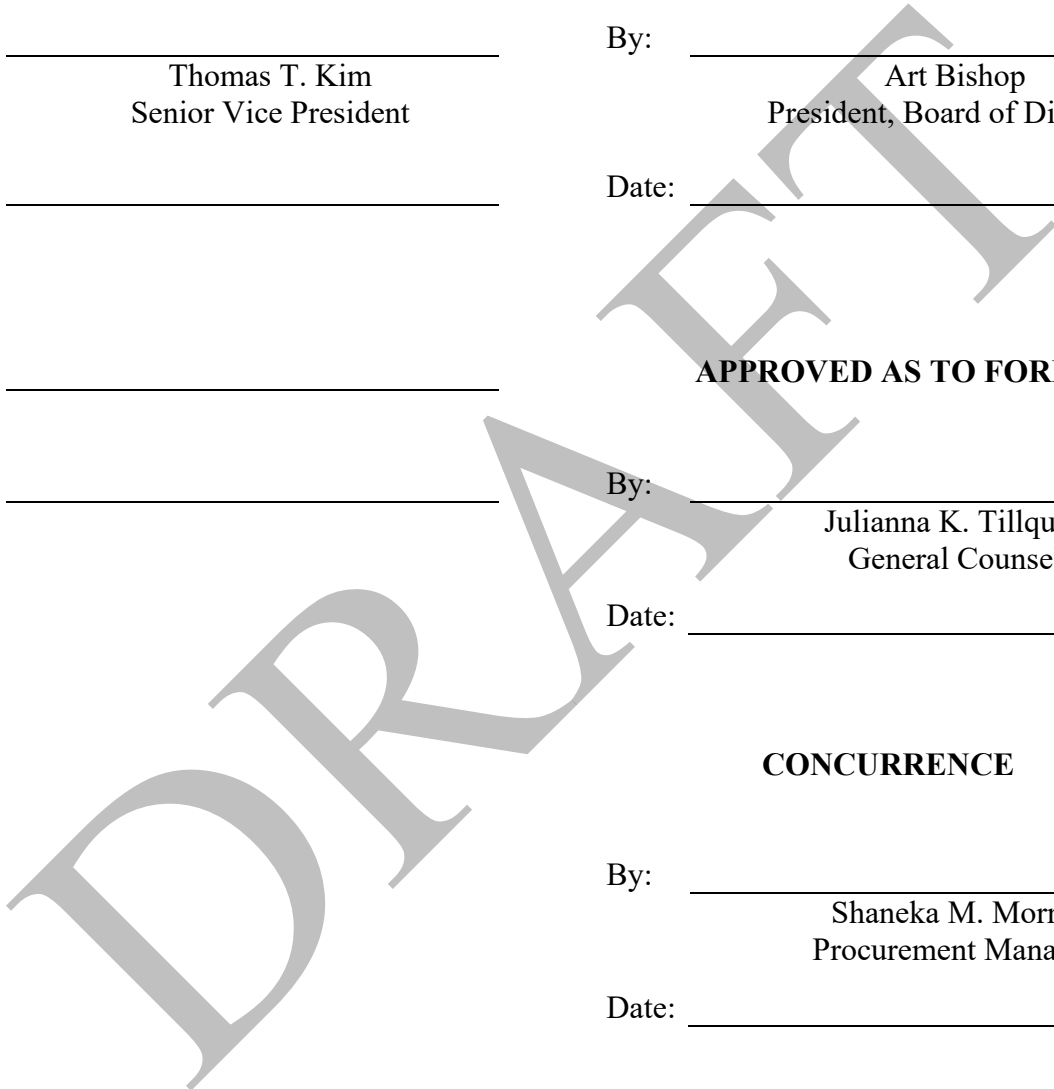
By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE

By: _____
Shaneka M. Morris
Procurement Manager

Date: _____



Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)

Exhibit A

SCOPE OF WORK

San Bernardino County Long Range Multimodal Transportation Plan (LRMTP)

Introduction

NEED FOR THE PROJECT AND RELATIONSHIP TO STATE INITIATIVES AND PRIOR EFFORTS

The San Bernardino County Transportation Authority (SBCTA) is soliciting proposals from experienced consultants to develop the San Bernardino County Long Range Multimodal Transportation Plan (LRMTP) which will provide a comprehensive, multimodal transportation vision for the County through 2045. The selected Consultant will coordinate participation with 25 local jurisdictions, five transit operators, Caltrans, Metrolink, Southern California Association of Governments (SCAG), and representatives of other diverse interests (health, active transportation, air quality, etc.). SBCTA has a Countywide Transportation Plan (CTP), developed originally in 2015 and updated in 2021 (termed an “Interim Update”). But a major update is needed to account for many changes that have occurred in the transportation landscape over that period.

Of these changes or new initiatives, chief among them are the California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI), both of which were adopted in 2021. There are other legislative and policy initiatives in addition to these documents, but they encapsulate the overall direction being provided for multimodal transportation statewide going forward. The purpose of each document and the relationship of the LRMTP to those documents can be summarized as:

- The CTP 2050 is described on the Caltrans website as “a policy framework that provides a common vision for the future of our transportation system. The CTP 2050 is a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California. The CTP 2050 ... is the result of an extensive, multi-faceted public engagement process that responds to federal and state laws and regulations regarding public engagement.” **LRMTP relationship: The LRMTP will take the planning principles in the CTP 2050 and apply them in the context of a county-level, multimodal plan. Certain specific strategies in the CTP 2050 will also be germane to strategies applicable to San Bernardino County.**
- The California State Transportation Agency (CalSTA) describes CAPTI as a “plan that details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals.” A particular focus of CAPTI is to reduce vehicle miles traveled (VMT) as part of the overall strategy to reduce GHGs. CalSTA adopted CAPTI in July, 2021. **LRMTP relationship: SBCTA has prepared two county-level GHG reduction plans 2014 (in response to AB 32 - with 2020 goals) and 2021 (in response to SB 32 - with 2030 goals), from which local jurisdictions have prepared**

Climate Action Plans (CAPs). This now sets the stage for climate-based transportation planning, and the LRMTTP will do for transportation what the CAPs have done for land use and city-level facilities. At the same time, CAPTI emphasizes that “no one-size-fits- all.” And, for a county as large and diverse as San Bernardino, with valleys, mountains, and deserts, each subarea will need to be addressed based on its geographic, demographic, and infrastructure characteristics. Yet the 10 CAPTI “guiding principles” can be applied across these diverse environments, likely with solutions that vary by subarea. The same is true in the relationship to the CTP 2050.

While the 2015 CTP and the 2021 CTP Interim Update incorporated many of the emerging planning practices and responded to legislation on greenhouse gases (GHGs) and sustainability that existed at that point, significant changes have occurred since that time. In addition, SCAG has now produced its 2020 Regional Transportation Plan/Sustainable Communities Strategy (branded *Connect SoCal*), and a range of state, regional and local agencies have roles in implementing that plan. The San Bernardino LRMTTP will constitute a part of that ongoing implementation process and can be analyzed at a greater level of detail for San Bernardino County than is possible with the much larger SCAG RTP/SCS. While local jurisdictions are responsible for land use decisions, the LRMTTP will include a set of principles for encouraging land use strategies that work hand-in-hand with the regional multimodal transportation system.

SBCTA has undertaken other planning efforts that provide an additional foundation for the LRMTTP, but had distinctly different purposes. Table 1 cites several of the studies and how the LRMTTP is focused differently.

Table 1. Foundational Planning Efforts in San Bernardino County and their Relationship to the LRMTTP

Name of Planning Effort(s)	Description	How Related to or Different from the LRMTTP
Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP)	This was a partnership project completed in 2020 by Caltrans, RCTC, and SBCTA to define transportation problems and corresponding strategies for 5 east-west and 5 north-south corridors in the IE, required to be eligible for the SB 1 SCCP program.	CMCP is more focused at integrating planning elements at the corridor level and shorter term strategies/projects. LRMTTP is more focused at countywide network level and longer term, with particular emphasis on the transit/land use strategy for SB County only. It will have a long- term financial plan that does not exist in the CMCP.

Name of Planning Effort(s)	Description	How Related to or Different from the LRMTTP
San Bernardino Countywide Transportation Plan (CTP)	<p>The CTP is similar to countywide transportation plans prepared for LA, Orange, and similar counties. The original CTP was prepared in 2015, with an “Interim Update” prepared in 2021, just to bring the CTP current with state policy and current project descriptions.</p>	<p>The LRMTTP will further develop the countywide vision for transit, land use, and other alternate modes. For example, it will clarify the vision for Bus Rapid Transit, and have a more rigorous analysis of a feasible transportation investment strategy. The CTP has not directly addressed the initiatives contained in the CTP 2050 or CAPTI.</p>
Customer-Based Ridesharing and Transit Interconnectivity Study	<p>The Customer-Based Study was an effort to develop implementable projects to enhance transit, TDM, transportation technology initiatives and transit amenities at the local level. It created 17 specific actions/projects that could be undertaken, several of which are now being advanced.</p>	<p>The Customer-Based Study focused on such things as first/last mile projects, tripper service, fare integration, and transit information. The LRMTTP will incorporate some of these initiatives into the long-term strategic approach of the LRMTTP but will not get into as much detail on project development.</p>
The Public Transit – Human Services Transportation Coordination Plan for San Bernardino County, 2021-2025 (referred to as the “2021 Coordinated Plan”).	<p>The 2021 Coordinated Plan serves to document mobility needs and gaps of seniors, persons with disabilities, persons of low income, veterans and tribal members living and traveling within San Bernardino County.</p>	<p>The Coordinated Plan is an important input to the LRMTTP and will be referenced for connections to disadvantaged populations. Substantial public input was received and will be referenced in summary fashion in the LRMTTP.</p>
Short Range Transit Plans (SRTPs)	<p>There is one SRTP for each of our five transit operators, plus Metrolink, and the plans are currently being updated in response to conditions brought about by the pandemic.</p>	<p>The transit component of the LRMTTP will be founded on the transit agency SRTPs. These serve as a basis for establishing existing operations and near-term financial requirements going forward.</p>
SBCTA 10-Year Delivery Plan	<p>The 10-Year Plan represents the near-term plan of investment for projects to which a commitment was made in the Measure I Expenditure Plan. A new Plan is anticipated for approval in December 2021.</p>	<p>The 10-Year Plan covers all modes and represents the near-term investments for Measure I projects. The LRMTTP will build on the 10-Year Plan but will also influence how investments are made in future 10- Year Plans. The 10-Year Plan has specific funding sources assigned to projects. The LRMTTP balances overall funding with overall expenditures, not project by project.</p>

Name of Planning Effort(s)	Description	How Related to or Different from the LRMTTP
San Bernardino Countywide Zero-Emission Bus Study (Master Plan - 2020)	SBCTA developed the Master Plan to guide the five transit operators within SB County in their transition to a zero-emission (ZE) fleet, in accordance with the CARB Innovative Clean Transit (ICT) regulation, representing a mandate for the full conversion of bus fleets to ZE by 2040.	The LRMTTP must include this transition to a ZE fleet in its long-term financial planning. It will help to quantify the level of financial assistance likely to be needed for this transition to occur.
San Bernardino County Active Transportation Plan (aka Non-Motorized Transportation Plan)	The ATP identifies a comprehensive plan for bicycle and pedestrian networks as well as a set of such projects for near-term consideration for competitive funding.	The ATP will likely be incorporated into the LRMTTP by reference, with a summary provided in the body of the LRMTTP. The ATP is a living document, with periodic updates to ATP projects to stay current.
SB 743 VMT Implementation Study, Phases 1 and 2.	The two-phased SB 743 study has assisted local jurisdictions with implementing their local approach to vehicle miles travelled (VMT) analysis under CEQA (Phase 1) as well as dealing with broader issues of VMT mitigation countywide (Phase 2).	The approach to VMT analysis and mitigation serves as an “overlay” to other analyses that will be conducted for the LRMTTP. The CAPTI principles have a strong emphasis on VMT reduction and sustainability, which will be a theme of the LRMTTP.

While SBCTA is well on the way toward implementing many of the state and regional sustainability initiatives, these plans and implementation strategies have yet to be fully integrated into a singular, cohesive plan. In particular, the LRMTTP needs to pull together the long-term implementation strategy for transit, transportation demand management, and land use. The Short Range Transit Plans (SRTPs) provide the near-term look for our five transit operators (Omnitrans), Victor Valley Transit Authority (VVTA), Mountain Area Regional Transit Authority (MARTA), Morongo Basin Transit Authority (MBTA), and City of Needles Transit Services. But a long range transit vision needs to be provided as context for the short range in our ongoing work with the Federal Transit Administration. The people-moving system needs to be seen as an integrated, customer-focused network of rail, bus, bike/pedestrian, Transportation Demand Management (TDM), and first/last-mile systems. The needs of freight movement must also be incorporated into the effort to bring a complete picture together of the movement of both people and goods. In addition, the financial requirements for realizing the long term vision have not been assessed. The Consultant will analyze these financial requirements in terms of both traditionally available resources as well as the case of “what if” additional resources were to become available.

The California Transportation Plan 2050 and CAPTI have now been adopted, and Caltrans will be moving into the implementation stage. The State’s CAPTI initiative is part of that implementation and establishes an important investment framework that: 1) builds toward an integrated, statewide rail and transit network; 2) invests in networks of safe and accessible bicycle and pedestrian infrastructure; and 3) includes investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure or supportive infrastructure as part of larger transportation projects. Other State plans are also critical to where we are

headed, such as the Caltrans Interregional Transportation Strategic Plan, and the next iteration of the CARB AB 32 Climate Change Scoping Plan.

RESILIENCY – A THEME OF THE LRMTTP

If there is one thing that COVID-19 has taught us, it is that “the future is uncertain.” Therefore, the LRMTTP will be framed around “alternative futures,” using scenario analysis and building a strong relationship to state plans and regional planning efforts such as SCAG’s 2020 *Connect SoCal*, positioning this LRMTTP to feed input to the SCAG 2024 RTP/SCS.

According to a recent report by Deloitte (a global firm focusing on strategy and analytics across business sectors), "Understanding COVID-19's Impact on the Transportation Sector," transportation organizations will need to ensure that transportation networks can continue to operate through (and recover from) future catastrophic events and lockdown measures; longer-term investment programs may need to be re-planned and re-prioritized in light of decreased revenue; and commuting and future travel patterns may not look the same as in their pre-COVID-19 state. The challenge we face is that we do not know what the “new normal” is, and it is possible that there may never be a “new normal,” hence the need for resiliency, adaptability, and scenario analysis in our planning going forward. This is a major theme running through SBCTA’s approach to the LRMTTP, and we believe it will have applicability statewide.

As part of the planning process, the Consultant will develop scenarios to better prepare and position SBCTA and its transportation partners (transit agencies, local governments, Metrolink, Caltrans, etc.) as we collectively address the goals of vehicle trip reduction (per SB 743), GHG reduction, equity, air quality, health outcomes, accessibility, mobility, modal integration, and system resiliency. Scenarios will be needed to address responses to federal and State policy direction, uncertainty in revenue streams, future pandemics, and other emergencies. The intent is that our multimodal vision will set a course that is strategic, yet practical in its implementation, and agile enough to respond to the uncertainties of the kind we experienced in 2020/2021.

The LRMTTP will take the “next step” in transportation planning for San Bernardino County, as has been described above. This means better integrating our existing transportation and sustainability plans, and making them more resilient, more adaptable to changing conditions. It will include some of the traditional goals for both people and freight to ensure the safe and efficient management, cost-effective operation and development of a regional multimodal transportation system, linked with appropriate land use planning, to efficiently serve the mobility needs of San Bernardino County residents and our economy.

But it will also go beyond that to address some of the harder, more complex issues of resiliency and adaptability in the context of State and regional policy direction. The Consultant will integrate the LRMTTP with regional jurisdiction land use planning to achieve local, regional and federal goals, especially as they relate to affordable single- and multi-family housing initiatives. For example, the Consultant will engage decision makers from municipalities, the County, transit agencies, and nonprofit and private affordable housing developers to identify affordable housing locations and complementary transportation options that will meet the needs of low-income commuters. Developing routes and schedules that work best for these residents, working with transit providers to make transit use easy for all riders, and working with other agencies to create connected communities will be a key goal.

A recent study by the U.S. Department of Housing and Urban Development¹ identified ‘connected communities’ as places with affordable housing options, pedestrian-friendly street designs, public spaces, and transportation options to access major employment centers, key goods and services, and amenities. Findings included 1) Coordination among different departments that play a role in housing and transportation can aid in the creation of connected communities; 2) The types of transportation options that residents need can vary depending on the city’s location within the region; 3) Land use plays an important role in determining the ease with which residents can make use of alternate transportation options; and 4) Considering location and transportation accessibility in selecting sites for new affordable housing can help create connected communities. These guiding lessons will be incorporated into our discussions during outreach with our housing stakeholders.

Other priorities the Consultant will evaluate include: accessibility, GHG emission reduction, transportation electrification, climate resilience, economic resilience, improving transportation mobility, equity, air quality, health, and ensuring that the regional transportation system addresses tribal, local, and regional mobility and economic needs. But these need to be further developed and integrated. Long-range transportation planning will also provide the opportunity for SBCTA to compare alternative improvement strategies, track performance over time, and identify funding priorities.

Background

The County of San Bernardino is the largest county in the United States by area at over 20,000 square miles, with a 2.2 million population, almost 800,000 employment and a diverse mix of geography that includes urban development, farmland, the San Bernardino Mountains, and large swaths of desert. The County is also an economic engine for the state and one of the largest logistics centers in the U.S., with some 250 million square feet of distribution/manufacturing/warehouse facilities. It was, until the pandemic, home to the fastest growing commercial airport in the U.S., Ontario International Airport, with 5.6 million passengers per year and serving as a freight hub second only to LAX in the region. While there is substantial out-of-county travel for work, the San Bernardino Valley is also a major work destination, and a majority of employed residents work inside the County. And the Valley has been steadily densifying. Given that it is home to the highest-ridership Metrolink line on the 500-mile commuter rail system, there is an opportunity to build on these investments, setting the stage for higher density land development around our growing number of transit stations. An extensive network of bus routes also exists in both the Valley and Victor Valley (with an operational Bus Rapid Transit line serving San Bernardino and Loma Linda, and another on the way in Ontario and Rancho Cucamonga), The section below provides some highlights concerning our near-term multimodal transportation investments that will keep San Bernardino County moving and represent part of our transportation vision.

OVERVIEW OF SBCTA MULTIMODAL TRANSPORTATION INVESTMENTS

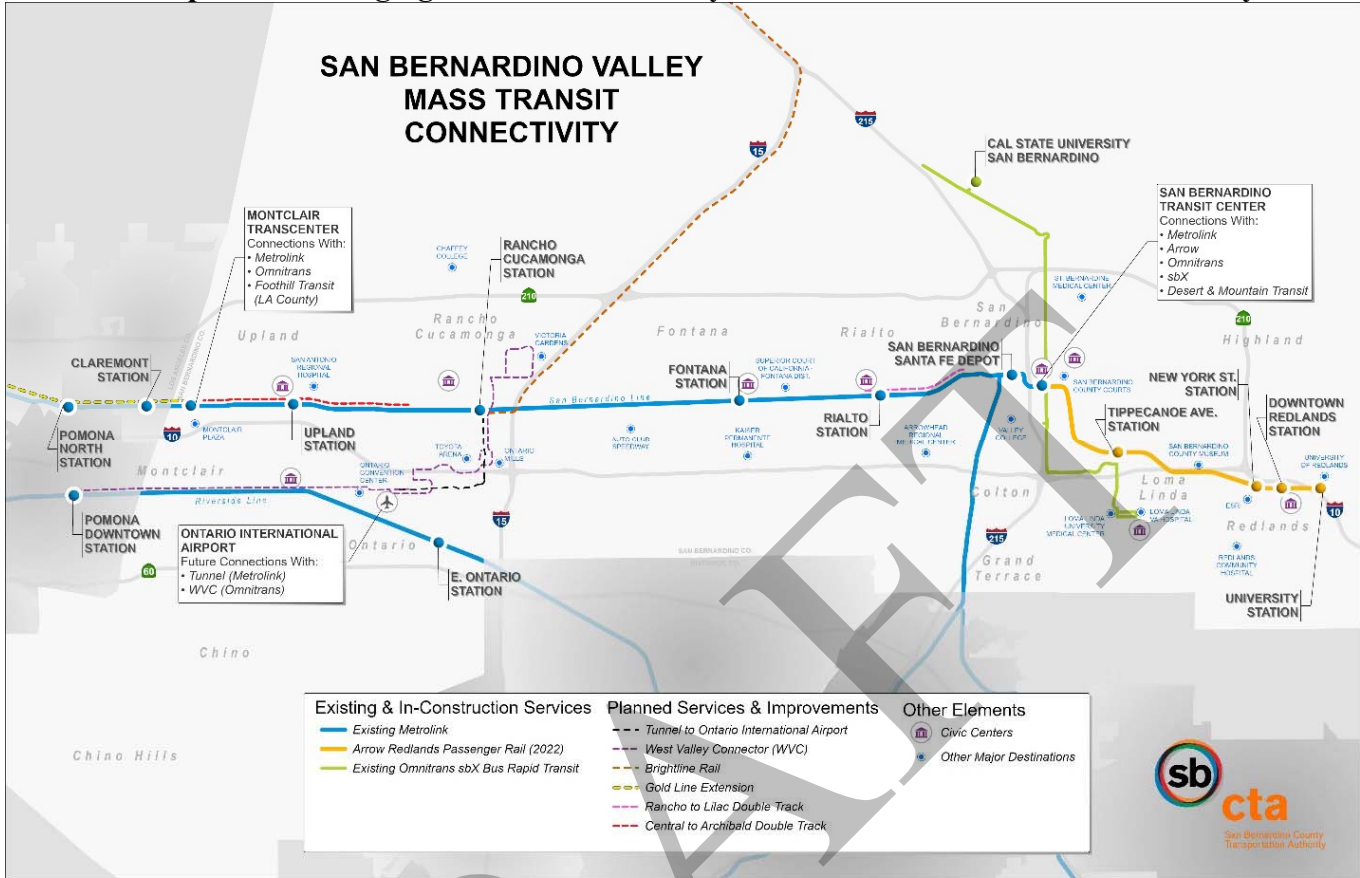
Multimodal transportation initiatives are coming together in San Bernardino County, particularly in the Valley subregion, in an unprecedented way. SBCTA has been collaborating with our state and local partners on various aspects of this multimodal vision for several years. But progress has recently accelerated, even during the COVID- 19 pandemic. SBCTA envisions all of these initiatives being operational within the next two to five years, ready to serve industry and the traveling public as we emerge from the pandemic.

¹ [Connected Communities: Linking Affordable Housing and Transportation | HUD USER](#).

The LRMTP represents the beginning of a multimodal vision that incorporates strategies for increasing transit, zero-emission transit, shared-rides, and active transportation, in addition to supporting the efficient movement of goods. These advances are accompanied by progress in building a system of multimodal express lanes and auxiliary lanes on Interstates 10 and 15 as part of a planned region-wide express lane network, launched in 2012 with the adoption of the RTP/SCS by SCAG. The LRMPT will carefully evaluate and plan for express lane expansion based on the location/local community, prioritization of ZEV trucks, buses, and HOVs, and material use (i.e., increased impervious surfaces, and ensure that these efforts are accessible and beneficial to low-income, historically burdened and under-served communities). Project highlights include the following, the locations of which can be identified in the map on the subsequent page:

- **New “Arrow” Hybrid Rail Passenger Service between Redlands and San Bernardino** - The Redlands Passenger Rail Project (RPRP) is expanding the Metrolink system through an innovative nine-mile, five-station, regional rail project that provides additional transportation choices through the introduction of a new rail service, known as Arrow. The service, scheduled to begin in early 2022, uses self-powered, low-emission trainsets, or “multiple units.” Then by 2024, a first-in-the-nation hybrid battery hydrogen-powered vehicle will come on-line, known as the zero-emission multiple unit (ZEMU).
- The nineteen-mile **Zero-Emission West Valley Connector Bus Rapid Transit (BRT) project** will be operational by 2024. It connects four cities (Pomona, Montclair, Ontario, and Rancho Cucamonga), Ontario International Airport (ONT), and two different Metrolink passenger rail lines (Riverside and San Bernardino lines), with dedicated lanes for BRT on Holt Boulevard in Ontario.
- **The Countywide Zero-Emission Bus Initiative** is a coordinated effort to identify the steps and funding needed to transform the diverse fleet of the five transit operators in San Bernardino County whose combined service area stretches from the flatlands of the Valley, through mountainous peaks, and low and high deserts.

Overview Map of the Emerging Transit Connectivity “Vision” in the San Bernardino Valley



- Upgrades in Metrolink Service on the San Bernardino Line** - Metrolink is evaluating scenarios to add significant train service on the Metrolink San Bernardino Line (SBL) by 2025, as part of the Southern California Optimized Rail Expansion Program (SCORE), a regional expansion plan. Not only would this facilitate improved access to ONT, but it will allow cities along the line in the San Bernardino and San Gabriel Valleys to better encourage transit-oriented development. This is an investment in the future of all these cities. The increase in Metrolink service will then match the frequencies of Arrow service between San Bernardino and Redlands. All new Metrolink locomotives are also upgrading to a low-emission Tier 4 standard.
- Tunnel to Ontario** - A tunnel connection for zero-emission self-driving vehicles is in the project development stage, linking the Rancho Cucamonga Metrolink Station and Ontario International Airport. This will open up new transit accessibility to ONT from LA and San Bernardino County by 2027. This innovative tunnel approach, similar to one initiating operation in Las Vegas, will allow the ONT connection to occur years in advance of and at a dramatically lower cost than would have been possible with conventional surface rail technology. A phase-in period using human drivers will likely be considered and the system will be built in a way that allows for capacity expansion as well as geographic expansion.

Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)

- **Brightline West between Rancho Cucamonga and Las Vegas** – A 100% privately- funded zero-emission high speed train service to and from Las Vegas is an on- going work-in-progress proceeding toward implementation. Brightline West (which currently runs passenger rail service between Fort Lauderdale and Miami) is planning to invest approximately \$4.2 billion to initiate service between the Victor Valley and Las Vegas, and is negotiating with Caltrans and SBCTA to extend the line down the Cajon Pass to the Metrolink station in Rancho Cucamonga. This will reduce congestion on I-15 and open up a new opportunity for zero-emission transit travel between the Los Angeles Basin and Las Vegas not only benefiting the Brightline riders but automobile commuters and freight trucks traversing the heavily congested Cajon Pass.
- San Bernardino County Components of the SCAG Regional Express Lane System and Targeted Improvements to Freight Bottlenecks
 - The first segment of **the I-10 Multimodal Corridor** is under construction between the LA County Line and I-15. It includes new toll express lanes that will also give priority to transit, vanpools, 3+ carpools, and clean air vehicles. New auxiliary lanes will improve truck and auto flows and enhance safety for merging and weaving movements. It is part of the emerging regional managed lane system that, enabled by advanced technology, also includes express lanes in Los Angeles, Orange, and Riverside Counties.
 - **I-15 Freight Improvement Project (Auxiliary Lanes and Express Lanes) from SR-60 to Foothill Boulevard** – This project is now fully funded and will be operational by 2026. It adds auxiliary lanes in three strategic locations and extends the I-15 express lanes now being completed in Riverside County. Like I-10, this will improve flows for both trucks and cars, and give priority to vanpools and 3+ carpools in this highly congested segment. It will greatly improve merging to and from the I-10/I-15 interchange, designated as the twelfth most critical truck bottleneck in the U.S. by the American Transportation Research Institute.
- **Transportation Demand Management (TDM), Active Transportation, and First/Last Mile Initiatives** – An important part of the multimodal system we are building involves shared-ride options promoting carpool formation and vanpooling, in addition to providing technology tools and incentives to enable multimodal commuter choices that include use of transit and active transportation. Some fourteen percent of San Bernardino County residents take shared rides to work. Transit cannot be provided for every combination of origin and destination, so it becomes important to provide easy access to transit lines through first/last mile solutions as a way to extend transit’s reach as well as to provide safer routes to neighborhood schools. SBCTA and our local partners are investing over \$60 million over a five-year period to upgrade bicycle and pedestrian linkages to Metrolink stations, bus stops, schools, work centers, and other points of interest in the San Bernardino Valley and Victor Valley.

SUSTAINABILITY INITIATIVES

These are unprecedented investments in multimodal transportation for our area. Beyond that, SBCTA and the San Bernardino Council of Governments (the SBCTA Board of Directors also represents SBCOG) have been actively pursuing a variety of sustainability initiatives and actions, samples of which include:

- Countywide Greenhouse Gas (GHG) Reduction Plan—The Countywide GHG Plan and Environmental Impact Report (EIR) were prepared in 2014 to address the State’s 2020 GHG reduction goals. Individual jurisdictions have prepared their own Climate Action Plans (CAPs) based on the countywide plan and EIR. The Countywide GHG Reduction Plan is now being updated to address 2030 goals and will be completed in Spring, 2021.
- Countywide SB 743 VMT Implementation Study (2020)—Lead agencies throughout California have been transitioning from use of level of service (LOS) analysis for California Environmental Quality Act (CEQA) documents to the use of vehicle miles traveled (VMT). This countywide effort provided guidance to local jurisdictions for adoption and implementation of their local processes governing VMT analysis by July 2020. Phase 2 is now underway, in which SBCTA and its partners are looking at options for mitigation of VMT impacts for both development and transportation projects.
- Zero-Emission Vehicle Readiness and Implementation Plan (2019)—This was a countywide effort to identify, prioritize, and implement electric vehicle charging stations to facilitate the attainment of the State’s vehicle electrification goals in San Bernardino County.
- Healthy Communities Best Practices Toolkit—The San Bernardino County Department of Public Health created a strategic plan for the implementation of Healthy Communities policies. The toolkit, a collaboration between SBCOG and the County, will contain sample policies, resolutions, processes, organizational structure, and lessons learned from agencies that have implemented health- related policies.
- Habitat Conservation—San Bernardino County and SBCOG are collaborating on an effort to create a Regional Conservation Investment Strategy (RCIS) through the process established by the California Department of Fish and Wildlife under AB 2087. A first draft plan was submitted to CDFW in late 2018 and will be developed further in conjunction with resource agencies and a range of stakeholder groups. Habitat connectivity is an important consideration.
- Customer-Based Ridesharing and Transit Connectivity Study – This effort, completed in 2019, identified 17 specific initiatives to better address transit and shared-ride service needs from the perspective of the customer. These are “pieces of the mobility puzzle,” so to speak, but have not yet been incorporated into a long term vision.
- San Bernardino Countywide Vision—The Countywide Vision Statement, approved in 2011 by SBCTA/SBCOG, its member cities, and the County of San Bernardino, was a bold step toward a sustainable future, setting the County on a sustainable course for nine distinct sectors or elements. The Vision states that: “We envision a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment.” An additional element, “equity,” has recently been added to the vision’s framework.

- *Inclusion of transportation-efficient land use policies* and other sustainability policies in local general plans and specific plans county-wide. See SCAG Local Profiles at <https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx> for additional information on characteristics of each San Bernardino County jurisdiction.
- *Inland Empire Climate Adaptation Plan* – SBCOG joined with Western Riverside Council of Governments to develop strategies for preparing San Bernardino and Western Riverside County for the potential impacts of climate change across transportation and land use sectors. The plan was coordinated with Caltrans and completed in 2020.
- *Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County* – This effort was completed by SCAG and SBCTA in 2020 and explored four major scenarios or approaches to accelerating the turnover of light and heavy-duty fleets to foster achievement of criteria pollutant standards and goals for GHG reduction in San Bernardino County.
- *Inland Empire Comprehensive Multimodal Corridor Plan (IECMCP)* – This joint effort between SBCTA and the Riverside County Transportation Commission (RCTC) was prepared in response to Senate Bill 1 legislation that required a more corridor- focused look at transportation and sustainability options at a corridor level. Ten geographic corridors were identified representing major flows of people and goods. The analysis of each corridor documented existing conditions, identified current mobility and environmental problems, and outlined specific strategies in each. This will be a significant reference document for the LRMTTP.

The LRMTTP represents an important step to addressing the combined needs for the movement of both people and goods, including better mitigation of truck and train impacts. All of the plans described earlier provide a wealth of history, knowledge, and future visioning within their subject matter, but each exists largely within its own domain. **SBCTA desires to better integrate these efforts into one comprehensive multimodal vision plan that provides an overall context and direction for the SBCTA Board, Caltrans, and other agency partners to consider in their policy-setting and strategic investment responsibilities for transportation.**

DISADVANTAGED COMMUNITIES

A significant proportion of the 2.2 million San Bernardino County residents live in community areas considered disadvantaged. Over half of all residents (1.29 million) live in locales ranked by the CalEnviroScreen 3.0 as among the top 25% most disadvantaged communities (DACs) statewide, and over one quarter (650,000 residents) live in the top 10% (see attached maps). The County's Community Vital Signs (CVS) Initiative measured the proportion of County residents less than 18 years of age living in poverty as 26.1%, higher than the California statewide average of 22.8%. Additionally, County health indicators from CVS report that 64% of adult residents, and 39% of middle school-age children, are either obese or overweight.

SBCTA has already conducted multiple stakeholder outreach meetings through many individual planning and project development efforts, with inclusion of disadvantaged communities being central. Examples include: 1) our AB 617 activities in Muscoy (an unincorporated area of San Bernardino County), partnering with CARB and SCAQMD, which provides a new community-focused action framework to improve air quality in communities most impacted by air pollution; and 2) the Ontario Together plan, part of the State’s Transformative Climate Communities effort. Thus, SBCTA is well-connected to these and other communities already, and will fully incorporate disadvantaged communities' concerns, building on the previous outreach.

PROJECT DELIVERABLES AND SCHEDULE

The Consultant will develop the following deliverables:

- 1) Existing Conditions and policy context technical memos;
- 2) Future scenarios that may impact travel, revenue, development, and resiliency;
- 3) Visioning document;
- 4) Performance measures and analysis methodology, including transit ridership, mode shares (including work-at-home) and VMT/GHG analysis;
- 5) Financial scenarios, including constrained and unconstrained;
- 6) Subarea LRMTTP fact sheets; and
- 7) Draft and Final LRMTTP.

SBCTA anticipates completion of the LRMTTP within 24 months of award. It should be noted that a substantial amount of material will be gathered and incorporated into an “Existing Conditions Report” prior to the initiation of work for the LRMTTP under the grant funds. This will allow the Consultant to get a “jump start” on the project and provide for more efficient use of grant funds for the bulk of work on the future scenarios, visioning, performance assessment, public engagement, and project definitions. More specifically, the following is expected:

- Assembling and summarizing of all the transit agency Short Range Transit Plans that will serve as a foundation for the LRMTTP. This will include the five in-county transit operators, plus Metrolink,
- Documenting existing conditions (transit/TDM ridership, etc.),
- Documenting existing goals/objectives,
- Financial projections for both capital and operating funding sources, and
- Documentation of initial stakeholder outreach. The particular focus for outreach will be primarily the transit operators and local jurisdictions, with public outreach to primarily occur in the phase using grant funds.

Project Stakeholders

Multiple stakeholders will be involved in the LRMTTP planning effort, providing input through six quarterly Technical Advisory Committee (TAC) meetings during the 24- month planning process.

Stakeholders will include Caltrans, SCAG, County of San Bernardino (Transportation, Planning and Health Departments); representation from cities; and our transit operators: Metrolink, Omnitrans, VVTA, MARTA, City of Needles and MBTA, to name a few. Transit agency participation in the development of the LRMTTP will be essential, as they are responsible for the day-to-day planning, implementation and operation of the transportation system and the planning of the land uses and activities they connect. Additionally, other stakeholder groups such as the Inland Empire Economic Partnership (IEEP), Inland Empire Biking Alliance (IEBA), and the Inland Southern California Climate Collaborative (ISC3) will be invited to participate in the quarterly TAC meetings to provide important input into the planning process. The following activities will be conducted by the Consultant:

- Task 1 – Technical Advisory Committee/Stakeholder & Public Outreach
 - Develop an outreach plan
 - Confirm advisory groups at two levels: 1) core technical working group and 2) larger stakeholder group
 - Design a LRMTTP logo
 - Schedule and host advisory group meetings, develop agenda, collect participant lists and comments, and document meeting summaries
 - Host webinars with SBC cities, stakeholders, and public, develop agendas, collect participant lists (including participation from disadvantaged community members), document meeting summary, and follow up on comments
 - Post project updates on SBCTA GIS website and social media through the development of StoryMaps
- Task 2 – Existing Conditions
 - Technical memos that feature the following topics:
 - Overview of existing SB County multimodal operations, trends, plans, policies, and projects
 - Structural develop for multimodal LRMTTP based on review of regional plans (e.g. SCAG, LA Metro, OTA, and others as appropriate)
 - Overview of physical conditions of, and travel patterns on, the transportation system based on recent COVID-19 pandemic with identification of possible future “uncertainty” scenarios
 - List of potential federal and state funding resources available for LRMTTP implementation
- Task 3 - Analysis and Draft Plan Development
 - Develop overall draft LRMTTP Vision, challenges, and goals, including COVID-19 impacts. The vision document will be developed early to provide overall direction for the remainder of the project, but folded into the final LRMTTP, along with any other modifications made in the course of LRMTTP development.
 - Develop performance measures/metrics tailored toward existing and future priorities.

- Develop agency priority areas and identify future strategies/policies/actions for each priority area (Transit, Highways, Active Transportation, Sustainability, Safety, Equity, Health, Climate Change, Land Use, and Environment)
- Develop a technical appendix that analyzes modeling scenarios including financial analysis (e.g., Existing, RTP/SCS, Financially Constrained, Financially Unconstrained, Alternatives, Statewide Objective, etc.)
- Develop geographic Subarea analysis of issues/priorities/strategies unique to each subareas
- Develop list of recommendations with sample answers and guidance on federal and state grant application questions
- Develop a draft LRMTTP ePlan
- Task 4 – Draft ePlan and Final Report Review and Adoption
 - Present draft plan to the two advisory groups and other stakeholders
 - Incorporate edits and present second version to the two advisory groups and stakeholders
 - Post LRMTTP to website for feedback, report on feedback, and incorporate suggestions where appropriate
 - Incorporate final edits into ePlan
 - Develop an ADA accessible electronic planing document that summarizes the ePlan and next steps towards implementation with FHWA, FTA, and Caltrans credits on the cover
 - Assist with Board Agenda, presentation materials, and meeting minutes with Board acceptance/approval.

Overall Project Objectives

The overall objective of the SBC LRMTTP is to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that, when linked with appropriate land use planning, will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors, with robust connectivity to the regional system. The LRMTTP will be integrated with regional jurisdiction land use planning to address local and regional goals as well as State and federal goals.

Because transportation infrastructure investments have effects on travel patterns, smart investments play a key role in reducing greenhouse gas emissions and VMT. As a result of State legislation, as well as executive orders, key priorities in SBCTA's planning process include GHG emission reduction, VMT reduction, transportation system electrification, climate resilience, improving transportation mobility, health, equity, addressing federal air quality criteria pollutant standards, and ensuring that the regional transportation system addresses tribal, local, and regional mobility and economic needs. Long-range transportation planning will also provide the opportunity for SBCTA to compare alternative improvement strategies, track performance over time, and identify funding priorities.

Just as important, the LRMTTP will assist regional and local agencies in all forms of transportation planning, decision-making, and construction of priority transportation projects. This comprehensive plan will help significantly in reducing current duplicative and inefficient efforts by multiple planners at the regional and city level when the 24 cities within San Bernardino County update their circulation elements, land-use elements, and make data-driven decisions regarding their local project priorities.

The LRMTTP will ultimately provide input to, and stay in sync with, the SCAG RTP/SCS updates as well as the programming of projects through the Federal Transportation Improvement Program (FTIP) maintained by SCAG. This will facilitate decision-making on projects at local, regional (through SCAG) and State level, paving the way for environmental and construction phases. As indicated earlier, the principles embedded in CAPTI will be kept in mind as recommendations are made and projects are included in the LRMTTP. The Consultant will identify the next steps lead agencies need to take for projects in the near term. In some cases, the lead will be SBCTA. Transit agencies will be responsible for others, and local jurisdictions still others. Some of the progress will be dependent on competitive funding from the State, and potential funding sources will be identified. This will also give Caltrans, the California Transportation Commission, CalSTA and others an idea of “what’s coming down the pipeline,” in more definitive terms than just inclusion in the FTIP.

Summary of Project Tasks

TASK 1: TECHNICAL ADVISORY COMMITTEE/STAKEHOLDER & PUBLIC OUTREACH

The Consultant will confirm advisory group participation from stakeholders, plus any planning staff and other community-based organizations (CBOs) from vulnerable communities. Two groups will be confirmed: 1) a Core Technical Working Group; and 2) a larger Stakeholder Group that may include targeted under-served cities, the County, and other high-level stakeholders. This Stakeholder Group will be involved in the decision-making process from the start - ensuring that the process used to develop the plan and resulting priorities/projects are created and implemented in such a way that give legitimate decision-making power to the most impacted, under-served communities. The Consultant will then schedule and host **six quarterly advisory group meetings**. Separately, the Consultant will advertise and host **six interactive (or in-person) workshops with SBC cities, stakeholders and interested public** to provide informational updates and solicit input. The workshops will be scheduled based on pandemic restrictions in place at that time. The Consultant will also develop a LRMTTP logo, provide regular project updates on the SBCTA website and social media through the development of StoryMaps. SBCTA will also solicit commentary from viewers on various elements of the project.

Engagement of disadvantaged communities will also be a key part of the outreach. The Consultant will specifically reach out to key partners/stakeholders (i.e. CBOs, TCC, or AB617 involved communities) to determine if certain under-served communities would benefit from having their voice incorporated in this planning effort. The Consultant can then provide a summary or existing community feedback to the Stakeholder Group to ground-truth and ensure community priorities are fully captured. SBCTA, transit agencies, and local jurisdictions already have substantial connections to these communities, and those connections will be important to obtain input at strategic points in the LRMTTP. As stated in the introduction, approximately 29.5% (or 650,000) of the County’s population resides in the CalEnviroScreen 3.0 top 10% of disadvantaged communities (see maps). In fact, the City of San Bernardino (pop: 215,941), the largest of the 24 cities within the County, is the number one ranked impacted area in the State. San Bernardino County currently suffers from poor

public health outcomes and high fatality rates, especially for bicyclists and pedestrians. The LRMTTP will identify transportation opportunities that lead to healthier environments by improving transit accessibility, reducing VMT (and the resultant GHG emissions) along with providing more walking and biking options to improve physical activity levels in the most disadvantaged communities. Improved multimodal accessibility will be key for these communities.

SBCTA has already conducted multiple stakeholder outreach meetings through many individual planning and project development efforts, with inclusion of disadvantaged communities being central. Examples include: 1) our AB 617 activities in Muscoy, partnering with CARB and SCAQMD, which provides a new community-focused action framework to improve air quality in communities most impacted by air pollution and 2) the Ontario Together plan, part of the State’s Transformative Climate Communities effort.

The Consultant will advertise six quarterly meetings to all 24 cities within the County as well as to the Technical Advisory Committee (which includes the Health Department) and other interested stakeholders. Virtual breakout rooms will be used to engage stakeholders at a more personal level. Project updates will also be posted on the SBCTA website and social media to encourage additional input. Community engagement advertising materials will be bi-lingual in English and Spanish, which will help to engage hard-to-reach populations. Not everyone has access to these platforms, however, and SBCTA will also use in-person surveys at selected locations like shopping centers to ensure that a better representation of disadvantaged community input is obtained. The engagement strategy will be discussed at the very outset of the project, documented in an Outreach Plan, and integrated with the technical work.

Task Deliverables
<ul style="list-style-type: none"> • Outreach plan; • Confirmed list of core technical group and larger stakeholder group members; • LRMTTP logo; • Schedule and host advisory group meetings, develop agenda, collect participant lists and comments, and document meeting summaries; • Host webinars with SBC cities, stakeholders, and public, develop agendas, collect participant lists (including participation from disadvantaged community members), document meeting summary, and follow up on comments; • Post project updates on SBCTA GIS website and social media through the development of StoryMaps; • Examples of advertising materials; printouts of website and social media posting and any commentary; meeting recordings; and project StoryMaps.

TASK 2: EXISTING CONDITIONS

As indicated in the introduction, a substantial amount of progress has already been made in planning the San Bernardino County multimodal transportation system and doing it a way that proceeds down a sustainable pathway. The primary task now is for the Consultant to build on these efforts, integrating them and creating the partnerships that will be needed for implementation. Using this information and current data on growth, transportation facilities, land use, finance, and the state/regional/local policy framework, the Consultant will review and document existing San Bernardino County multimodal operations, trends, plans, policies, funding, and projects. Additionally, the Consultant will develop a structure for the Multimodal LRMTTP based on review of regional plans (e.g., SCAG, LA

Metro, OCTA and others as appropriate) and Board direction. Finally, the Consultant will review physical and social transportation conditions based on recent COVID-19 pandemic and identify possible scenarios.

Some of the material the consultant can use as the basis for Existing Conditions documentation has been referenced earlier, particularly on the sustainability side, but the Consultant will need to conduct a thorough review, touching base with SBCTA and project partners. Key starting points should include:

- Caltrans' California Transportation Plan 2050 (currently in draft form), Interregional Transportation Strategic Plan (in process), State Rail Plan, District plans, such as the District System Management Plan, implementing documents for SB 743 (Transportation Analysis Framework and Transportation Analysis under CEQA – TAF and TAC), etc.
- Short Range Transit Plans (SRTPs) from the five local transit operators – These will be a foundation for knowledge of current transit operations. Highlights of the SRTPs should be brought into the Existing Conditions Report, but there is no need to be redundant with material available in these documents. It should also be noted that both SBCTA and VVTA have extensive vanpool programs.
- Other transit agency plans and programs (with Omnitrans and VVTA being the largest)
- Metrolink SRTP, SCORE program, and Strategic Business Plan
- SBCTA Countywide Transportation Plan (undergoing a minor update to make project listings and finance more up to date)
- SBCTA Measure I 10-Year Delivery Plan (10-YDP) – the latest version is 2019 and is being updated for 2021. It also contains an overview of revenue streams.
- SBCTA Measure I 2010-2040 Strategic Plan, detailing the policies undergirding implementation of SB County's half-cent sales tax
- Inland Empire Comprehensive Multimodal Corridor Plan, which contains a wealth of information about transit, traffic, land use, and growth in the San Bernardino County Valley and Victor Valley, organized by north-south and east-west corridors
- 2020 Countywide Active Transportation Plan (includes bicycle and pedestrian portions). Note that key projects in local ATPs “bubble up” to be included in SBCTA's Countywide ATP, which is typically referenced when local jurisdictions apply for each cycle of Caltrans ATP funds. Cycle 5 awards were just announced in February. While local jurisdictions have discretion to use their Measure I Local Streets funding for active transportation projects, the Caltrans ATP cycles remain a major source of funding for such projects, but it is very competitive, and disadvantaged communities receive priority. In the current system, the priorities are ultimately determined through the criteria in the competitive grant programs, including Caltrans ATP and the Transportation Development Act Article 3 program, which is managed by SBCTA. Given that SBCTA has long-established connections with each of its 25 local jurisdictions, new information or changes in local plans can be assimilated into the countywide plan as the project proceeds. And given that the LRMTTP is proposed as an

e-Plan, minor updates to more current information are easier. A logging system for such modifications will need to be developed.

- Documentation of the IE Commuter Ridesharing and TDM programs and incentives
- Sustainability plans and programs, as highlighted in the introduction
- Survey of local Long Range Safety Plans and Comprehensive Safety Action Plans
- Research federal and state grant funding requirements for future implementation of LRMTTP components
- Additional SCAG reports and analyses specifically addressing changes in travel behavior and revenue streams related to COVID-19, as well as forecasts of the future that should be considered as future scenarios are constructed. An example would be the SCAG report on TDM that has analyzed the future potential for telework and changes in other trip-making behavior, both for work trips and non-work trips.

New data will be included, where available, particularly documentation of pre- COVID conditions for transit and shared-ride use, and conditions during 2020. The Consultant shall provide a proposed outline of the Existing Conditions report as a basis for input from SBCTA and its partners on how the report is to be structured.

Task Deliverables
<p>Technical memos that feature the following topics:</p> <ul style="list-style-type: none"> • Overview of existing SB County multimodal operations, trends, plans, policies, and projects; • Structural development for the LRMTTP based on review of regional plans (e.g. SCAG, LA Metro, OTA, and others as appropriate); • Overview of physical conditions of, and travel patterns on, the transportation system based on recent COVID-19 pandemic with identification of possible future “uncertainty” scenarios; • List of potential federal and state funding resources available for LRMTTP implementation.

TASK 3: ANALYSIS AND DRAFT PLAN DEVELOPMENT

Task 3 represents the strategic “heart” of LRMTTP development and will have the greatest level of funding. In overview, Task 3 is laid out as a series of activities that will lead to two primary LRMTTP alternatives for 2045, plus several scenarios to address future uncertainties:

- A 2045 “baseline alternative,” which represents a plan tied to traditional sources of transportation revenue. Such forecasts of revenue for capital projects through 2040 were developed in SBCTA’s 2019 Measure I 10-Year Delivery Plan. However, the 10-YDP revenue forecasts need to be updated, and they do not factor in revenue for transit operations. Often, the limit on implementation of transit facilities rests with operating dollars, not capital dollars. SBCTA maintains separate estimates of operating revenue forecasts, and the Consultant will need to work directly with SBCTA staff to quantify those estimates. It is anticipated that 2019 will be the base (current year), as the future is expected to be more like 2019 than 2020 during the middle of the pandemic.

- A 2045 “aggressive alternative,” which represents a plan generally consistent with the projects, programs, and revenue in the SCAG RTP/SCS. SCAG generally includes a set of innovative funding sources that are not currently in place but have a reasonable probability of being in place at some future point in time. An example would be the proposed SCAG mileage-based user fee or VMT fee. It is not the intent of the LRMTTP to propose implementation of these additional revenue sources, as that would need to be a statewide effort. Rather the question would be “If these innovative sources of revenue did exist, what would the additional revenue be used to fund?” The LRMTTP will not provide a recommendation for additional future revenue streams to be put in place unless the SBCTA Board directs staff to do so.
- Additional scenarios – within the two primary alternatives, a set of scenarios will be identified representing “what-ifs” in terms of how the available revenue is invested. For example, one scenario would be more transit themed; another could be more focused on addressing congestion hot-spots by whatever means necessary; another could focus on technology-based solutions and envision a world with much more automation and less travel than we have now. The financial scenarios could be melded with travel-based scenarios to test the resiliency of the plan. The exact number of scenarios will be defined in the Consultant scope of work but could be in the range of five or six.

Within that context, the Consultant shall carry out the following activities for Task 3:

- 1) Develop an overall multimodal LRMTTP Vision. In laying out the vision, there should be several considerations:
 - a. San Bernardino County is large and very diverse. It is possible that variations of the overall vision may be appropriate by subarea. Typically, for purposes of transportation planning, the County is organized into six subareas: San Bernardino Valley, Victor Valley, Mountains, North Desert, Morongo Basin, and Colorado River. The level of effort expended on each should be roughly commensurate with population.
 - b. Challenges and opportunities should be identified for each subarea, including consideration of COVID-19 impacts.
 - c. The Consultant will develop an initial overall vision statement based on the identified challenges and opportunities.
- 2) Develop performance measures/metrics tailored toward existing and future projects and alternatives. While the metrics that are quantifiable will depend on the tools available to conduct the evaluation, a full range of metrics should be identified, even if some are more qualitative in nature. A technical memo shall be prepared detailing the metrics and analysis methodologies to be used to generate them at a plan level. Metrics are included in the Inland Empire Comprehensive Multimodal Corridor Plan, for reference.
- 3) Develop agency priority areas and identify future strategies/policies/actions on each priority area (Transit, Highways, Active Transportation, Sustainability, Safety, Equity, Health, Climate Change, Land Use, and Environment). Provide a technical memo laying out the potential strategies/policies/actions, including who would be the logically responsible agencies to take the lead in each area. The importance of “equity” in terms of transportation

is receiving increased emphasis, and a new equity element was established as part of the San Bernardino Countywide Vision in 2020. The LRMTTP should be a vehicle for helping agencies determine how to operationalize the overall goal of equity in transportation. The intent of the priority areas is to set a framework to assist SBCTA, transit operators, and local jurisdictions, as appropriate, to position specific projects for funding and implementation. In the case of SBCTA, the 10-Year Delivery Plan is a vehicle for establishing those priorities at the project level in terms of funding and schedule. The vehicle for transit operators is their Short Range Transit Plans.

- 4) Develop and analyze future scenarios including financial analysis. A technical memo will be prepared describing the scenarios and how they would be analyzed, including the tool(s) to be used and key inputs/assumptions to be made. The analysis within this activity is expected to involve the SBTAM model employed by SBCTA for travel demand modeling. A separate project is making improvements to SBTAM to better equip it for the type of analysis that will be needed for the LRMTTP. See separate scope of work.
- 5) Develop geographical subarea analysis of issues/priorities/strategies unique to each subarea. This is an opportunity to articulate the challenges, opportunities, and strategies that may be somewhat unique to each subarea. These are expected to be relatively short but important statements of strategic direction that can be shaped at the policy level by elected officials. This approach was successfully used in the Inland Empire Comprehensive Multimodal Corridor Plan by highlighting the key transportation problems and strategies in each of ten “sub-corridors.”
- 6) Develop a draft LRMTTP that documents the information, analysis, and scenario- testing developed in earlier tasks. It is to include a statement of the LRMTTP vision, with possible variations by subarea, and recommendations for strategies, actions, and projects by subarea as well. One concept is to develop fact sheets with key information for each subarea, recognizing that some need to have more content than others, because of the size and complexity. Early in this task, the Consultant should develop an outline of the Draft LRMTTP, so that it can serve as a guide for material to be produced in the process of developing the full draft LRMTTP. All the key issues should have been discussed with partner agencies, and stakeholder input received, prior to producing the draft. Additional meetings will be scheduled, and input obtained following production of the draft LRMTTP.
- 7) Develop a list of recommendations that addresses state and federal grant application questions. Guidance provided should direct applicants to specific portions of the LRMTTP and other resources as needed.

This plan will be drafted in an “ePlan” format, which is similar to a standalone website, where the contents of the Plan can be viewed using an array of digital devices and follows design standards so that the Plan content is visually appealing, interactive, and meets current Web Content Accessibility Guidelines.

However, it is also expected that the Final Report will also be available in PDF format.

Task Deliverables

- Visioning Document with outline of draft LRMTD;
 - The Visioning Document will be developed early to provide overall methodological direction for the remainder of the project. Project results will be incorporated into the LRMTD Final Report, along with any modifications made in the course of LRMTD development.
- List of performance measures used to analyze existing and future projects;
- Identification of agency priority areas with recommended strategies, policies, and actions for each priority area (Transit, Highways, Active Transportation, Sustainability, Safety, Equity, Health, Climate Change, Land Use, and Environment);
- Technical appendix that analyzes modeling scenarios including financial analysis (e.g., Existing, RTP/SCS, Financially Constrained, Financially Unconstrained, Alternatives, Statewide Objective, etc.);
- Subarea analysis factsheets that outlines issues, priorities, and strategies unique to each subarea;
- List of recommendations and guidance on federal and state grant application questions;
- Draft ePlan and Final Report chapters;

TASK 4: DRAFT AND FINAL REPORT AND EPLAN REVIEW AND ADOPTION

The Consultant will present the Draft Plan to the two advisory groups, stakeholders and the public. Upon feedback, the Consultant will incorporate edits and present a second version to the two advisory groups and stakeholders. Once edits are incorporated, SBCTA/Consultant will post the plan to the SBCTA website for 30-60 days for feedback. Upon receipt of all commentary, the Consultant will incorporate final edits into Plan and present to the SBCTA Board for final adoption.

POTENTIAL NEXT STEPS

Once the LRMTD is complete and adopted, at a minimum, SBCTA will notify lead agencies regarding next steps for prioritized projects. In some cases, the lead will be SBCTA. Transit agencies will be responsible for others, and local jurisdictions still others. Some of the progress will be dependent upon competitive funding from the state, and potential funding sources will be identified. This will also give Caltrans, the California Transportation Commission, CalSTA and others an idea of “what’s coming down the pipeline,” in a little more definitive terms than just inclusion in the FTIP. The goal will be to start implementing transportation policies, plans and projects that improve the quality of life for residents in the County’s most disadvantaged neighborhoods as well as for all residents. The Consultant will provide input on how to best accomplish this and make additional recommendations as needed.

Task Deliverables

- Present draft Final Report and ePlan to the two advisory groups and other stakeholders
- Public Review – list of comments;
- Post LMRTP to website for feedback, report on feedback, and incorporate suggestions where appropriate;
- Incorporate edits and present second version to the two advisory groups and other stakeholders
- Final Report (published), and ePlan, that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy;
- Board Agenda, presentation materials, meeting minutes with Board acceptance/approval.

DRAFT

Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)



EXHIBIT B – Price Proposal for Time and Materials

23-1002823

Personnel

Name	Classification/Title	Job Function	Hours	Hourly Rate
Key Personnel:				
Marie Lewis Adams, AICP	Transportation Planning PM	Project Manager	516	\$ 211.95
JD Douglas	Vice President	Project Director	44	\$ 460.35
Joel Lessard-Clouston	Transportation Planner 2	Multimodal Planner	612	\$ 128.37
Dorothy Suchkova	Transportation Planning PM	Equity/Health Planning Lead	80	\$ 231.74
Jason Pack, P.E.	Principal	Multimodal Planner	186	\$ 320.00
Heather Menninger	President	Transit Planning Lead	116	\$ 143.62
Edgar Gutierrez	Senior PM	Outreach Lead	58	\$ 197.92
				\$
				\$
				\$
Total Key Personnel				\$ 314,382.97
Non-key Personnel				\$ 262,161.12
Total Personnel				\$ 576,544.09

Other Direct Cost Schedule (ODC)

All ODC's are to be proposed at cost-without mark-ups.

Type of ODC	Unit Cost	Estimated Budget Amount
Mileage/Transportation	\$ 0.63	\$ 3,350
Copying/Printing misc.	\$ 1	\$ 4,000
Mailing Services	\$ 12.50	\$ 2,500
Digital Advertisements	\$ 1,500	\$ 3,000
Translation	\$ 350	\$ 2,100
Interpretation	\$ 400	\$ 2,400
Total ODC		\$ 17,350

Project Total: \$593,894.09

Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)

Task	Deliverables	Total
Task 1 – Technical Advisory Committee/ Stakeholder & Public Outreach	<ul style="list-style-type: none"> • Develop an outreach plan • Confirm advisory groups at two levels: 1) core technical working group and 2) larger stakeholder group • LRMTTP logo • Schedule and host advisory group meetings, develop agenda, collect participant lists and comments, and document meeting summaries • Host webinars with SBC cities, stakeholders, and public, develop agendas, collect participant lists (including participation from disadvantaged community members), document meeting summary, and follow up on comments • Post project updates on SBCTA GIS website and social media through the development of StoryMaps • Examples of advertising materials; printouts of website and social media posting and any commentary; meeting recordings; and project StoryMaps 	\$107,115.61
Task 2 – Existing Conditions	<p>Technical memos that feature the following topics:</p> <ul style="list-style-type: none"> • Overview of existing SB County multimodal operations, trends, plans, policies, and projects • Structural development for the LRMTTP based on review of regional plans (e.g., SCAG, LA Metro, OCTA, and others as appropriate) • Overview of physical conditions of, and travel patterns on, the transportation system based on recent COVID-19 pandemic with identification of possible future “uncertainty” scenarios • List of potential federal and state funding resources available for LMRTP implementation 	\$101,616.99

<p>Task 3 - Analysis and Draft ePlan Development</p>	<ul style="list-style-type: none"> ● Visioning Document with outline of draft LRMTTP: <ul style="list-style-type: none"> ○ The Visioning Document will be developed early to provide overall methodological direction for the remainder of the project. Project results will be incorporated into the LRMTTP Final Report, along with any modifications made in the course of LRMTTP development. ● Develop list of performance measures/metrics used to analyze existing and future priorities. ● Develop agency priority areas and identify future strategies/policies/actions for each priority area (Transit, Highways, Active Transportation, Sustainability, Safety, Equity, Health, Climate Change, Land Use, and Environment) ● Develop a technical appendix that analyzes modeling scenarios including financial analysis (e.g., Existing, RTP/SCS, Financially Constrained, Financially Unconstrained, Alternatives, Statewide Objective, etc.) ● Develop geographic Subarea analysis factsheets that outlines issues, priorities, and strategies unique to each subareas ● Develop list of recommendations with sample answers and guidance on federal and state grant application questions ● Develop a draft LRMTTP ePlan and Final Report chapters. 	<p>\$327,181.78</p>
<p>Task 4 – Draft and Final Report and ePlan Review and Adoption</p>	<ul style="list-style-type: none"> ● Present draft Final Report and ePlan to the two advisory groups and other stakeholders ● Incorporate edits and present second version to the two advisory groups and stakeholders ● Post LRMTTP to website for feedback, report on feedback and incorporate suggestions where appropriate ● Incorporate final edits into ePlan and Final Report and ● Develop an ADA accessible electronic Final Report 	<p>\$40,613.02</p>

	that summarizes the ePlan and next steps towards implementation with FHWA, FTA, and Caltrans credits on the cover	
	<ul style="list-style-type: none">• Assist with Board Agenda, presentation materials, and meeting minutes with Board acceptance/ approval.	
Project Total		\$593,894.09

HDR Engineering, Inc.

Proposer



Signature of Authorized Person

November 29, 2022

Date

DRAFT

Attachment: 23-1002823 (9155 : Contract No. 23-1002823 with HDR for Long Range Multimodal Transportation Plan)

Minute Action

AGENDA ITEM: 33

Date: *January 4, 2023*

Subject:

Agency Response to Senator Stern's Comments

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

Approve sending a response to California State Senator Henry Stern regarding his comments on San Bernardino County residents.

Background:

On May 11, 2022, the Legislative Policy Committee approved an oppose position on Assembly Bill (AB) 2438 by Assemblywoman Laura Friedman. AB 2438 would have required that certain state transportation funding programs align with state climate change goals. AB 2438 passed out of the California Legislature, but was ultimately vetoed by Governor Gavin Newsom.

Senator Henry Stern represents the 27th Senate District in Los Angeles County, including the communities of Malibu, Calabasas, Hidden Hills and others. During the Senate floor debate on AB 2438, Senator Stern made the following statement regarding San Bernardino County residents commuting to Los Angeles County for work: *"...people in San Bernardino right now go to work in Los Angeles, they clean houses, they work in retail, they do hard jobs, that's the only place you can afford to live as a working class person on the peripheries of Los Angeles."*

Although there was likely no malicious intent in the Senator's comment, the comment nonetheless perpetuates a negative perception of San Bernardino County by many legislators from coastal counties throughout the state. This misperception continues to fuel policy proposals and decision-making that does not properly represent the diverse population and needs within San Bernardino County communities.

Left unaddressed, attitudes and statements such as Senator Stern's will continue to influence critical State policies and decisions that impact San Bernardino County, its communities and residents. Therefore, SBCTA staff is recommending that a response to Senator Stern's comment be sent to the Senator, and distributed to the members of the Inland Empire Legislative Caucus, expressing our concern with the ongoing mischaracterization of the Inland Empire region and endeavor to open a dialogue with state leaders on policies that will positively impact San Bernardino County and the region as a whole.

At the December 14, 2022, Legislative Policy Committee meeting, committee members voted to forward the letter to Senator Stern in response to his comments. Supervisor Curt Hagman further suggested that SBCTA send a separate letter to state legislators representing San Bernardino County expressing the SBCTA Board of Directors' concerns regarding Senator Stern's comments and requesting their support in helping to change the narrative about the residents and transportation needs of the Inland Empire at the state level.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
January 4, 2023
Page 2

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on December 14, 2022.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT A

Dear Senator Stern,

On behalf of the San Bernardino County Transportation Authority and the more than two million residents that call this community home, I wanted to take a moment to express our disappointment in your characterization of the Inland Empire population made on August 29th 2022 during the Senate Floor discussion of AB 2438 (Friedman).

During the debate, you offered the following statement: *“people in San Bernardino right now go to work in Los Angeles, they clean houses, they work in retail, they do hard jobs, that’s the only place you can afford to live as a working class person on the peripheries of Los Angeles.”* Intentional or otherwise, this blanket, unqualified statement misrepresents a significant portion our communities and unfortunately perpetuates a perception by many of your colleagues who remain ignorant to the array of professionals who reside east of Los Angeles. This ongoing misperception continues to fuel policy proposals and decision-making that does not land well on our diverse population. It is equally disappointing that the point you were attempting to make was riddled with inaccurate perceptions of a disenfranchised region filled with *“super commuters”* who thirst for more highways and sprawl. As the largest geographical county in the nation, San Bernardino County enjoys a varied landscape that includes populous valleys, rural deserts, and mountain communities. Added to the diverse topography are the ever-growing logistics and supply chain support industries that are blending with our residents who have found more attainable housing options in our region but with fewer local job centers. This confluence of circumstances has put a tremendous strain on our highways and arterial roads that unfortunately appears to be growing with the increased supply chain demands.

SBCTA recognizes the need to address these challenges with a holistic approach. Our agency has made historic investments in expanding transit services. SBCTA has partnered with Brightline West on a high-speed rail service from Las Vegas to the Rancho Cucamonga Metrolink station that will also provide an essential commuter service for residents in the high desert who would otherwise traverse the highly congested Cajon Pass. Moreover, one of our more significant achievements was revealed on Tuesday September 20, 2022 when the first-in-the-nation zero-emission, Hydrogen/Battery self-powered passenger train, slated for arrival in California late next year, was unveiled in Berlin.

Despite the misconception of our region, our citizenry is made up of a range of forward-thinking individuals who thrive in all kinds of fields, including but not limited to: engineers, doctors, lawyers, teachers, equipment operators, and yes, retail workers, house cleaners and hardworking laborers from all walks of life. They all demand that we pioneer innovative and clean technology to address our mobility challenges. However, these innovations are only a piece of the complicated mobility puzzle, as our region will continue to require investments and improvements in our highways and arterials as well.

According to the UC Riverside School of Business Center for Economic Forecasting and Development, the median home prices in Los Angeles, Orange County, and San Diego currently stand at \$860,000, \$1.07 million, and \$832,000, respectively. However, median single-family home price of San Bernardino and Riverside Counties is \$517,000. This obvious fact exemplifies one of the primary reasons we are one of the fastest growing regions in California. So, when one uses the term *“super commuter”* as if commuting is the unintended consequence of their socio-economic status, it undervalues those who

have made intentional decisions while understanding the affordability of homes versus the lack of job centers here in the Inland Empire.

In closing, I strongly encourage you to reassess your understanding of our region and to please refrain from casting what I sincerely hope are unintentional stones at the amazing people who call San Bernardino County home.

ATTACHMENT B

January xx, 2022

The Honorable James C. Ramos
 Assemblymember,
 Inland Empire Caucus Chair
 California State Assembly
 1021 O St. Ste. 4110
 Sacramento, CA 95814

The Honorable Rosilicie Ochoa Bogh
 45th District Senator, 23rd District
 Inland Empire Caucus Vice Chair
 California State Senate
 1021 O St. Ste. 7220
 Sacramento, CA 95814

Dear Assmbllymember Ramos and Senator Ochoa Bogh:

I wanted to bring to your attention a concern from the Board Members of the San Bernardino County Transportations Authority (SBCTA). During a Senate floor discussion on August 29th, Senator Henry Stern offered the following comment: “people in San Bernardino right now go to work in Los Angeles, they clean houses, they work in retail, they do hard jobs, that’s the only place you can afford to live as a working class person on the peripheries of Los Angeles.” Additionally, Mr. Stern used the term ‘super commuter’ to refer to the residents of our region who have selected to live in the Inland Empire, due to the affordability of housing, but need to commute to job centers in Los Angeles and Orange County.

In response to Senator Stern’s comment, the Board has approved the attached letter and request that is distributed to the members of the IE Caucus. We all know that our region is diverse, innovative and leading the country in many ways including SBCTA’s introduction of the first self-powered zero emission commuter rail vehicle (Zemu). And while the letter is directly addressed to Senator Stern, I want to be clear that the Senator is not our focus but rather the unfortunate narrative that leads to policy decisions that negatively impact our region.

One clear example of this is the required use of Vehicle Miles Traveled (VMT) as an analysis metric for the environmental review of any project in the state. This metric requires an agency to identify (through the construction of the project) reductions in the use of vehicles associated with the project or mitigate it through the installation of expanded transit or active transportation projects. Prior to VMT, the metric used was Level of Service (LOS), which contemplated the congestion created from a project and how to properly address it. The difference in approach is significant for our region as we balance the growth of our county with the appropriate solutions, which include more capacity for highways and arterials, combined with increases in funding for transit operations to provide alternatives for commuters.

SBCTA, along with our Inland Region partners continue to emphasize the concern that “one size does not fit all” and that the Inland Empire requires the use of different tools to provide for solutions such as congestion, goods movement, air quality, and quality of life. It is our intention through this letter to Senator Stern to not only express our disappointment in his characterizations of San Bernardino County but to convey more broadly that the harmful narratives of our region require attention and should be corrected whenever possible. Thank you for your consideration of this request.

Sincerely,

Art Bishop,
 President, San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 34

Date: *January 4, 2023*

Subject:

Assembly Bill 2449 Teleconferencing Amendments to Brown Act

Recommendation:

Provide direction to staff to not proceed with procedural changes that would be needed to facilitate implementation of Assembly Bill 2449 amendments to the Brown Act for teleconferencing purposes.

Background:

During the 2022 legislative session, Assembly Bill 2449 (AB 2449) was signed into law amending part of the Brown Act related to teleconferencing. AB 2449 will allow individual members of a legislative body of a local agency to teleconference without identifying their location in the notice and agenda and without making their location open to the public, if certain conditions are met. The amendment goes into effect on January 1, 2023 and sunsets on January 1, 2026; however, the changes to the Brown Act are not mandatory.

Given proceeding with incorporating the components of AB 2449 into the San Bernardino County Transportation Authority (SBCTA) public meeting procedures will require additional staff and roll-call voting, could introduce additional disruptions, and that the changes do not address long distance travel or inclement weather, staff recommends against modifying our meeting procedures to add the changes.

In accordance with AB 2449, at least a quorum of the legislative body must participate in person from the meeting place identified on the agenda and said meeting place must be open to the public. To avail itself of AB 2449, SBCTA would have to provide a live webcast, and either a two-way audiovisual platform or a two-way telephonic service. Running both an in-person public meeting, as well as a live webcast with public participation, will require that more staff be dedicated to running the meetings as outlined in Table 1. In addition:

- No action can be taken in the event of any disruption that prevents broadcasting to the public or the ability of the public to offer public comment, until such service is restored.
- Public comment cannot be required to be submitted in advance; must provide opportunity to comment in real time.
- The agenda shall identify both the in-person location and call-in/internet-based options as available to the public to attend and to provide public comment.

Under AB 2449, there are two instances in which a Board member can participate remotely without posting an agenda at the teleconference location or making the teleconference location accessible to the public:

1. "Emergency circumstances," defined as a "physical or family medical emergency."
2. "Just cause" which includes:
 - Dependent care needs (child, parent, grandparent, grandchild, sibling, spouse or domestic partner);
 - Contagious illness;

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

- A need related to a physical or mental disability that is not otherwise accommodated;
- Travel while on official business of the legislative body or another state or local agency.

Rules applicable to “emergency circumstances”:

- The legislative body must vote whether to permit the member’s participation. Requires a majority vote.
- A request to teleconference may be made at the beginning of the meeting. However, if the request is made too late to timely post with the agenda, the body may still take action on the request, at the beginning of the meeting.

Rules applicable to “just cause”:

- No request or vote; only notification is required.
- Notification should be made “at the earliest opportunity possible,” but that “include[es] at the start of regular meeting.”
- Just cause can be invoked no more than two times per year.

Further, any member may teleconference (using both “emergency circumstances” and “just cause”) “no more than three consecutive months or 20 percent of the regular meetings within a calendar year,” except if the body meets fewer than 10 times a year, in which case it is “no more than two meetings” per year.

Pre-COVID

Teleconferencing was (and still is—Needles teleconferences under these provisions) allowed under the following conditions:

- All votes taken by roll-call.
- Meeting agenda must be posted at all teleconference locations.
- Each teleconference location must be accessible to the public.
- At least a quorum must participate from within territory over which agency has jurisdiction (here, the County).

Assembly Bill 361 – amendments brought on by COVID

Meetings may be teleconferenced without posting agendas at teleconferenced locations or making those locations accessible to the public when the meeting is held during a proclaimed state of emergency and *either*:

- State or local officials have imposed or recommended social distancing measures; *or*
- The legislative body determines (or has determined within the last 30 days) by majority vote, “that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.” This determination must be renewed every 30 days.

If meetings are held pursuant to this provision, the legislative body:

- Must include in the posted agenda “notice of the means by which members of the public may access the meeting and offer public comment,” which must include a call-in or internet-based option;

Board of Directors Agenda Item

January 4, 2023

Page 3

- Must stop all action in the event of a disruption to the broadcast to the public or the public's ability to offer public comment from the call-in/internet-based option, until such service is restored;
- May not require public comments to be submitted in advance of the meeting; must provide opportunity for public comment in real time; and
- Need not provide a physical location for the public to attend/provide public comment.

These provisions expire January 1, 2024.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Adopted Budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Carrie Schindler, Deputy Executive Director

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

ADDITIONAL RESOURCES NEEDED FOR AB 24449

	Board		GPC		LPC		Transit		MVSS		I-10/I-15		MDC		CCMTAC		PASTACC	
	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449	In Person	AB 2449
General Counsel	X	X	X	X	X	X	X	X	X	X	X	X		X		X		X
Clerk	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Admin 1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X		X
Admin 2	X	X	X	X	X	X	X	X	X	X	X	X			X	X		X
Admin 3	X	X	X	X	X	X	X	X	X	X		X						
Admin 4		X		X		X		X		X		X		*X		X		X
Admin 5		X		X		X		X		X		X		*X		X		X
Legislative Staff	X	X	X	X	X	X	X	X	X	X	X	X		*X	X	X		X
Videographer	X	X		X		X		X	X	X		X		X		X		X

*X = Admin & Leg staff needed for MDC can join via zoom

In Person Meetings	AB2449
<ul style="list-style-type: none"> • Clerk (Roll Call, record minutes) 	<ul style="list-style-type: none"> • Clerk (Roll Call, record minutes)
<ul style="list-style-type: none"> • Admin 1 (around table to show agenda/screen share) 	<ul style="list-style-type: none"> • Admin 1 (around table to show agenda/screen share)
<ul style="list-style-type: none"> • Admin 2 (public table to collect speaker cards) 	<ul style="list-style-type: none"> • Admin 2 (public table to collect speaker cards)
<ul style="list-style-type: none"> • Admin 3 (in stairwell to hand out iPads and collect signatures) 	<ul style="list-style-type: none"> • Admin 3 (in stairwell to hand out iPads and collect signatures)
<ul style="list-style-type: none"> • 1 Legislative Staff (Screen share PP presentations/teleconf. Locations) 	<ul style="list-style-type: none"> • Admin 4 (upstairs to monitor waiting room and mute participants)
<p>Videographer at:</p> <ul style="list-style-type: none"> • Board meeting • MVSS meeting 	<ul style="list-style-type: none"> • Admin 5 (upstairs to monitor public speakers/make instruction statement after every item)
	<ul style="list-style-type: none"> • 1 Legislative Staff (Screen share powerpoint presentations/teleconf. Locations)
	<p>Videographer at:</p> <ul style="list-style-type: none"> • Board meeting • MVSS meeting • GPC/LPC meeting • Transit/I-10 I-15 Subcommittee • MDC meeting • CCMTAC meeting • PASTACC meeting • ITOC meeting

Attachment: AB 2449 Resources - table (9228 : AB 2449 Teleconferencing Amendments to Brown Act)

Minute Action

AGENDA ITEM: 35

Date: *January 4, 2023*

Subject:

Board Member Appointments

Recommendation:

- A. Note the results of the East Valley and Mountain/Desert subarea caucuses to select a member from each subarea to serve on the San Bernardino County Transportation Authority (SBCTA) General Policy Committee, with a term ending June 30, 2023.
- B. Note the vacancies for two (2) valley-members to serve on the SBCTA Transit Committee for a two-year term, January 1, 2023 – December 31, 2024.
- C. Note the vacancy for an East Valley member to serve on the SBCTA Transportation Investment Plan (formally Measure I 3) Ad Hoc Committee.
- D. Note the vacancy for a member to serve on the Emerging Technology Ad Hoc Committee.
- E. Note the upcoming vacancy for one member to serve on the Southern California Association of Governments (SCAG) Energy and Environment Committee for a term expiring December 31, 2023.
- F. Note the upcoming vacancy for two members to serve on the SCAG Community, Economic, and Human Development Committee for a term expiring December 31, 2023.
- G. Note the vacancy for one member to serve on the Sam and Alfreda L. Maloof Foundation for Arts and Crafts for a two-year term.

Background:

Recommendation A: The East Valley and Mountain/Desert subareas will caucus to select a member to serve on the General Policy Committee. These vacancies are a result of the recent elections. The term of this appointment expires on June 30, 2023. The caucus results will be announced during this item.

Recommendation B: This recommendation notices the vacancies for two (2) valley-members to serve on the SBCTA Transit Committee for a two-year term. The Transit Committee provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail and transit service. SBCTA Policy No. 10001 authorizes the SBCTA President to make Presidential appointments.

Recommendation C: This recommendation notices a vacancy for an East Valley board member to serve on the Transportation Investment Plan (formerly Measure I 3) Ad Hoc Committee. This committee looks at future Measure options and make recommendations relating to any future local measure and has a term end date of December 31, 2023.

Recommendation D: This recommendation notices a vacancy for a board member to serve on the Emerging Technology Ad Hoc Committee. This committee looks broadly at Transportation Technology and has a term end date of December 31, 2023.

Recommendations E & F: These recommendations are to note the vacancy for a member of the Board to serve on the Southern California Association of Governments (SCAG) Energy and
Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

Environment Committee; and, to note two (2) vacancies to serve on the SCAG Community, Economic and Human Development Committee. Board policy states that appointees to SCAG Committees must be Board Members. However, should there not be a Primary Board Member able to serve an Alternate Board Member may be appointed. Per Policy No. 10001, the SBCTA President is authorized to make appointments to SCAG Committees. SCAG Committees meet the first Thursday of each month. Subregional appointees receive a stipend of \$120 for up to four (4) Policy or Task Force meetings per month paid by SCAG.

Recommendation G: This recommendation notices a vacancy for a board member to serve on the Sam and Alfreda L. Maloof Foundation (Foundation) for the Arts and Crafts for a two-year term. This Foundation is a non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized. This appointment requires Board approval.

SBCTA Policy No. 10001 authorizes the SBCTA President to make Presidential appointments to SBCTA Transit Policy Committee, SCAG Policy Committees, and other such regular or special committee appointment as may be approved by action of the Board of Directors.

Any SBCTA Board Members that are interested in filling any of the listed vacancies should notify Marleana Roman, Clerk of the Board, at mroman@gosbcta.com. A listing of SBCTA Appointments to External Agencies, SBCTA Representatives on SCAG Committees and SBCTA Policy Committee Membership are included in the appendix of the SBCTA Board of Directors agenda.

Financial Impact:

This item does not have a financial impact on the adopted budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Marleana Roman, Clerk of the Board

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 36

Date: January 4, 2023

Subject:

Formation of a Housing Trust Ad Hoc Committee

Recommendation:

That the Board, acting as the San Bernardino Associated Governments (SBCOG):

Approve the establishment of a Housing Trust Ad Hoc Committee composed of seven (7) Board members appointed by the San Bernardino County Transportation Authority Board President, with a term through December 31, 2023.

Background:

At the December 15, 2022, meeting of the Board of Directors Metro Valley Study Session, staff presented an item on the process of establishing the San Bernardino Regional Housing Trust. Any action on the topic was deferred to the March 2023 Board meeting. Mayor Pro Tem Alan Wapner requested the formation of a Housing Trust Ad Hoc Committee. The goal of this Ad Hoc Committee is to take a broad look into the housing trust and how it interacts with the Council of Governments.

Pursuant to SBCTA Administrative Code 2-01-090, the President of the Board of Directors may designate ad hoc committees to study specific projects or matters subject to the concurrence of the Board of Directors, and shall make appointments to the ad hoc committee.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Art Bishop, Town of Apple Valley

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 37

Date: *January 4, 2023*

Subject:

Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022

Recommendation:

Receive the San Bernardino County Transportation Authority's Annual Comprehensive Financial Report, Audit of the State Transit Assistance Fund of the County of San Bernardino, Audit of the Local Transportation Fund of the County of San Bernardino, and Single Audit Compliance Report for Fiscal Year 2021/2022.

Background:

The United States Office of Management and Budget (OMB) Single Audit Act and the Joint Powers Agreement creating San Bernardino Associated Governments (SANBAG) (the blended component unit of San Bernardino County Transportation Authority (SBCTA)), require an annual audit be conducted of SBCTA. The audits of the financial statements for Fiscal Year 2021/2022 were performed by Crowe, LLP.

The financial audit includes four basic elements:

1. Audit of SBCTA's Basic Financial Statements;
2. Audit of the State Transit Assistance Fund of the County of San Bernardino;
3. Audit of the Local Transportation Fund of the County of San Bernardino; and
4. Single Audit Compliance Report in accordance with the OMB Compliance Supplement.

Crowe, LLP, issued an unmodified opinion which indicates that there are no material errors or omissions on the financial statements. This is the eleventh year SBCTA has issued an Annual Comprehensive Financial Report (ACFR). SBCTA has been awarded the Excellence in Financial Reporting from the Government Finance Officers Association for ten consecutive years.

Highlights for the Fiscal Year 2021/2022 audit include the following:

• ACFR Format

The ACFR includes three main sections: Introductory, Financial, and Statistical.

- The introductory section includes a letter of transmittal, Fiscal Year 2021 Certificate of Achievement for Excellence in Financial Reporting, the organizational chart, and a list of principal officials.
- The financial section includes the Independent Auditor's report, management discussion and analysis, basic financial statements, and required supplementary information.
- The statistical section includes financial trends, revenue capacity, debt capacity, demographic and economic information, and operating information.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 2

- Fiscal Position

SBCTA's net position increased by \$171.5 million mainly due to:

- Increases in fund balances of \$158.6 million (revenues exceeding expenditures);
- Increases in capital assets of \$85.8 million; and
- Reduction of net pension liability of \$12.7 million.

Offset by:

- Increase in long-term debt liabilities of \$50.3 million; and
- Increase in advanced expenditure agreements of \$1 million.

Fund balances for all funds resulted in an increase of \$58.6 million mainly due to revenues exceeding expenditures. The general fund incurred an increase of \$1.8 million, with an ending fund balance of \$10.1 million, mainly due to revenues and transfers exceeding expenditures in the Measure I (MSI) administration fund. Fund balances categories are disclosed as follows:

- Nonspendable (not in spendable form, like deposit receivable and prepaid items).
- Restricted (constraints imposed by external parties, such as the public utilities code).
- Committed (SBCTA Board of Directors (Board) imposed constraints on the use of funds; such as for San Bernardino Council of Government (SBCOG) activities).
- Assigned (resources earmarked for a specific purpose which the Board has delegated to the Chief Financial Officer. For example, general administration, capital improvements for SBCTA and SBCOG, and regional and subregional planning activities).
- Unassigned (to set aside funds for emergencies and to record negative fund balances resulting from delayed recognition of revenue from federal and state agencies).

The bond indenture for the outstanding bonds requires disclosure of debt coverage ratio with a minimum of 2X. The ratio is calculated by dividing the annual sales tax revenue by maximum annual debt service from outstanding bonds. The ratio for Fiscal Year 2022 is 15.61X, reflecting a strong coverage and SBCTA's compliance with the debt covenant.

- Single Audit

An unmodified opinion is issued by Crowe, LLP.

During their review, the auditors noted the Schedule of Expenditures of Federal Awards (SEFA) included over reported expenditures in the amount of \$32.1M related to the Transportation Infrastructure Finance Innovation Act (TIFIA) Cluster. SBCTA drew down approximately \$61 million from the TIFIA loan to partially cover their ongoing I-10 Freeway Corridor Project. However, approximately \$93.1 million of expenditures incurred for the project were inadvertently included on the SEFA, rather than just the amount drawn. The error was due to the misinterpretation of the determination of what expenditures should be included in the SEFA. Management has instituted a process of verifying that expenditures that will be covered by draws from the US Department of Transportation (DOT) loan reported on the SEFA agree with the loan proceeds received.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Board of Directors Agenda Item

January 4, 2023

Page 3

The Executive Board was informed on December 7, 2022, of the audit results, audit procedures performed by the auditor, and deliverables.

The ACFR; State Transit Assistance Fund Financial and Compliance Report; Local Transportation Fund Financial and Compliance Report; SBCTA Single Audit Compliance Report; GANN Limit Calculation; and Examination Letters for the Planning, Programming, and Monitoring Funds, Public Transportation Modernization, Improvement and Service Enhancement Account, and the Low Carbon Transit Operations Program Funds are attached.

Financial Impact:

This item has no direct impact on the Fiscal Year 2022/2023 Budget. The audit contract costs are budgeted in Task No. 0400 Financial Management, in the Indirect Fund and Local Transportation Fund.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. The audit progress, procedures, and deliverables were discussed with the Executive Board on December 7, 2022.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: January 4, 2023

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

**San Bernardino County Transportation
Authority
San Bernardino, CA**

**Annual Comprehensive
FINANCIAL REPORT**

For Year Ended June 30, 2022



Prepared by SBCTA, Finance Department



A pumper truck supplies the concrete used in the footings for new retaining walls at the Interstate 10 (I-10) University Interchange in Redlands.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Annual Comprehensive Financial Report
For the Fiscal Year Ended June 30, 2022

TABLE OF CONTENTS

	Page <u>No.</u>
INTRODUCTORY SECTION	
Letter of Transmittal.....	i
Certificate of Achievement for Excellence in Financial Reporting.....	xiv
Organization Chart.....	xv
List of Principal Officials.....	xvi
 FINANCIAL SECTION	
Independent Auditor’s Report.....	1
Management’s Discussion and Analysis.....	4
 BASIC FINANCIAL STATEMENTS	
Government-wide Financial Statements:	
Statement of Net Position.....	15
Statement of Activities.....	16
Fund Financial Statements:	
Balance Sheet - Governmental Funds.....	18
Reconciliation of Balance Sheet- Governmental Funds to Statement of Net Position.....	21
Statement of Revenues, Expenditures and Changes in Fund Balances- Governmental Funds.....	22
Reconciliation of Statement of Revenues, Expenditures and Changes in Fund Balances- Governmental Funds to the Statement of Activities.....	25
Statement of Net Position – Proprietary Funds.....	26
Statement of Revenues, Expenses and Changes in Net Position – Proprietary Funds.....	27
Statement of Cash Flows – Proprietary Funds.....	28
Notes to the Financial Statements.....	29
 REQUIRED SUPPLEMENTARY INFORMATION	
Budgetary Comparison Information:	
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- General Fund.....	71
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Federal Highway Special Revenue Fund.....	72
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Federal Transit Administration Special Revenue Fund.....	73
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- State Highway Special Revenue Fund.....	74
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Proposition 1B Special Revenue Fund.....	75
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Local Transportation Fund Special Revenue Fund.....	76
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- State Transit Assistance Fund Special Revenue Fund.....	77
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- 1990-2010 Measure I Special Revenue Fund.....	78

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Annual Comprehensive Financial Report
For the Fiscal Year Ended June 30, 2022

TABLE OF CONTENTS

	Page <u>No.</u>
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- 2010-2040 Measure I Special Revenue Fund.....	79
Schedule of Pension Information.....	80
Note to Required Supplementary Information.....	82
 SUPPLEMENTARY INFORMATION	
Combining and Individual Fund Financial Statements and Schedules:	
Combining Balance Sheet- Nonmajor Governmental Funds.....	86
Combining Statement of Revenues, Expenditures and Changes in Fund Balances- Nonmajor Governmental Funds.....	90
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Low Carbon Transit Operations Fund.....	94
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Service Authority for Freeway Emergencies Special Revenue Fund.....	95
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Freeway Service Patrol Special Revenue Fund.....	96
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- SCAQMD Mobile Source Air Pollution Reduction Review Committee Fund.....	97
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Local Partnership Program Formula Senate Bill 1 Fund.....	98
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Freeway Service Patrol Senate Bill 1 Fund.....	99
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Sustainable Communities Grants Senate Bill 1 Fund.....	100
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Trade Corridor Enhancement Program Senate Bill 1 Fund.....	101
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Solutions for Congested Corridors Senate Bill 1 Fund.....	102
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Local Partnership Program Competitive Senate Bill 1 Fund.....	103
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Council of Governments Fund.....	104
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Electric Vehicle Charging Station Fund.....	105
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- California Wildlife Conservation Fund.....	106
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Debt Service Fund.....	107
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- Capital Projects Fund.....	108
Combining Balance Sheet- State Transit Assistance Fund Special Revenue Fund.....	110
Schedule of Revenues, Expenditures and Changes in Fund Balances- State Transit- Assistance Fund Special Revenue Fund.....	111
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- State Transit Assistance Special Revenue Fund.....	112

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Annual Comprehensive Financial Report
For the Fiscal Year Ended June 30, 2022

TABLE OF CONTENTS

	Page <u>No.</u>
Schedule of Revenues, Expenditures and Changes in Fund Balances- Budget and Actual- State of Good Repair Special Revenue Fund.....	113
Combining Balance Sheet- 1990-2010 Measure I Special Revenue Fund.....	114
Schedule of Revenues, Expenditures and Changes in Fund Balances- 1990-2010 Measure I Special Revenue Fund.....	115
Combining Balance Sheet- 2010-2040 Measure I Special Revenue Fund.....	116
Schedule of Revenues, Expenditures and Changes in Fund Balances- 2010-2040 Measure I Special Revenue Fund.....	122
Combining Balance Sheet- Debt Service Fund.....	128
Combining Statement of Revenues, Expenditures and Changes in Fund Balances- Debt Service- Fund.....	129
Combining Balance Sheet- Capital Projects Fund.....	130
Schedule of Revenues, Expenditures and Changes in Fund Balances- Capital Projects Fund.....	132
 STATISTICAL SECTION	
Financial Trends:	
Net Position by Component- Last Ten Fiscal Years.....	136
Changes in Net Position- Last Ten Years.....	138
Fund Balances of Governmental Funds- Last Ten Fiscal Years.....	140
Changes in Fund Balances of Governmental Funds- Last Ten Fiscal Years.....	142
 Revenue Capacity:	
County of San Bernardino Taxable Sales by Business Group- Last Ten Fiscal Years.....	144
Direct and Overlapping Sales Tax Rates- Last Ten Fiscal Years.....	145
County of San Bernardino Principal Taxable Sales by Business Type- Current Year- And Nine Years Ago.....	146
Measure I Sales Tax Revenue by Program and Subarea- For the Year Ended June 30, 2022.....	147
Historical Sales Tax Revenue.....	148
 Debt Capacity:	
Ratios of Outstanding Debt by Type- Last Ten Fiscal Years.....	149
Pledged Revenue Coverage- Last Ten Fiscal Years.....	150
 Demographic and Economic Information:	
County of San Bernardino Demographic and Economic Statistics- Last Ten Fiscal Years.....	151
County of San Bernardino Employment Statistics by Industry- Fiscal Year 2021 and- Nine Years Prior.....	152
 Operating Information:	
Full-time Equivalent Employees by Function- Last Ten Fiscal Years.....	153
Operating Indicators by Function- Last Ten Fiscal Years.....	154
Capital Asset Statistics by Function- Last Ten Fiscal Years.....	156



Large wooden forms are built to construct bridge columns at the Baseline Interchange on State Route 210 (SR 210) in Highland.

November 16, 2022

To the Citizens of San Bernardino County, California:

The Annual Comprehensive Financial Report (ACFR) of San Bernardino County Transportation Authority (SBCTA), San Bernardino, California, for the fiscal year ended June 30, 2022, is submitted herewith. The ACFR is presented in conformity with generally accepted accounting principles in the United States (US) (GAAP) and audited with generally accepted auditing standards. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with SBCTA. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly, the financial position and results of operations of the government-wide statements and various funds of SBCTA. All disclosures required by GAAP and to enable the reader to gain an understanding of SBCTA's financial activities are included.

The financial statements are the responsibility of SBCTA's management. Completeness and reliability of the information contained in this report is 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. The objective of internal controls is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

The Management's Discussion and Analysis (MD&A) interprets the financial reports by analyzing trends and by explaining changes, fluctuations, and variations in the financial data. Also, the MD&A includes disclosure of known significant events or decisions that affect the financial condition of SBCTA. The MD&A complements this letter of transmittal and should be read in conjunction with it.

Independent Audit. SBCTA policy 20000 requires that its financial statements be audited by a certified public accountant. Crowe, LLP, Certified Public Accountants, has issued an unmodified opinion on SBCTA's financial statements for the fiscal year ended June 30, 2022. The auditor's report on the financial statements and required supplementary information is included in the financial section of this report.

The independent audit of the financial statements of SBCTA was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls over financial reporting and compliance with legal requirements, with special emphasis on internal controls over compliance with, and legal requirements involving the administration of federal awards. These reports are available in SBCTA's separately issued Single Audit Report.

Profile of the Government

San Bernardino Associated Governments (SANBAG) was formed in 1973 as a subregional council of government under a Joint Powers Agreement (JPA). The JPA currently includes twenty-two cities and two towns in the county and the County of San Bernardino Board of Supervisors. The agency's mission statement, adopted on June 2, 1993 and revised on December 4, 2019, outlines the agency's objectives, which are to make 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 and using all revenue sources in the most responsible and transparent way. In 2016, SBCTA known at the time as the San Bernardino Associated Governments (SANBAG), sponsored Senate Bill 1305 (Morrell), consolidating the agency's transportation entities into a singular statutory entity. The Bill passed through both houses and was signed by the Governor in August 2016. On January 1, 2017, the transportation entities of SANBAG, serving in each capacity as described below, became statutorily known as the San Bernardino County Transportation Authority (SBCTA).

SBCTA has included the following transportation authorities in the financial report:

County Transportation Commission. In 1976, the State, through Assembly Bill 1246, designated SANBAG as the County of San Bernardino's Transportation Commission. The most important function of the Commission is preparation of the bi-annual six-year State Transportation Improvement Program for state highway, preparation of the Transportation Improvement Program for San Bernardino County, and the advocacy of local projects before the California Transportation Commission.

County Transportation Authority. With the passage of Measure I in 1989, SANBAG became the County Transportation Authority. The Authority is responsible for administration of the voter-approved half-cent transportation transactions and use tax for funding of major freeway, interchange, arterial and grade separation 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. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax through 2040.

Service Authority for Freeway Emergencies. In 1986, SANBAG became the Service Authority for Freeway Emergencies (SAFE). The SAFE is responsible for the implementation and operation of a motorist aid call box system on state freeways and highways in the county.

Congestion Management Agency. In 1990, SANBAG became the Congestion Management Agency (CMA) as required under AB 1971 and is responsible for the development and implementation of the Congestion Management Plan for all of San Bernardino County. The CMA manages the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

Subregional Planning Agency. SBCTA represents the San Bernardino County sub-region and assists the Southern California Association of Governments in carrying out its function as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to input into regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

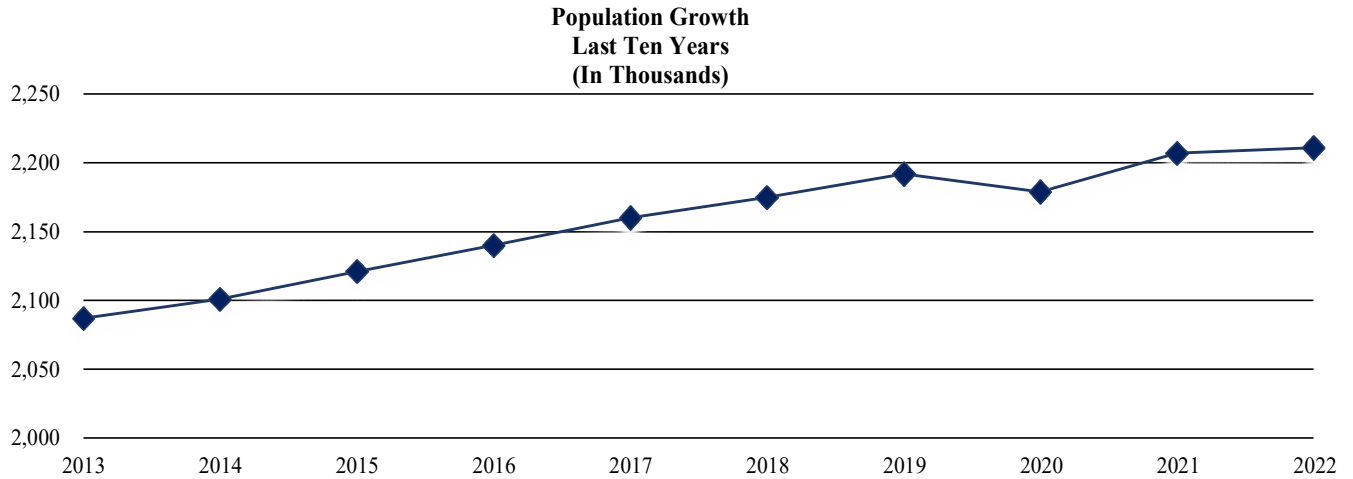
In addition, the JPA will continue to exist for the remaining purpose of performing council of government functions for the County of San Bernardino, currently referred to as the **San Bernardino Council of Governments (SBCOG) and SANBAG**. The financial statements for SANBAG are included as a blended component unit of SBCTA due to its governing body being the same as SBCTA, and the demonstrated financial benefit relationship between the two entities.

SBCTA is required to adopt a budget prior to the beginning of each fiscal year. The annual budget serves as the foundation for SBCTA's financial planning and control. The budget is prepared by funding source, program and task. Management may transfer resources within each task and between tasks within the same program and approved funding source. The Executive Director has the authority to substitute funding sources approved with the adopted budget within a program, not-to-exceed \$1 million. Changes in the total expenditures for a program require Board of Directors (Board) approval.

Local Economy

San Bernardino County and Riverside County collectively comprise the Inland Empire. The Inland Empire continues to be one of the largest economies in the US. The competitive advantages of affordable housing and commercial real estate attracts the region for new businesses and economic growth. The US and Inland Empire economies have reported a decrease in unemployment and an increase in personal income for 2022.

The population of San Bernardino County has grown by 5.8% over the last ten years.



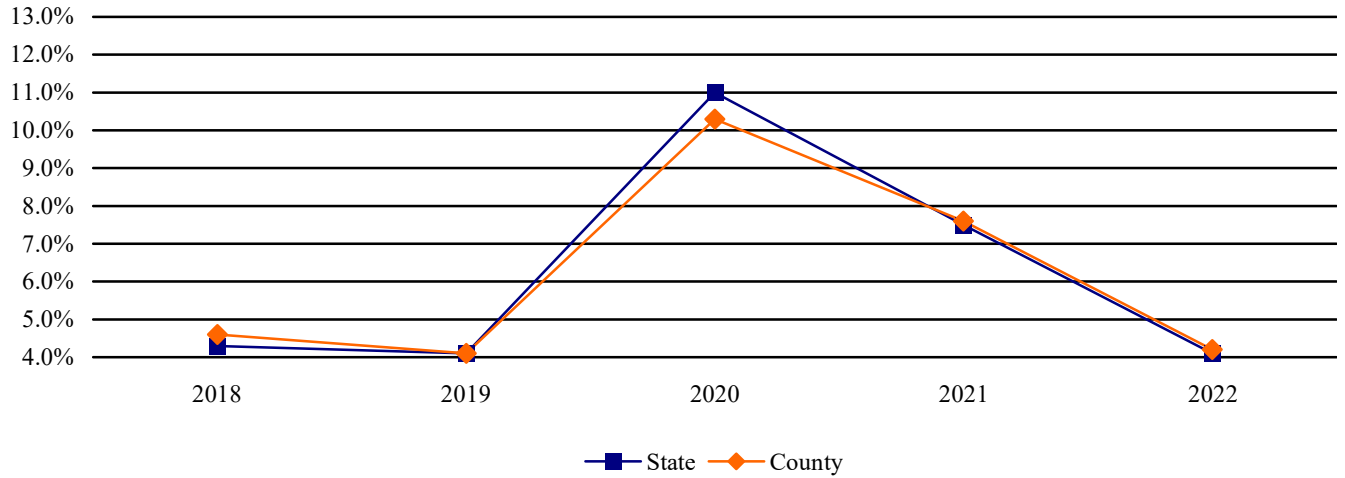
The following table summarizes the civilian labor force, employment and unemployment, and employment rate for the State of California and San Bernardino County for the calendar years 2018 through 2022. The figures for 2022 are as of eight months ending August 2022. Data for each of the years is not seasonally adjusted. Labor force data is by place of residence and includes self-employed individuals, unpaid family workers, household domestic workers, and workers on strike. The County experienced a significant decrease in unemployment from 10.3% in 2020 to 4.2% in 2022 due to the continued rebound of the economy from the impact of the COVID-19 pandemic that occurred in 2020.

STATE OF CALIFORNIA AND SAN BERNARDINO COUNTY STATISTICAL AREA
 Civilian Labor Force, Employment, Unemployment and Unemployment Rate-Annual Averages
 (In Thousands)

	2018		2019		2020		2021		2022	
	State	County	State	County	State	County	State	County	State	County
Civilian labor force	19,368	957.4	19,386	954.8	18,676	951.9	18,983	977.7	19,288	1,020
Employment	18,542	917.5	18,594	915.3	16,618	853.8	17,551	903.1	18,506	977
Unemployment	826	39.5	802	39.5	2,058	98.2	1,432	74.6	783	42
Unemployment rate	4.3%	4.6%	4.2%	4.1%	11.0%	10.3%	7.5%	7.6%	4.1%	4.2

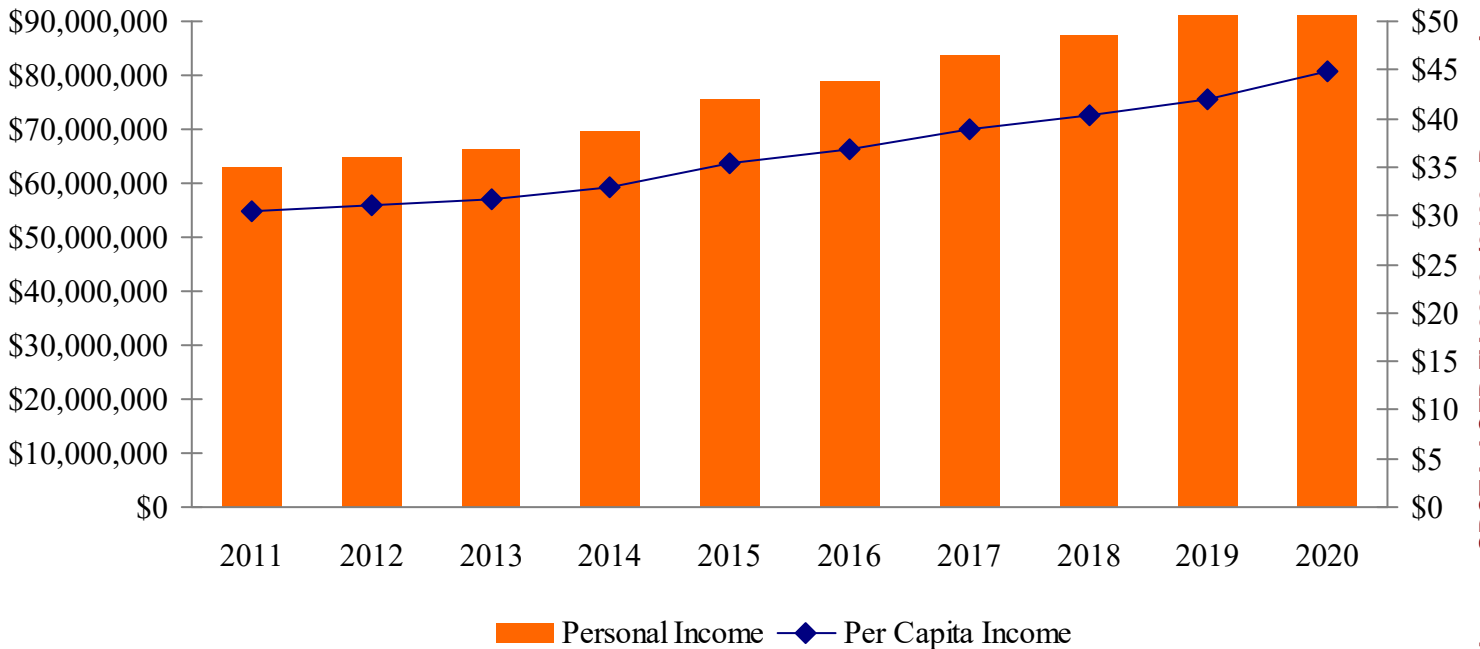
Source: Labor Market Information Division-California State Employment Development Department.

**Unemployment Rate
County versus State
Last Five Years**



Personal income increased from \$59.8 billion in 2010 to \$98.1 billion in 2020, reflecting a strong improvement in the local economy during that period. Personal income increased to \$44.8 thousand in 2020. The unprecedented worldwide pandemic had a negative impact on the economy in 2020, but the figures for personal and per capita income increased once again in 2022.

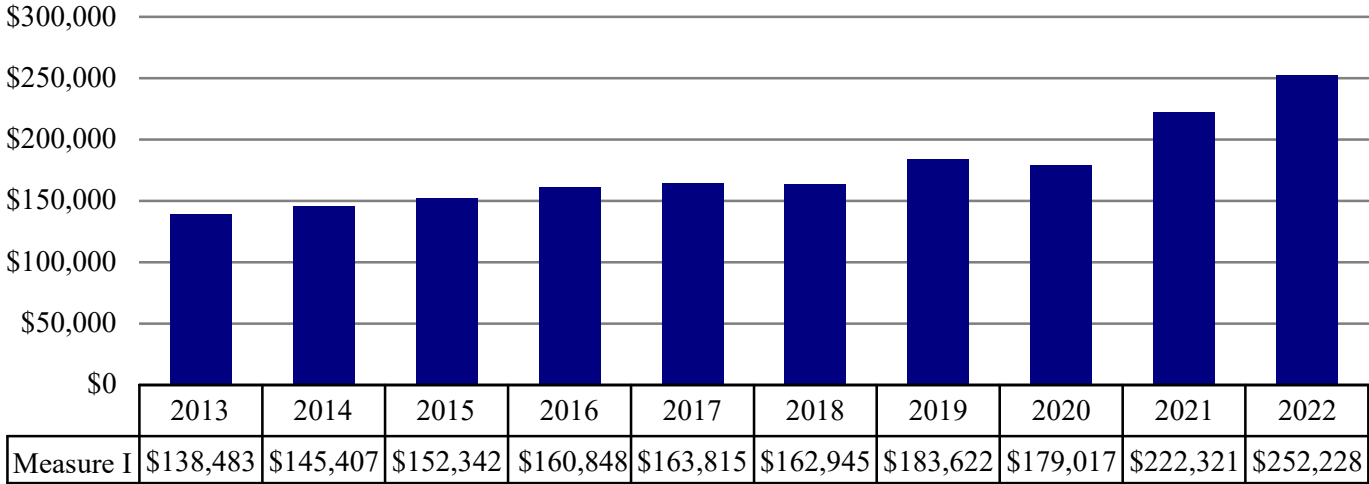
**Personal Income and Per Capita Income
Years 2011-2020
(In Thousands)**



Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

Measure I sales tax receipts have increased steadily over the last ten years due a strong recovery in the Inland Empire after the Great Recession in 2008. The one caveat to this was the decrease experienced in 2020 due to the negative economic impact of COVID-19 pandemic. Measure I sales tax revenue for Fiscal Year 2020 decreased to \$179.0 million in comparison with \$183.6 million of the prior fiscal year reflecting a reduction of \$4.6 million or 2.51%. The decrease is significantly less than the reported negative impact of over 20% for the State and County. Sales tax revenue for 2022 resulted in an increase of 13.4% or \$29.9 million increase, mainly due to the continuous increase of consumer spending and inflation.

**Measure I Sales Tax
Last Ten Years
(In Thousands)**



Measure I sales tax revenue will affect future bond financing and transportation project delivery. The economy has recovered from the negative economic impact of the COVID-19 pandemic with the rebound experienced in 2021 and 2022 mainly due to increased consumer spending and inflation. Unemployment has decreased as the consumer price index expanded and the region continues to retain a sound base for future economic growth, including a large pool of skilled workers, and increasing wealth, and education levels. SBCTA maintains strong cash reserves and fund balances to maintain operations and delivery of projects without delay.

Long Term Planning

The new Measure I program began on April 1, 2010, after voters approved the extension/renewal of the local transaction and use tax in November 2004. SBCTA has adopted a strategic plan for the implementation of this 30-year extension, designed to improve transportation and goods movement. The 10-Year Delivery Plan was most recently updated in September 2021. This update provides revenue projections, project scope, cost, and schedule, escalation and inflation, financial strategy, and long-term bonding analysis.

Freeway, interchange, grade separation, and transit and commuter rail project costs identified in the plan are estimated to be \$5.1 billion. Funding includes \$1.6 billion from Measure I sales tax revenue, \$3.1 billion from federal, state, and local sources, and \$401 million from issuance of sales tax revenue bond. SBCTA continues to explore economically viable ways to advance transportation projects as early as possible. The detailed *Measure I 2010-2040 10-Year Delivery Plan* is posted on SBCTA’s web site.

State and Federal funding continue to be an important component in the delivery of projects, but their availability has been steadily declining over the past twenty years. The passage of Senate Bill 1 (SB1) in 2017 created opportunities to compete for state grant funds in specific transportation categories. 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. SBCTA continues to actively pursue funding from the following funding sources for various projects:

- Solutions for Congested Corridors Program (SCCP) provides funding for projects that implement specific transportation performance, improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement;
- Local Partnership Program (LPP) funds are used for regional transportation agencies and local jurisdictions that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects;
- Trade Corridor Enhancement Program (TCEP) funds are allocated to projects that more efficiently enhance the movement of goods along corridors that have a high freight volume; and
- Transit and Intercity Rail Capital Program (TIRCP) for transformative capital improvements that modernize California's transit systems.

Major Initiatives

Some of the major highlights for the year included the following:

COUNCIL OF GOVERNMENTS

Regional Early Action Planning

The housing shortage continues to be one of our State's top priority issues. The 6th Regional Housing Needs Assessment (RHNA) cycle brought many new challenges for our jurisdictions in developing their Housing and Community Development (HCD) compliant housing elements. In this cycle, the RHNA allocations were far greater than what had been any previous cycles, HCD added new Affirmatively Furthering Fair Housing (AFFH) analysis requirements, new re-zoning restrictions, new housing unit credit methodologies, and strict timelines. In addition, while our jurisdictions were trying to grapple with new requirements, new housing bills were passed and signed into law that led to release of more HCD guidelines and technical memo on how to incorporate changes into the draft housing elements. To address some of these challenges, the San Bernardino Council of Governments (SBCOG) used \$2.5M of Regional Early Action Planning (REAP 1.0) grant to offset some of the burden placed on local jurisdictions on addressing plans related to housing by providing direct technical assistance in staffing, data, guidelines interpretation, capacity studies, and training. The program was intended to provide support to all SBCOG member jurisdictions by offering a menu of options to access services and tools depending on their unique needs associated with their housing element adoption process. It was implemented to support the preparation of housing elements, provide jurisdictions with support on multiple ways for implementation of updated housing-related laws, and supports the development of housing for low and very low-income residents.

Regional Greenhouse Gas Reduction Plan

The SBCOG completed the San Bernardino County Regional Greenhouse Gas Reduction Plan (Reduction Plan) Update in collaboration with the 25 jurisdictions in the County in March 2021. The Reduction Plan developed GHG inventories and forecasts, assessed the effectiveness of California initiatives to reduce GHG emissions, and identified local GHG reduction strategies. Subsequently, GHG Reduction Plan Environmental Impact Report (EIR) has been developed and is currently under review by staff to be released for public review.

LEGISLATION AND PUBLIC AFFAIRS

Legislation

Fiscal Year 2021/2022 was another busy legislative cycle for the SBCTA's advocacy program. SBCTA, along with other transportation agencies were successful in advocating against intrusive legislative policies such as Assembly Bill 2237 and 2438 by Assembly Member Friedman as well as Assembly Bill 1778 by Assembly

Member Garcia. These types of legislative policies have the potential to erode access to funding for projects that improve the mobility of San Bernardino County residents. The team continues to provide enhanced awareness of a need to address goods movement along, US Highway 395, SR 60, Interstates 10 and 15 corridors, respectively, and ensure a thorough evaluation of all transportation projects brought into the region do not adversely impact disadvantaged communities. Moreover, the team continues the work of providing our State and Federal elected delegation with a greater awareness of SBCTA's innovative transit projects and our goal to bring several zero-emission projects (Zero-emission Multiple Unit, Ontario International Airport tunnel transit service, and the Brightline high-speed rail service) together in one multi-modal location in the City of Rancho Cucamonga.

Public Affairs

Public outreach continues to be the cornerstone to marketing SBCTA's robust program and growing influence on transportation throughout the region. An established and well-rounded outreach strategy has resulted in growth in digital engagement with the various audiences throughout the region. Tools like online project mapping, video updates, and detailed blog posts enrich the overall user experience and get people in touch with the information that matters to them most. With the agency's reputation as the transportation authority for the county evolving, more and more eyes are focused on the goals and objectives of the agency. Media coverage relates to more stories about SBCTA's transit renaissance, as the symmetry between Board and Staff leads to way to innovative solutions for the variety of ways people move to and through San Bernardino County.

COMMUTER AND MOTORIST ASSISTANCE

Call Box Program

SBCTA operates approximately 777 call boxes along highways and freeways to assist motorists who have a flat tire or mechanical failure, were involved in an accident, or are in need of emergency or other assistance. SBCTA operates cellular call boxes and some satellite call boxes throughout the county. Due to their technology, call boxes have the ability to capture a cellular signal where a personal cell phone cannot, therefore allowing motorist's to still seek assistance even though their personal cell phone is not able to work. Each call box is equipped with a Tele Type device (TTY) for the hearing impaired. Last year more than 3,500 calls were received from the call box network.

Freeway Service Patrol (FSP)

SBCTA provides FSP services along 108 centerline miles of designated areas of the freeways in the urbanized region of the San Bernardino Valley. There are nine (9) separate segments along the highway system, known as "Beats." FSP tow trucks patrol these Beats during the morning and evening rush hours to assist motorists or to tow broken down or stalled vehicles to a location off the freeway that has been designated by the California Highway Patrol (CHP). During this past fiscal year, SBCTA continued to offer weekend FSP service as part of a demonstration project on selected beats, however, due to pandemic-related traffic pattern changes as well as an increase in the hourly FSP tow truck rates, hours were not extended in the afternoon during the summer months for regular FSP Beats. In the past fiscal year, the San Bernardino FSP Program was able to perform more than 80,000 assists; receiving a 99 % "excellent" rating from motorists provided FSP services.

REGIONAL AND SUBREGIONAL PLANNING

SBCTA completed a number of planning and analysis activities in Fiscal Year 2021/2022, the more significant of which include:

- Completed implementation of Phase 2 of the SB743 Countywide Implementation Study, providing guidance for local jurisdictions in the mitigation of vehicle miles traveled impacts for various transportation and development projects. Developed a cost-effective regional telework mitigation bank program to lessen the impact on project specific reduction measures. The program is awaiting approval of the REAP 2.0 grant funding from SCAG in order to be launched.
- Prepared project factsheets for Federal and State infrastructure and planning grants, including Federal discretionary grants, SB1, and TIRCP, to secure funding for major transportation projects, supporting partnerships with Caltrans, SCAG, and other regional agencies. Staff is actively pursuing grant

- applications across multiple sectors, to include planning, freight, transit, and active transportation projects.
- Continued work on the revised draft of the Regional Conservation Investment Strategy (RCIS), on behalf of the County of San Bernardino, under Assembly Bill 2087 (AB 2087) with the California Department of Fish and Wildlife (CDFW). This Phase of the Habitat Preservation/Conservation is funded through the Wildlife Conservation Board (WCB) with leadership from the Environment Element Group of the Countywide Vision.
 - Began working with Southern California Association of Governments (SCAG) on the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”) process. Initial data on 2019 to 2050 socioeconomic projections have been completed at the County level. Currently in the process of working on jurisdictional level growth distribution projections with each local jurisdictions in the County.
 - Received grant funding from the Caltrans Sustainable Communities Grant program to update the San Bernardino Transportation Analysis Model, and the update the model has started.
 - Continued work on the Comprehensive Pedestrian Sidewalk Connectivity Plan phase II to assist member jurisdictions with sidewalk and ADA compliant planning.
 - Initiated development of the Long Range Multimodal Transportation Plan (LRMTP), including the release of the request for proposal (RFP) for consultant services to support the effort.
 - A total of \$3.11 million of TDA Article 3 grant funding was awarded to nineteen (19) Bicycle and Pedestrian Facilities project applications.

TRANSIT

Transit Operations, Vanpool & Rideshare

Over the last year, coordination with the San Bernardino County transit operators, and administration of the Vanpool Program and Rideshare activities continued. The County operators began to slowly bring their service back to pre COVID-19 levels which showed signs of ridership recovery. Additionally, all operators, with the exception of City of Needles, had fully implemented an option for electronic fare payment to help reduce interaction with coach operators. The SBCTA Loop program (Vanpool) began generating Federal Transit Administration (FTA) Section 5307 funding for the County. SBCTA lead and finalized the effort to consolidate the regional rideshare software contract between Los Angeles Metro, Orange County Transportation Authority, Riverside County Transportation Commission, and Ventura County Transportation Authority, with work continuing to consolidate databases between these agencies.

DMU to ZEMU

In 2018, SBCTA successfully secured a \$30 million Transit and Intercity Rail Capital Program grant to transform a Diesel Multiple Unit (DMU) to a Zero-Emission Multiple Unit (ZEMU). In July 2019, the SBCTA Board approved advancing a hydrogen fuel cell-battery hybrid propulsion unit, the first of its kind in North America. Stadler, the vehicle manufacturer, has completed the vehicle assembly and has initiated commissioning activities. The ZEMU vehicle was unveiled at the international InnoTrans Rail Conference in Berlin Germany in September 2022.

Redlands Passenger Rail Project (RPRP)

Construction on the RPRP was completed. This includes both the mainline and the vehicle maintenance facility. Manufacturing and testing of the vehicles was substantially completed this year as well. The testing phase for the DMU commenced and revenue service started in October 2022.

West Valley Connector Phase I

The work to execute the grant agreement for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) program grant allocation of \$86.75 million continued, the mainline corridor design was finalized, and final design of the maintenance facility commenced. Further, substantial progress on the right-of-way acquisition activities was made.

Tunnel to ONT and Brightline West at Cucamonga Station

Work to environmentally clear the direct connector between Ontario International Airport (ONT) and Cucamonga Station commenced, and coordination efforts with the stakeholders continued. Industry outreach for the design build procurement effort also commenced. Agreement was reached with Brightline West on the railroad right of way lease necessary for them to connect to the Cucamonga Station. Progress was also made on the land sale and other easements needed for Brightline West to construct their high speed rail station at Cucamonga Station which were approved by the SBCTA Board in October 2022.

Railroad Right-of-Way (ROW)

On-going ROW maintenance efforts such as weed abatement, trash removal and graffiti abatement were conducted on cyclical basis. As part of the on-going administration of the railroad ROW, eight (8) grant of use agreements were executed, or amended, in Fiscal Year 2021/2022 with a focus on utilizing the master license agreement template.

PROJECT DELIVERY

Interstate 10 (I-10) Corridor Freight and Express Lane Project – Contract 1 & 2, Multiple Cities

The Project Approval/Environmental Document phase was completed in July 2017 for this project, which will add express lanes along 33 miles of the I-10 corridor. The entire corridor construction cost is estimated at \$3.0 billion. The first segment of the I-10 corridor – Contract 1 from the Los Angeles County Line to I-15 (Design-Build) is currently in the 3rd year of construction and anticipated to be completed for beneficial use by late 2023. The second segment of the I-10 corridor (Contract 2) will be processed as a design-bid-build project and will continue the express lanes from I-15 to Pepper Avenue. A design consultant was selected to perform design of Contract 2. Design services are now underway and in order to expedite project delivery, the I-10 Corridor Freight and Express Lane Project – Contract 2 will be delivered in two (2) segments: Segment 2A: I-15 to Sierra Avenue and Segment 2B: Sierra Avenue to Pepper Avenue. It is anticipated that the design work will take about two and one-half (2 ½) years to complete, resulting in a final design package to advertise for construction in early 2024 for Segment 2A and late 2024 for Segment 2B.

Interstate 15 (I-15) Corridor Freight and Express Lane Project – Contract 1, Multiple Cities

The I-15 Corridor Freight and Express Lanes Project - Contract 1 will add auxiliary lanes to improve freight corridor movement and an addition of two (2) express lanes in each direction on the I-15 from south of State Route (SR) 60 to north of Foothill Boulevard. The Environmental Document (ED) for the I-15 Corridor Project was approved in December 2018. The Project will be delivered in multiple construction packages. The first construction package, known as the I-15 Corridor Freight and Express Lanes Project - Contract 1, will construct one (1) to two (2) express lanes in each direction from south of SR 60 to north of Foothill Boulevard and add auxiliary lanes at select locations in order to improve freight movement and reduce traffic congestion. The 65% Plans, Specifications, and Estimates (PS&E) milestone was achieved in April 2022. The 95% PS&E milestone was submitted in July 2022. The Construction Management services firm has been selected and is currently scheduled for Board approval in September 2022. Coordination with Riverside County Transportation Commission and the California Department of Transportation (Caltrans) is ongoing regarding the interface between the Riverside and San Bernardino County portions of work.

I-10 Cedar Avenue Interchange Improvement Project, County of San Bernardino

The I-10 Cedar Avenue Interchange Improvement Project, in the County of San Bernardino, is the highest priority project in the Measure I 2010-2040 Freeway Interchange Program. Cedar Avenue is a north – south arterial in the unincorporated community of Bloomington and forms a tight diamond interchange with the I-10. This location has been experiencing high levels of traffic congestion resulting in low levels of service. The Project will reconstruct and widen Cedar Avenue and replace the bridge over I-10 and the Union Pacific Railroad. The Project's PS&E were prepared by Caltrans and approved on April 25, 2022. The Union Pacific Railroad Construction and Maintenance Agreement was approved on May 16, 2022, and the Right-of-Way Certification was approved by Caltrans on June 21, 2022. An Invitation for Bids was released on June 30, 2022. Construction

is anticipated to start late 2022 and is anticipated to take approximately two and one-half (2 ½) years to complete. A Public Outreach program is in place and will be maintained during the construction period.

North First Avenue Bridge over BNSF Railroad Project, Barstow

The project will replace the existing North First Avenue Bridge over a BNSF railroad. The existing bridge was built in 1930 and has been deemed structurally deficient and functionally obsolete. The Construction and Maintenance Agreement was executed in March 2021. The contract plans, specifications, and estimate was approved in January 2022, an Invitation for Bid was released in May 2022, and a construction contract was awarded in September 2022. Construction is anticipated to start in December 2022 with completion for beneficial use by middle of 2024.

I-10 Mount Vernon Avenue Interchange Improvement Project, Colton

The I-10 Mount Vernon Avenue Interchange Improvement Project, in the City of Colton, is ranked No. 19 in the priority list under the Measure I 2010-2040 Freeway Interchange Program. Mount Vernon Avenue is a north-south arterial in the City of Colton, and connects to I-10 via a split tight diamond configuration in the westbound direction and hook ramps in the eastbound direction. The Project will replace the Mount Vernon overcrossing over I-10, which will also accommodate the future I-10 Corridor widening. The Project achieved Project Approval & Environmental Document on April 19, 2022, and is currently in the design phase. The Right-of-Way requirement maps were approved on April 11, 2022 and staff is currently in the process of preparing appraisals for the properties needed for the project. Construction is anticipated to start late 2023 and is anticipated to take approximately two and one-half (2 ½) years to complete. A Public Outreach program is in place and will be maintained during the ROW and construction phases.

Interstate 215 (I-215) University Parkway Interchange Improvement Project, San Bernardino

The I-215 University Parkway Interchange Improvement Project will address traffic congestion and improve freeway access for the City of San Bernardino and the region by reconstructing the existing tight diamond interchange into a Diverging Diamond Interchange (DDI) configuration. The DDI is a new innovative concept that will improve traffic operations by reducing vehicular conflict points and traffic signal phases by diverting vehicles to the left side of the road between both ramp intersections. The 95% design was submitted to Caltrans for oversight review. The Construction Management Services firm has been selected and a Contract Task Order was issued in July 2022. Acquisition of the remaining needed ROW is ongoing through the eminent domain process while staff is concurrently negotiating with property owners. Construction is anticipated to start in the summer of 2023 and is anticipated to take approximately one (1) year to complete.

SR-210 Lane Addition – Highland Avenue to San Bernardino Avenue, Multiple Cities

The SR-210 Lane Addition project is a gap closure project that includes the addition of one general purpose lane in each direction within the median between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands. Pavement rehabilitation work is also included along this section of the corridor. Construction began in November 2019, and is anticipated to be completed for beneficial use in the summer of 2023.

I-215 Bi-County Landscape Project and Segment 5, Multiple Cities

The I-215 Bi-County Landscape Project provides landscaping from the San Bernardino County/Riverside County line to Orange Show Road. The environmental phase was completed in June 2020, and the design phase is anticipated to be completed by November 2022. The I-215 Bi-County Landscape Project will be combined with the I-215 Segment 5 Landscape project. Design of Segment 5 is anticipated to be completed by summer of 2023. Both projects will be combined into one construction package. It is anticipated that construction will begin in late 2023.

US 395 Widening Project, Phase 2, Hesperia and Victorville

US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties, and an important agricultural route to and from the Central Valley. The first segment (US 395, Phase 1) between SR (SR) 18 and Chamberlaine Way was completed and opened for beneficial use in 2020. This “gap closure” project between Interstate 15 (I-15) and SR 18 is the second of the three-phase project. Phase 3

between Chamberlaine Way and Desert Flower Road will be undertaken in the future as funding becomes available.

The Project will widen US 395 from two (2) lanes to four (4) lanes, with a continuous median, between 0.4 miles north of I-15 and SR 18 (Palmdale Road), a distance of approximately seven (7) miles. It will be a collaborative effort by San Bernardino County Transportation Authority and Caltrans. The design services contract was awarded in July 2022, and design is expected to be completed in early 2024. Construction is planned to start in summer of 2024. It is anticipated that SBCTA will also be the lead agency for construction.

Mt. Vernon Viaduct, San Bernardino

The objective of this project is the demolition and replacement of the existing bridge over the San Bernardino BNSF Railway Intermodal Yard. Design-Build delivery is being used on the project to expedite replacement of the bridge, and the contract was executed in June 2020. Demolition of the existing bridge started at the end of 2020 and was completed in May 2021. Work continues to acquire right-of-way with three remaining properties left to acquire. Orders of Possession have been filed and a hearing has been scheduled for November 2022 for two properties. Relocation of utilities, BNSF mitigation activities, and final design work on the new bridge and adjoining local street improvements is ongoing. The new bridge is expected to be complete and open to traffic in the beginning of 2025.

Metrolink Accessibility Improvement Project, San Bernardino, Fontana, Rancho Cucamonga, Upland and Montclair (Phase 2)

This project includes providing safe pedestrian and bicycle access to key corridors at Metrolink stations in the Cities of Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino. Final design is underway and construction is expected to start in mid-2023.

I-10 Eastbound Truck Climbing Lane, Yucaipa

The I-10 Eastbound Truck Climbing Lane Project will improve traffic operations along a three-mile stretch of I-10 between the Sixth Street overcrossing in the City of Yucaipa through County Line Road in the City of Calimesa by adding an eastbound truck climbing lane for slow moving vehicles. This segment of freeway is on steep grade while carrying a large volume of trucks since I-10 is a critical goods movement corridor for the region and the rest of the country. The project will include widening of Oak Glen Creek Bridge, paving the median portion of the freeway, and constructing a concrete median barrier. This project will be funded with Senate Bill 1 Transportation Corridor Enhancement Program funds. The environmental phase was completed in November 2020, design began in July 2021, and the right of way certification was conditionally approved in April 2022 pending receipt of the environmental regulatory permits from the California Department of Fish and Wildlife and the Regional Water Quality Control Board. The Construction Management firm was selected and the contract was approved by the Board in July 2022. Construction is anticipated to start in the summer of 2023 and is anticipated to take approximately one and one-half (1 ½) years to complete. Coordination with a recent Caltrans pavement rehabilitation project along the same segment of freeway resulted in cost savings for both Caltrans and SBCTA.

SR-60 Central Avenue Interchange Improvement Project, Ontario

The SR-60 Central Avenue Interchange Improvement Project will widen freeway ramps, improve the ramp intersections, and widen the Central Avenue Bridge over SR-60. Construction activities are continuing with work on both freeway ramps and retaining walls, additional bridge girders on both directions of Central Avenue, bridge barrier and fence along northbound Central Avenue, and work on the bridge deck of the southbound side of Central Avenue. It is anticipated that the project will be completed for beneficial use by early 2023.

I-10 Alabama Street Interchange Improvement Project, Redlands

The I-10 Alabama Street Interchange Project will widen Alabama Street from Orange Tree Lane to Industrial Park Avenue and widen the eastbound and westbound exit ramps. Construction began in December 2021, and is anticipated to be completed for beneficial use by the end of 2022.

I-10 University Street Interchange Improvement Project, Redlands

The I-10 University Street Interchange Improvement Project will install traffic signal at the ramps, widen the eastbound exit and westbound entrance ramp, and provide pavement rehabilitation from Citrus Avenue and the westbound entrance ramp. Construction began in April 2021, and was completed in September 2022. The project is currently in the landscape phase with a 1-year plant establishment period.

SR-210 Waterman Avenue Ramp and Street Improvement Project, San Bernardino

The SR-210 Waterman Avenue Ramp and Street Improvement Project will widen the eastbound entrance ramp and restripe Waterman Avenue to provide dual left-turn lanes to the eastbound entrance ramp and 30th Street. A cooperative agreement was executed on December 2021. An environmental and design contract was awarded in September 2022. The project will be processed as a Caltrans Encroachment Permit project. It is anticipated that environmental clearance and design to be completed in the summer of 2023 with construction beginning in late 2023.

FUND ADMINISTRATION

In December 2021 the Board adopted the 2021 Update to the 10-Year Delivery Plan, which was the largest plan to date with 64 projects totaling \$5.1 billion in regional improvements and relying on \$1.6 billion in Measure I revenue. The plan was developed within the policy framework established by the voter-approved Measure I Expenditure Plan and provides a transparent list of projects that will be developed during the next decade. The 10-Year Delivery Plan defines the current assumptions related to revenue forecasts and project scope, schedule, and budget, and it enables SBCTA to meet the requirements of bond rating agencies for the sale of bonds. Despite the concerns of the impact of the pandemic on projected Measure I revenue, actual revenue received exceeded the projections contained in the 2019 Update to the 10-Year Delivery Plan and the total estimated revenue through 2040 increased from \$6.5 billion to \$6.9 billion. While the projects under development in the Valley Subarea remained largely unchanged, the significant amount of grant revenue awarded to SBCTA over the past several years was incorporated, reducing the draw on Measure I. In the Mountain/Desert Subareas, SBCTA coordinated with California Department of Transportation (Caltrans) and local jurisdictions to identify needs and develop funding set-asides for regional/interregional highway improvements in those Subareas. After a series of meetings with each Subarea, regional transportation infrastructure needs were identified and prioritized lists of regional/interregional projects were approved by the Board, with several of the highest priorities incorporated into the 10-Year Delivery Plan.

In addition to administration of Measure I, SBCTA is responsible for the allocation of most state and federal funds available for transportation projects in San Bernardino County. This involves coordination with member jurisdictions, Caltrans, and transit operators in the County to ensure that funds are available for priority projects underway and that funding projections are maintained for future needs. SBCTA has supported local agencies and transit operators with information on funding opportunities and transportation program financial forecasts, particularly as it related to guidelines, requirements, policies, and schedules. Fund Administration staff also provided extensive internal coordination with SBCTA Project Delivery and Transit staff for funding plans for major projects where SBCTA is acting as lead agency, this year providing support to the development of funding plans and financing options for the North First Avenue Bridge over BNSF in the City of Barstow, Express Lanes, DMU to ZEMU, and West Valley Connector projects. Additionally, by strategically coordinating delivery of federal funds throughout the County, SBCTA received \$8 million in federal funds in excess of the County's formula share.

In compliance with State and Federal regulations, SBCTA submitted the proposed 2022 State Transportation Improvement Program (STIP) to the California Transportation Commission (CTC) and the 2023 Federal Transportation Improvement Program (FTIP) to Southern California Association of Governments (SCAG) for their approval. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System funded with revenues from the State Highway Account (SHA) and the Public Transportation Account (PTA). The STIP distributes 75% of the available funding by formula for projects nominated by regional agencies such as SBCTA. The CTC approved the 2022 STIP proposal in March 2022, programming an additional \$72 million for SBCTA staff support and the I-10 Contract 2 Express Lanes, US 395

Phase 2, and ZEMU Conversion projects. The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in federal Fiscal Year 2027/2028. It is updated every two years and amended frequently within that time period. SBCTA is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP and submitted over 200 projects on behalf of local jurisdictions, transit agencies, and Caltrans District 8. The FTIP is anticipated to be federally approved in December 2022.

SPECIAL PROJECTS AND STRATEGIC INITIATIVES

Risk Management

Risk management took over safety, privacy and security, and sensitive information in order to better align our emphasis in these areas. With that in mind and to insure compliance with Safety Regulations, the Illness and Injury Prevention Plan was updated, a new procedure for Heat Prevention was established, and training on privacy and sensitive security information was provided to staff.

Special Projects

As part of assisting with the implementation of the records retention program, new business processes and procedures were implemented to document disposition of records. Throughout the year, staff worked on reviewing documents stored at offsite and onsite locations and destroyed 182 boxes of paper records, 496 copies of electronic files, 1657 electronic records and participated in a records cleanup week resulting in over 10 bins of non-records being destroyed. Furthermore, a new offsite storage facility was secured which will save approximately 85% of the annual costs (\$30,000) related to storing records offsite.

Awards and Acknowledgements

The Government Finance Officers Association of the US and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to SBCTA for its Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2021. This is the tenth consecutive year that SBCTA has received this prestigious award.

In order to be awarded a Certificate of Achievement, the government needs to publish an easily readable and efficiently organized ACFR that satisfies both generally accepted accounting principles and applicable program requirements. A Certificate of Achievement is valid for a period of one year only. We believe that SBCTA's current ACFR continues to meet the Certificate of Achievement Program's requirements and Finance will submit to the GFOA to determine its eligibility for another certificate.

SBCTA received the GFOA's Distinguished Budget Presentation Award for its annual budget document dated July 1, 2021. To qualify for the award, the government's budget document had to be judged proficient as a policy document, a financial plan, an operations guide, and a communicative device.

The preparation of this report would not have been possible without the efficient and dedicated services of the entire staff of the Finance Department. Special recognition is given to Lisa Lazzar, Chief of Fiscal Resources, and Finance staff for the preparation of the report and financial audit. Credit also is also recognized to the SBCTA Board for their unflinching continuous support for maintaining the highest standards of professionalism and transparency in the management and reporting of SBCTA's finances.

Sincerely,



Raymond W. Wolfe
Executive Director



Hilda E. Flores
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**San Bernardino County Transportation Authority
California**

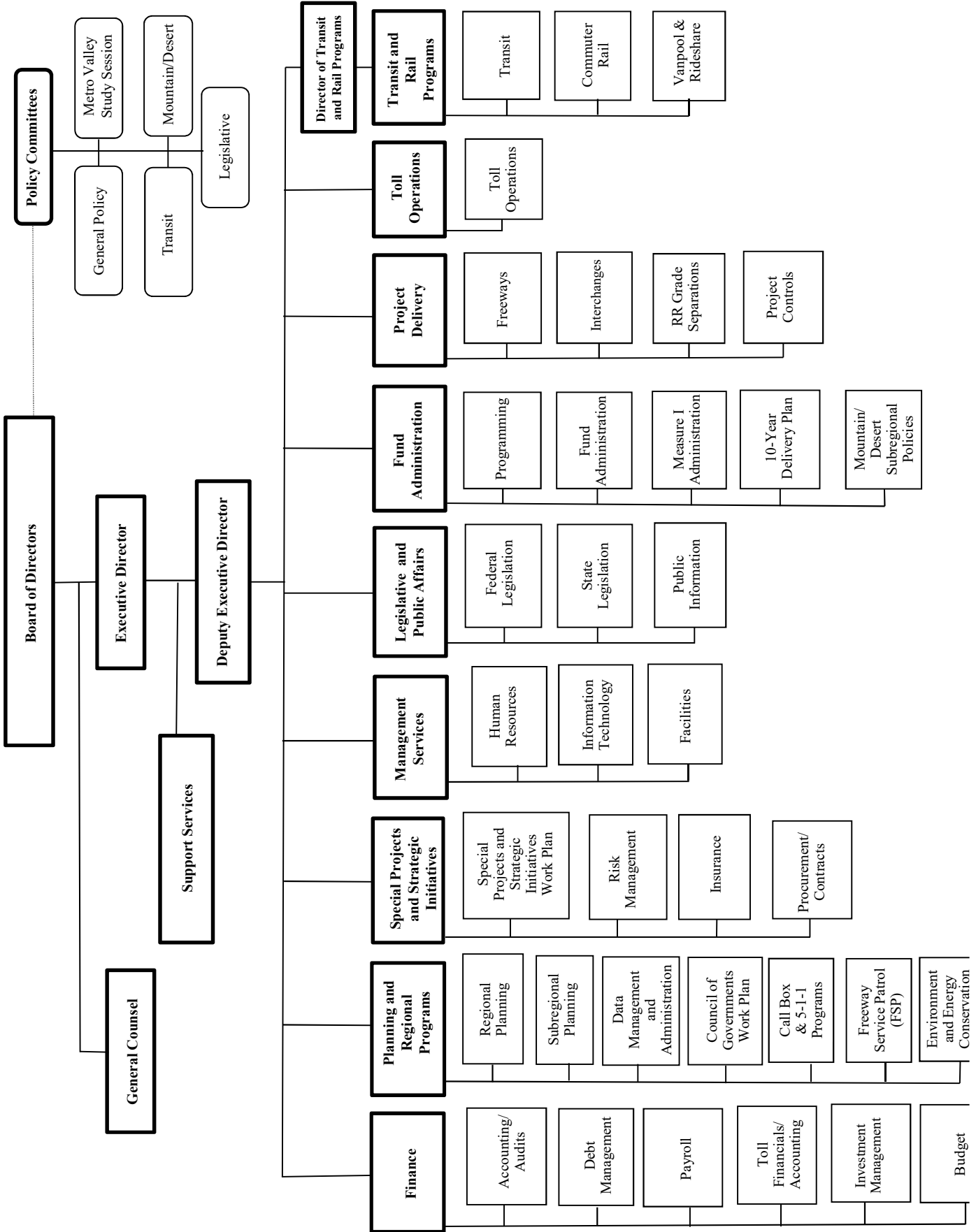
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2021

Christopher P. Morill

Executive Director/CEO

San Bernardino County Transportation Authority
Organization Chart



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
List of Principal Officials
June 30, 2022

Board of Directors		
Name	Jurisdiction	Title
Art Bishop	Mayor Pro Tem-Town of Apple Valley	Board President General Policy Committee Vice Chair Legislative Policy Committee Chair Mountain Desert Policy Committee Chair
Dawn Rowe	Supervisor-County of San Bernardino	Board Vice-President Metro Valley Study Session Chair General Policy Committee Chair Legislative Policy Committee Vice Chair
Daniel Ramos	Mayor Pro Tem-City of Adelanto	
Paul Courtney	Mayor-City of Barstow	
Rick Herrick	Mayor-City of Big Bear Lake	
Eunice Ulloa	Mayor-City of Chino	
Ray Marquez	Mayor-City of Chino Hills	Transit Committee Chair
Frank Navarro	Mayor-City of Colton	
Acquanetta Warren	Mayor-City of Fontana	
Darcy McNaboe	Mayor-City of Grand Terrace	
Rebekah Swanson	Council Member-City of Hesperia	
Larry McCallon	Mayor-City of Highland	
Rhodes Rigby	Council Member-City of Loma Linda	
John Dutrey	Mayor-City of Montclair	
Edward Paget	Vice Mayor-City of Needles	
Alan Wapner	Mayor Pro Tem-City of Ontario	
L. Dennis Michael	Mayor-City of Rancho Cucamonga	
Paul Barich	Mayor-City of Redlands	
Deborah Robertson	Mayor-City of Rialto	
John Valdivia	Mayor-City of San Bernardino	Metro Valley Study Session Vice Chair
Joel Klink	Council Member-City of Twentynine Palms	
Carlos A. Garcia	Council Member-City of Upland	
Debra Jones	Mayor-City of Victorville	
David Avila	Council Member-City of Yucaipa	Transit Committee Vice Chair
Rick Denison	Mayor Pro Tem-Town of Yucca Valley	
Paul Cook	Supervisor-County of San Bernardino	Mountain Desert Policy Committee Vice Chair
Janice Rutherford	Supervisor-County of San Bernardino	
Curt Hagman	Supervisor-County of San Bernardino	
Joe Baca, Jr.	Supervisor-County of San Bernardino	

Appointed Officials

Raymond Wolfe, Executive Director*	Julianna Tillquist, General Counsel*
Marleana Roman, Clerk of the Board/Administrative Supervisor	Carrie Schindler, Deputy Executive Director
Hilda Flores, Chief Financial Officer	Andrea Zureick, Director of Fund Administration
Otis Greer, Director of Legislative and Public Affairs	Steve Smith, Director of Planning
Henry Stultz, Director of Project Delivery	Beatriz Valdez, Director of Special Projects and Strategic Initiatives
Tim Byrne, Director of Toll Operations	Victor Lopez, Director of Transit and Rail Programs
Joy Buenaflor, Deputy Director of Transit and Rail Programs	

*Appointed by the Board of Directors



Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the SBCTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the SBCTA, as of June 30, 2022, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the SBCTA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the SBCTA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the SBCTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, budgetary comparison information, schedule of pension information and related notes, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the SBCTA's basic financial statements. The combining and individual fund financial statements and schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual fund financial statements and schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 16, 2022 on our consideration of the SBCTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the SBCTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the SBCTA's internal control over financial reporting and compliance.


Crowe LLP

Costa Mesa, California
November 16, 2022

Management's Discussion and Analysis

Our discussion and analysis of the San Bernardino County Transportation Authority (SBCTA) financial performance provides an overview of the financial activities for the fiscal year ended June 30, 2022. Please read it in conjunction with the accompanying transmittal letter and basic financial statements.

FINANCIAL HIGHLIGHTS

- The assets plus deferred outflows of resources of SBCTA exceeded its liabilities plus deferred inflows of resources at the close of the fiscal year by \$1,136,534,548 (*net position*).
- The unrestricted net position (deficit) of (\$288,534,673) ((\$227,026,235) from Governmental Activities and (\$61,508,438) from Business-type Activities) is the result of issuance of long-term debt to finance freeways, freeway interchanges, rail, and major streets which are owned and vested by the California Department of Transportation and other local jurisdictions. Therefore, there is no corresponding asset to the long-term liability. Although SBCTA does not have sufficient current resources to cover long-term liabilities, future Measure I sales tax revenues are pledged to cover future debt service obligations.
- SBCTA's net position increased by \$171,513,918 from the previous fiscal year, mainly as a result from operations and growth in capital assets of \$85.8 million net of accumulated depreciation. The net increase is attributable to the \$233,022,356 increase in governmental activities net position offset by a decrease of \$61,508,438 in business-type activities net position.
- The total cost of all SBCTA's activities was \$477,040,971 (\$476,690,304 from Governmental Activities and \$350,667 from Business-type Activities) for the current fiscal year. Net cost of all activities was \$242,700,451 (\$242,349,784 from Governmental Activities and \$350,667 from Business-type Activities).
- The total fund balances of SBCTA's governmental funds were \$915,684,130 at the close of the fiscal year. The majority of the fund balances were classified as restricted, committed assigned and unassigned.
- General fund revenues exceeded expenditures and other financing sources by \$1,787,551 for the fiscal year ended. This was mainly due to lower capital outlay for transit projects.
- The total fund balance of the general fund was \$10,100,316 for the fiscal year; \$87,075 nonspendable, \$9,513,241 assigned, and \$500,000 unassigned. The nonspendable amount consist of noncash assets such as prepaid items. The assigned amounts are set aside for general administration, capital improvements for SBCTA owned assets, and regional and subregional planning activities. The unassigned amount is set aside for emergency purposes.
- Total capital assets, net of accumulated depreciation, increased by \$85,815,646 or 22.1% over June 30, 2021. This increase in capital assets is primarily due to the progress made on the I-10 Corridor Contract I and the Redlands Passenger Rail projects.
- SBCTA's total outstanding long-term bonded debt including unamortized premiums decreased by \$11,151,562 due to refunding of the 2012 Sales Tax Revenue Bond offset by principal payment and amortization of bond premiums.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to SBCTA's basic financial statements. SBCTA's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains required supplementary information and other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of SBCTA's finances, in a manner similar to a private-sector business.

Statement of Net Position

The Statement of Net Position presents information on all of SBCTA's assets, liabilities and deferred inflows/outflows of resources, with the difference being reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of SBCTA is improving or deteriorating.

Statement of Activities

The Statement of Activities presents information showing how SBCTA's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in the future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave.)

The Statement of Activities distinguishes functions of SBCTA that are principally supported by taxes and intergovernmental revenues (*governmental activities*) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (*business-type activities*) or operating grants and contributions. The governmental activities of SBCTA include general government, commuter and motorist assistance, environment and energy conservation, regional and subregional planning, transit, project delivery, fund administration, and interest and fiscal charges. The business-type activities include toll operations (revenue generation to start in fiscal year 2024).

The government-wide financial statements include only the financial information for SBCTA and its blended component unit, San Bernardino Council of Governments. The government-wide financial statements can be found on pages 15-16.

Fund Financial Statements

A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. SBCTA, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All funds can be divided into three categories: governmental funds, proprietary funds, and fiduciary funds. For Fiscal Year 2021/2022, SBCTA does not have any fiduciary funds to report.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the governments near term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

SBCTA maintains twenty three (23) individual governmental funds. Information is presented separately in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures, and changes in fund balances for its major governmental funds which consist of: the general fund, federal highway, federal

transit administration, state highway, proposition 1B, local transportation fund, state transit assistance fund, 1990-2010 Measure I, and 2010-2040 Measure I special revenue funds; debt service fund and capital projects fund.

Information for the remaining twelve (12) nonmajor governmental funds is combined into a single, aggregated presentation. Individual fund data of these nonmajor governmental funds is provided in the form of *combining statements* in the supplementary information section of the report.

SBCTA adopts an annual appropriated budget for all of the governmental funds. Budgetary comparison schedules have been provided in the required supplementary information section for the general and major special revenue funds to demonstrate compliance with the budget. Budgetary comparison schedules have been provided in the supplementary information section for the nonmajor governmental and remaining major funds.

The basic governmental fund financial statements can be found on pages 18-25 of this report.

Proprietary Funds

Proprietary funds include enterprise activities. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide statements. Enterprise funds are used to account for Toll Operations. Toll operations have not commenced, but draws on the loan with United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act program are recorded in the enterprise fund since toll revenues are pledged to pay the loan.

Proprietary funds provide the same type of information as the Government-Wide financial statements, only in more detail. The proprietary fund financial statements can be found on pages 26-28 of this report.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 29-69 of this report.

In addition to the basic financial statements and accompanying notes to the financial statements, this report also presents certain required supplementary information concerning SBCTA's actuarial determined contribution rates, and the note to required supplementary information. Required supplementary information can be found on pages 71-83 of this report.

Other Information

Other supplementary information is presented immediately following the required supplementary information. This information includes the following:

- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances relating to nonmajor governmental funds.
- Budgetary comparison schedules for nonmajor special revenue governmental funds.
- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances relating to state transit assistance fund special revenue fund.
- Budgetary comparison schedules for state transit assistance special revenue governmental funds.
- Budgetary comparison schedules for remaining debt service and capital projects major funds.
- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances for the 1990-2010 Measure I special revenue fund.
- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances for the 2010-2040 Measure I special revenue fund.
- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances for the debt service fund.
- Combining balance sheet and schedule of revenues, expenditures and changes in fund balances for the capital projects fund.

Supplementary information can be found on pages 85-133 of this report.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted earlier, net position may serve over time as a useful indicator of SBCTA's financial position. At June 30, 2022, SBCTA's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$1,143,200,112. The following is condensed financial data related to net position at June 30, 2022 and June 30, 2021:

Condensed Statement of Net Position

	Governmental Activities		Business-type Activities		Total	
	2022	2021	2022	2021	2022	2021
Current and other assets	\$ 1,046,716,564	\$ 912,054,159	\$ -	\$ -	\$ 1,046,716,564	\$ 912,054,159
Capital assets-net of depreciation	474,122,987	388,307,341	-	-	474,122,987	388,307,341
Total assets	1,520,839,551	1,300,361,500	-	-	1,520,839,551	1,300,361,500
Deferred outflows of resources	7,782,892	10,400,282	-	-	7,782,892	10,400,282
Long-term liabilities outstanding	178,970,060	191,990,749	61,422,896	-	240,392,956	191,990,749
Net pension liability	7,870,511	20,632,660	-	-	7,870,511	20,632,660
Other liabilities	131,733,474	131,264,453	85,542	-	131,819,016	131,264,453
Total liabilities	318,574,045	343,887,862	61,508,438	-	380,082,483	343,887,862
Deferred inflows of resources	12,005,412	1,853,290	-	-	12,005,412	1,853,290
Net position:						
Net investment in capital assets	438,632,746	350,708,835	-	-	438,632,746	350,708,835
Restricted	986,436,475	884,582,859	-	-	986,436,475	884,582,859
Unrestricted	(227,026,235)	(270,271,064)	(61,508,438)	-	(288,534,673)	(270,271,064)
Total net position	\$ 1,198,042,986	\$ 965,020,630	\$ (61,508,438)	\$ -	\$ 1,136,534,548	\$ 965,020,630

Net Position

Net investment in capital assets represents 38.6% of the net position of SBCTA. Capital assets include the Santa Fe Depot facility, the San Bernardino Downtown Maintenance facility, 50% of the Rialto Station, land improvements, Construction in progress that includes the Redlands Passenger Rail project and the I-10 Toll Lanes project and rail operating land easements. Capital assets were acquired with the use of federal grants and local revenues and no outstanding debt was used for acquisition. SBCTA utilizes the capital assets for general government, commuter and motorist assistance, environment and energy conservation, regional and subregional planning, transit, project delivery, and fund administration activities for residents and businesses of San Bernardino County.

The largest portion of SBCTA's net position is subject to external restrictions. Restrictions include federal, state and local statutes, and bond and loan covenants.

The unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by bond covenants, enabling legislation, or other legal requirements. Unrestricted net deficit is \$288,534,673 as of June 30, 2022. This amount results in part from the impact of SBCTA's debt on the statement of net position. The deficit is also the result of expenditures incurred for construction of freeways, freeway interchanges and major streets which are owned and vested by the California Department of Transportation (Caltrans) and other local jurisdictions. Accordingly, these capital projects are not reported as assets to offset the corresponding long-term liability.

SBCTA's change in net position reflects an increase of \$171,513,918 as a result of revenues exceeding expenses. The total cost of SBCTA activities was \$477,040,971 (\$476,690,304 from Governmental Activities and \$350,667 from Business-type Activities) for the fiscal year. Net cost of all activities was \$242,700,451 (\$242,349,784 from Governmental Activities and \$350,667 from Business-type Activities). Net cost represents program expenditures less program revenues.

The following is condensed financial data related to changes in net position for the year ended June 30, 2022 and June 30, 2021:

Condensed Statement of Changes in Net Position

	Governmental Activities		Business-type Activities *		Total	
	2022	2021	2022	2021	2022	2021
Revenues						
Program revenues:						
Charges for services	\$ 834,214	\$ 866,778	\$ -	\$ -	\$ 834,214	\$ 866,778
Operating grants and contributions	129,636,422	146,381,605	-	-	129,636,422	146,381,605
Capital grants and contributions	103,869,884	257,273,325	-	-	103,869,884	257,273,325
General revenues:						
Sales tax-Measure I	252,227,712	222,320,683	-	-	252,227,712	222,320,683
Sales tax-Local Transportation Fund	147,255,418	127,319,839	-	-	147,255,418	127,319,839
Unrestricted investment earnings	(11,652,810)	1,687,658	-	-	(11,652,810)	1,687,658
Miscellaneous	26,384,049	304,785	-	-	26,384,049	304,785
Gain (loss) on sale of assets	-	(347)	-	-	-	(347)
Total revenues	\$ 648,554,889	\$ 756,154,326	\$ -	\$ -	\$ 648,554,889	\$ 756,154,326
Expenses						
General government	\$ 3,264,831	\$ 6,163,146	\$ -	\$ -	\$ 3,264,831	\$ 6,163,146
Environment and energy conservation	517,273	1,198,164	-	-	517,273	1,198,164
Commuter and motorist assistance	5,286,254	7,209,299	-	-	5,286,254	7,209,299
Regional and subregional planning	4,501,891	3,385,393	-	-	4,501,891	3,385,393
Transit	110,142,376	157,652,370	-	-	110,142,376	157,652,370
Project delivery	273,284,056	286,242,220	-	-	273,284,056	286,242,220
Fund administration	76,656,089	79,892,412	-	-	76,656,089	79,892,412
Interest and fiscal charges	3,037,534	7,493,822	-	-	3,037,534	7,493,822
Toll Enterprise	-	-	350,667	-	350,667	-
Total expenses	476,690,304	549,236,826	350,667	-	477,040,971	549,236,826
Excess (Deficiency) before Transfers	171,864,585	206,917,500	(350,667)	-	171,513,918	206,917,500
Transfers	61,157,771	-	(61,157,771)	-	-	-
Change in net position	233,022,356	206,917,500	(61,508,438)	-	171,513,918	206,917,500
Net position at the beginning of year, as restated	965,020,630	758,103,130	-	-	965,020,630	1,096,493,530
Net position at the end of year	\$ 1,198,042,986	\$ 965,020,630	\$ (61,508,438)	\$ -	\$ 1,136,534,548	\$ 965,020,630

* Revenue will commence in fiscal year 2024, only current activity is associated with the TIFIA loan.

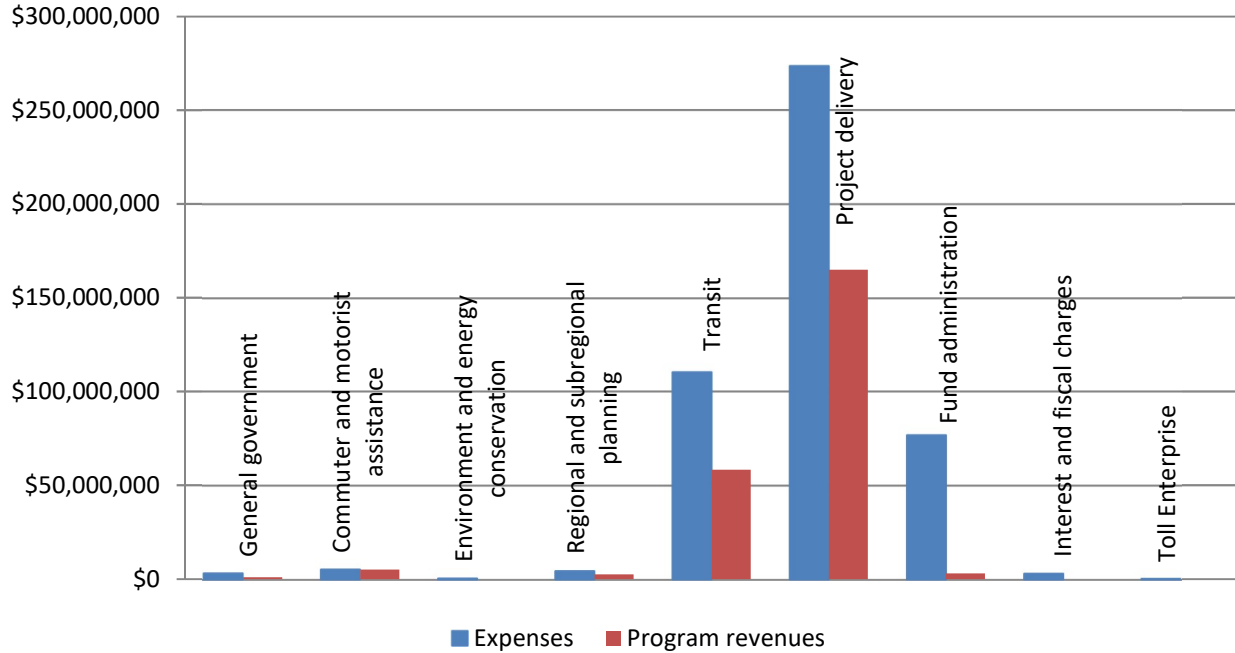
Changes in Net Position

Revenues decreased by \$107,599,437 primarily attributed to a reduction in federal and state capital grants and contributions offset by an increase of sales tax revenues. A net increase of \$49,842,608 in sales taxes consist of Measure I of \$29,907,029 and Local Transportation Fund of \$19,935,579 mainly due to continued increase in consumer spending. The net decrease of \$153,403,441 in capital grants, is related to less reimbursable expenditures in the project delivery program for the I-10 Corridor Contract 1 and the transit program for the Redlands Passenger Rail and West Valley Connector nearing completion. A decrease of \$13,340,468 in investment earnings is a result of the current economic climate, fair value adjustment due to GASB 31, and very low interest rates.

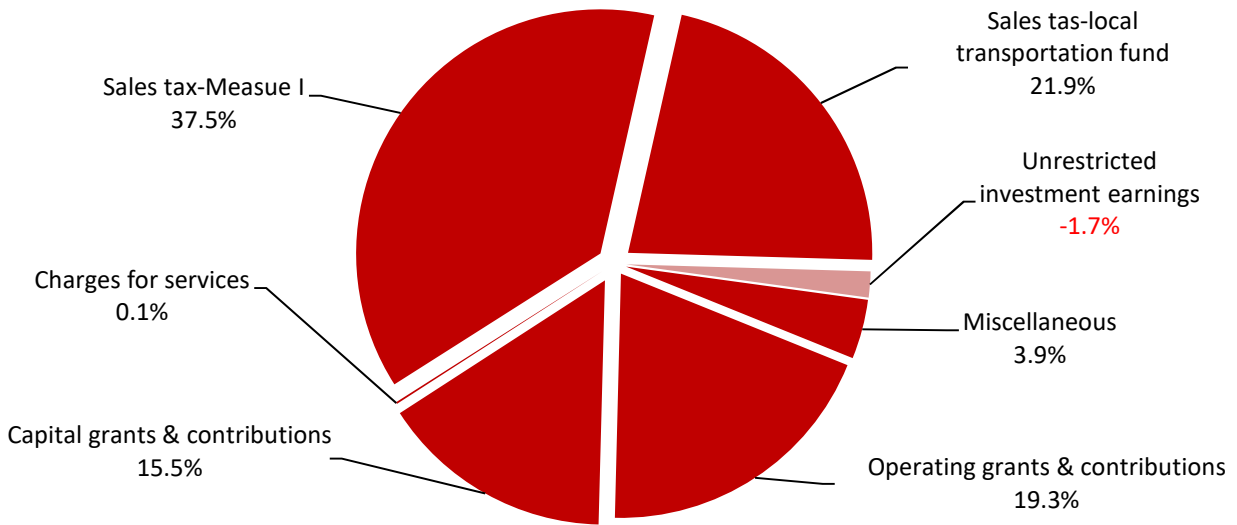
Expenses decreased by \$72,195,855 or 13.1% from the previous fiscal year. The decrease was primarily attributed to a decrease expenditures of transit and project delivery since projects are nearing completion.

Net expenses is a good indication of the extent to which the services provided by SBCTA were financed from sales tax paid by citizens and businesses of San Bernardino County as opposed to recovering the cost of these services with user fees, grants and other contributions. Project delivery recovers expenses primarily from program revenues. SBCTA is very aggressive in leveraging the Measure I sales tax to obtain federal and state funds. General government, commuter and motorist assistance, environmental and energy conservation, regional and subregional planning, transit, fund administration, and interest expense and fiscal charges are financed primarily from general revenues.

Expenses and Program Revenues-Governmental Activities

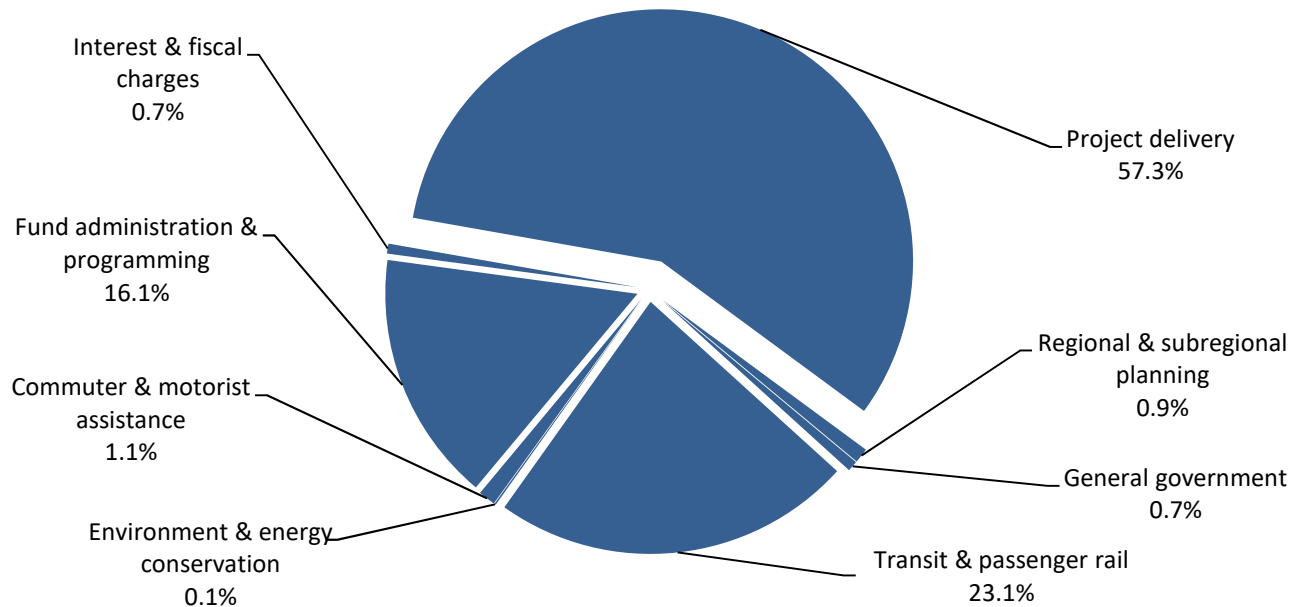


Revenue Sources-Governmental Activities



Measure I and local transportation fund sales tax revenues provided 59.4% of the overall revenue sources of the governmental activities. Another large source of revenue is capital grants and contributions which included various federal, state and local grants and reimbursements. SBCTA leverages Measure I sales tax revenue to obtain federal and state grants.

Functions/Programs-Governmental Activities



Project delivery, transit, and fund administration represented 96.5% of the expenditures of governmental activities. Project delivery provided for the freeway, freeway interchange and grade separation projects, utilizing federal, state, and local revenues, and Measure I sales tax revenue. Transit provided projects for rail using various funding sources and provided for the apportionment and allocation of local transportation sales tax and state transit assistance fund revenues to transit operators. Each project is identified in the Measure I 2010-2040 expenditure plan and the ten-year delivery plan. Fund administration provided for the apportionment and allocation of Measure I sales tax for various local arterial projects, advance expenditure agreements (see note 9 of *notes to financial statements*), transit operator support, and local street pass-through payments.

FINANCIAL ANALYSIS OF GOVERNMENTAL FUNDS

SBCTA uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of *governmental funds* is to provide information on near-term inflows, outflows and balances of *spendable* resources. This information assesses SBCTA's financing requirements. *Unassigned fund balance* is a measure of SBCTA's net resources available for designation or spending at the end of the fiscal year. It represents the portion of the fund balance which has not been limited for a particular purpose by either an external party, SBCTA itself, or individuals that have been delegated authority to assign resources limiting the use to certain purposes by the SBCTA's Board of Directors.

SBCTA's governmental funds reported combined fund balances of \$915,684,130 at June 30, 2022. This represented a \$158,612,251 increase from the previous fiscal year mainly due to expenditures incurred less than appropriations. The total fund balance was either *nonspendable*, *restricted*, *committed*, *assigned* or *unassigned* as follows:

- Nonspendable for prepaids and deposits-\$141,683
- Restricted due to external and third party restrictions or regulations-\$926,554,698
- Committed for particular purposes by SBCTA board action-\$1,501,618
- Assigned for specific purposes-\$9,513,241
- Unassigned (general purpose and deficit)-(\$22,027,110)

The unassigned deficit was primarily related to deferred inflows of resources-unavailable grants and local reimbursements. Future grants and local reimbursements billings will offset the deficit.

The following information pertains to fund balances of the *major funds* of SBCTA.

General Fund

The general fund is the chief operating fund of SBCTA. At the end of the fiscal year, the fund balance of the general fund was \$10,100,316, which represents a \$1,787,551 increase from the previous fiscal year. The increase in the fund balance was attributed lower capital outlay for transit projects. Total fund balance of the general fund was either *nonspendable* (\$87,075 for prepaid items), assigned (\$9,513,241 for general administration, regional and subregional planning, transit services, and capital improvements), and unassigned general purpose (\$500,000).

Federal Highway Special Revenue Fund

The federal highway special revenue fund reported a restricted fund balance of \$10,880,154 for freeway projects at the end of the fiscal year. The fund primarily accounts for reimbursement of qualified program expenditures. The increase in fund balance is attributable to in-kind contributions from Burlington Northern Santa Fe for the Mt Vernon Viaduct Project. Total fund balance was reported as *restricted* fund balance at June 30, 2022.

Federal Transit Administration Special Revenue Fund

The federal transit administration special revenue fund reported an unassigned fund deficit of \$2,944,666 at the end of the fiscal year. The fund primarily accounts for reimbursement of qualified program expenditures and the deficit was attributed to deferred inflows of resources-unavailable grant and local reimbursements as well as grant expenditure without corresponding executed grant agreements at June 30, 2022.

State Highway Special Revenue Fund

The state highway special revenue fund reported an unassigned fund deficit of \$1,142,004 at the end of the fiscal year. The fund primarily accounts for reimbursement of program expenditures and the deficit was attributed to deferred inflows of resources-unavailable grant and local reimbursements at June 30, 2022.

Proposition 1B Special Revenue Fund

The proposition 1B special revenue fund had a fund balance decrease of \$9,279,650 from the previous fiscal year. The decrease is due to spending funds received in advance for certain capital projects in project delivery and transit. Total fund balance of \$5,358,104 was reported as *restricted* fund balance at June 30, 2022.

Local Transportation Fund Special Revenue Fund

The fund balance of the local transportation fund special revenue fund increased by \$94,227,679 from the previous fiscal year. The increase in fund balance was primarily attributed to an increase in local transportation sales tax funds and lower amounts of expenditures for general administrative, planning and rail expenditures. Total fund balance of \$288,855,737 was reported as *restricted* fund balance at June 30, 2022.

State Transit Assistance Fund Special Revenue Fund

The fund balance of the state transit fund special revenue fund was \$93,721,455 at the end of the fiscal year which represents a \$15,809,250 increase. The increase in fund balance was attributed to reduced spending funds for transit operations. Total fund balance is reported as *restricted* at June 30, 2022.

1990-2010 Measure I Special Revenue Fund

The 1990-2010 Measure I special revenue fund had a decrease in the fund balance of \$752,156 from the previous fiscal year. The decrease of fund balance is a result of expenses exceeding interest revenue. Total fund balance of \$4,740,028 is reported as *restricted* at June 30, 2022.

2010-2040 Measure I Special Revenue Fund

The 2010-2040 Measure I special revenue fund had an increase in the fund balance of \$13,888,314 from the previous fiscal year. The increase in the fund balance was largely attributed to sales tax revenues exceeding capital improvement outlays and expenditures. Total fund balance of \$512,704,186 is reported as either *nonspendable* (\$30,333 for prepaid items) or *restricted* (\$512,673,853 for freeway, interchange, major street, and traffic management projects as well as rail, and transit services) at June 30, 2022.

Debt Service Fund

At the end of the fiscal year, the fund balance of the debt service fund was \$4,514,236 which represents a \$1,403,102 decrease from the previous fiscal year. The decrease was due to a decrease of reserve of funds for the payment of interest and principal payments, and fiscal charges on the Sales Tax Revenue Bonds of 2014, Series A and Sales Tax Revenue Bonds of 2022, Series A which were accounted for in the debt service fund. The total fund balance of the debt service fund is reported as *restricted* at June 30, 2022.

Capital Projects Fund

The capital projects fund reported the fund balance of the capital projects fund decreased by \$6,143,955 from the previous fiscal year. The decrease was due to unrecognized revenue based on the criteria of 180 days which increased deferred inflows of revenues. The total fund deficit of \$17,494,281 is reported as *unassigned* fund deficit at June 30, 2022.

General Fund Budgetary Highlights

The net difference between the original budget for expenditure appropriations and the final budget was an increase of \$ 20,968,712. The largest general fund appropriation increase was primarily attributed to an increase in Transit for Operations and Capital Outlay. There was no difference between original estimated revenues and final estimated revenues for the general fund.

During the fiscal year, actual revenues were higher than budgetary estimated revenues by \$330,512. The increase in revenues was primarily due to an increase in anticipated sales tax due to continued growth of consumer spending. Actual expenditures were less than budgetary appropriations by \$46.6 million. The most significant budgetary appropriation variance between the final budget and actual amount was attributed to transit program. The transit variance of \$24.7 million is due to certain capital projects identified earlier that were not completed at the end of the fiscal year.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

SBCTA's net investment in capital assets for its governmental activities as of June 30, 2022 is \$438,632,746 (net of accumulated depreciation and payables for several capital projects). Capital assets include land, land improvements, construction in progress buildings, equipment, vehicles, and software. The following is a summary of capital assets (net of depreciation) at June 30, 2022 and June 30, 2021:

	Governmental Activities	
	2022	2021
Governmental activities		
Land	\$ 67,994,332	\$ 67,994,332
Construction in progress	368,543,106	280,391,944
Buildings and building improvements	7,222,061	7,570,214
Improvements to land	11,579,007	12,717,568
Infrastructure	17,996,934	18,630,687
Equipment, furniture, software, and vehicles	787,547	1,002,596
Total capital assets	<u>\$ 474,122,987</u>	<u>\$ 388,307,341</u>

No Business-type Activities for fiscal years 2022 and 2021

The net increase in capital assets for the fiscal year was \$85,815,646. The net change in capital assets is primarily attributed to an \$88.2 million addition in construction in progress related mainly to three large projects: Redlands Passenger Rail Project, I-10 Corridor Contract 1, and the conversion of a Diesel Multiple Unit (DMU) to Zero-Emission Multiple Unit (ZEMU) rail car. Other capital asset activity included office furniture and equipment purchase of \$15,431, partially offset by an increase in accumulated depreciation of \$2.3 million.

Please see note 7 of the *notes to the financial statements* for a more detailed description of the capital assets activity.

Debt Administration

At the end of the fiscal year, SBCTA had a total long-term bonded debt of \$178,970,060 and direct borrowings of \$61,422,896. This included the sales tax revenue bonds issued in 2014 and 2022 and the TIFIA loan. The following is a summary of the outstanding bonded debt (including unamortized premiums) and direct borrowings at June 30, 2022 and June 30, 2021:

	Governmental Activities		Business-type Activities		Total	
	2022	2021	2022	2021	2022	2021
Governmental activities						
Sales tax revenue bonds	\$ 178,970,060	\$ 190,121,622	\$ -	\$ -	\$ 178,970,060	\$ 190,121,622
TIFIA Loan (Direct Borrowing)	-	-	61,422,896	-	61,422,896	-
Total outstanding bonded debt	\$ 178,970,060	\$ 190,121,622	\$ 61,422,896	\$ -	\$ 240,392,956	\$ 190,121,622

The decrease of outstanding debt from the previous year was attributed to the refunding of the 2012 Sales Tax Revenue Bonds and payment of principal and the amortization of premiums on the revenue bonds payable.

The 2014 and 2022 sales tax revenue bonds were awarded a credit rating of “AAA” from Standard & Poor’s and “AAA” from Fitch Ratings.

The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010-2040 Measure I sales tax.

Please see note 9 of the *notes to the financial statements* for a more detailed description of long-term liabilities.

ECONOMIC FACTORS AND NEXT YEARS BUDGET

SBCTA continues to evaluate revenue forecasts and provide the assumptions for future budgets. The following leading economic indicators show continuing improvement of the local economy:

- Population of San Bernardino County remains stable, increasing by 0.54% from the previous year.
- Personal income and personal income per capita increased by 7.08% and 6.63%, respectively from 2019 to 2020 (most current information available).
- Unemployment rate for the County decreased from 8.4% to 4.0% from the previous year.
- Measure I sales tax revenue resulted in an increase of \$29,907,029 over the prior year. Measure I sales tax revenue was \$117.9 million in 2011, \$132.3 million in 2012, \$138.4 million in 2013, \$145.4 million in 2014, \$152.3 million in 2015, \$160.8 million in 2016, \$163.8 million in 2017, \$162.9 million in 2018, \$183.6 in 2019, \$179.0 in 2020, \$222.3 million in 2021 and \$252.2 in 2022. This represents a 113.88% increase since fiscal year 2011.

Estimated fiscal year 2022/2023 budget revenues are \$850.4 million in comparison to \$722.7 million of the previous year. Measure I sales tax revenues are estimated to be \$250.0 million in comparison to \$196.0 million of the prior year. SBCTA continues to be conservative in Measure I sales tax projections to ensure adequate reserves for future contingencies and sustain economic swings.

Budgeted appropriations for Fiscal Year 2022/2023 are \$1,111.8 million. The largest portion of the budget is related to project delivery of \$586.6 million and the transit program of \$334.6 million. The adopted budget is balanced utilizing existing restricted fund balances including bond and short-term proceeds.

SBCTA obtained approval to secure short term financing for the Mount Vernon Viaduct project since the project ran into cash flow deficit in Fiscal Year 2018/2019 as federal funding is not expected to be available until years later. The financing terms were adopted by the Board of Directors on September 4, 2019. The first draw of \$26,344,000 occurred on October 8, 2021, followed by a roll over on January 6, 2022 of \$26,350,000. There was a partial pay off March 10, 2022 and additional roll over on April 6, 2022 of \$2,865,000. The remaining amount was paid in full on May 20, 2022. The total interest on the short term borrowing was \$17,360.

SBCTA continues to monitor federal and state transportation funding, study innovative financing alternatives, and aggressively search for additional federal and state financing programs to support its current projects. Please refer to the transmittal letter-major initiatives.

Requests for Information

This financial report is designed to provide a general overview of SBCTA's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Chief Financial Officer, San Bernardino County Transportation Authority, 1170 W 3rd St., Second Floor, San Bernardino, CA 92410-1715.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Net Position
June 30, 2022

	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments	\$ 816,215,965	\$ -	\$ 816,215,965
Accrued interest receivable	2,488,423	-	2,488,423
Sales taxes receivable	44,732,543	-	44,732,543
Accounts receivable	182,225	-	182,225
Intergovernmental receivable	144,150,929	-	144,150,929
Deposit receivable	10,821,585	-	10,821,585
Due from other funds	85,542	-	85,542
Prepaid items	141,683	-	141,683
Intergovernmental agreements receivable	23,383,433	-	23,383,433
Cash and investments-restricted	4,514,236	-	4,514,236
Capital assets not being depreciated:			
Land	67,994,332	-	67,994,332
Construction in progress	368,543,106	-	368,543,106
Capital assets, net of depreciation:			
Buildings and building improvements	7,222,061	-	7,222,061
Improvements to land	11,579,007	-	11,579,007
Infrastructure	17,996,934	-	17,996,934
Equipment, furniture, software, and vehicles	787,547	-	787,547
Total assets	<u>1,520,839,551</u>	<u>-</u>	<u>1,520,839,551</u>
Deferred outflows of resources related to net pension liability	<u>7,782,892</u>	<u>-</u>	<u>7,782,892</u>
Liabilities			
Accounts payable	51,561,831	-	51,561,831
Accrued liabilities	562,776	-	562,776
Accrued interest payable	2,558,971	-	2,558,971
Intergovernmental payable	26,610,538	-	26,610,538
Due to other funds	-	85,542	85,542
Unearned revenue	23,391,518	-	23,391,518
Long-term liabilities:			
Compensated absences due within one year	182,891	-	182,891
Compensated absences due in more than one year	1,911,949	-	1,911,949
Long-term debt due within one year	7,347,302	-	7,347,302
Long-term debt due in more than one year	171,622,758	61,422,896	233,045,654
Net pension liability due in more than one year	7,870,511	-	7,870,511
Advance expenditure agreements due in more than one year	24,953,000	-	24,953,000
Total liabilities	<u>318,574,045</u>	<u>61,508,438</u>	<u>380,082,483</u>
Deferred inflows of resources related to net pension liability and bond refunding	<u>12,005,412</u>	<u>-</u>	<u>12,005,412</u>
Net position			
Net investment in capital assets	438,632,746	-	438,632,746
Restricted for:			
Traveler services	4,754,104	-	4,754,104
Freeway projects	200,227,526	-	200,227,526
Interchange projects	73,278,873	-	73,278,873
Major street projects	185,231,156	-	185,231,156
Rail	60,002,054	-	60,002,054
Transit services	56,902,369	-	56,902,369
Traffic management and project development	23,463,201	-	23,463,201
Transportation development act	382,577,192	-	382,577,192
Unrestricted (deficit)	<u>(227,026,235)</u>	<u>(61,508,438)</u>	<u>(288,534,673)</u>
Total net position	<u>\$ 1,198,042,986</u>	<u>\$ (61,508,438)</u>	<u>\$ 1,136,534,548</u>

See accompanying notes to financial statements

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Activities
For the Year Ended June 30, 2022

Functions/Programs	Expenses	Allocation of Overhead	Charges for Services	Program Revenues		Net (Expense) Revenue and Changes in Net Position		
				Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary government								
Governmental activities:								
General government	\$ 8,889,276	\$ (5,624,445)	\$ 834,214	\$ 52,203	\$ -	\$ (2,378,414)	\$ -	\$ (2,378,414)
Environment and energy conservation	425,835	91,438	-	-	-	(517,273)	-	(517,273)
Commuter and motorist assistance	5,023,947	262,307	-	4,980,500	-	(305,754)	-	(305,754)
Regional and subregional planning	3,688,555	813,336	-	2,415,931	-	(2,085,960)	-	(2,085,960)
Transit	108,790,920	1,351,456	-	30,519,754	27,658,611	(51,964,011)	-	(51,964,011)
Project delivery	271,023,056	2,261,000	-	88,652,886	76,211,273	(108,419,897)	-	(108,419,897)
Fund administration	75,811,181	844,908	-	3,015,148	-	(73,640,941)	-	(73,640,941)
Interest and fiscal charges	3,037,534	-	-	-	-	(3,037,534)	-	(3,037,534)
Total governmental activities	\$ 476,690,304	\$ -	\$ 834,214	\$ 129,636,422	\$ 103,869,884	(242,349,784)	-	(242,349,784)
Business-type activities:								
Toll Enterprise Fund	\$ 350,667	\$ -	\$ -	\$ -	\$ -	-	(350,667)	(350,667)
General revenues:								
Sales tax-Measure I						252,227,712	-	252,227,712
Sales tax-local transportation fund						147,255,418	-	147,255,418
Unrestricted investment earnings						(11,652,810)	-	(11,652,810)
Miscellaneous						26,384,049	-	26,384,049
Transfers						61,157,771	(61,157,771)	-
Total general revenues						475,372,140	(61,157,771)	414,214,369
Change in net position						233,022,356	(61,508,438)	171,513,918
Net position at beginning of year						965,020,630	-	965,020,630
Net position at end of year						\$ 1,198,042,986	\$ (61,508,438)	\$ 1,136,534,548

See accompanying notes to financial statements



Helping to mitigate anticipated sound impacts is just one of the many features of the I-10 Express Lanes Project. Here, crews prepare the foundation of a sound wall in the western part of the county.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2022

	Special Revenue		
	General	Federal Highway	Federal Transit Administration
Assets			
Cash and investments	\$ 7,731,038	\$ 5,978	\$ -
Accrued interest receivable	30,077	8,687	6,920
Sales taxes receivable	447,325	-	-
Accounts receivable	81,462	-	-
Intergovernmental receivable	17,835	46,696,588	9,204,989
Deposit receivable	-	2,031,518	8,564,125
Due from other funds	3,775,280	-	-
Prepaid items	87,075	-	-
Intergovernmental agreements receivable	-	-	-
Advances to other funds	-	-	-
Cash and investments-restricted	-	-	-
Total assets	<u>\$ 12,170,092</u>	<u>\$ 48,742,771</u>	<u>\$ 17,776,034</u>
Liabilities			
Accounts payable	\$ 1,562,121	\$ 5,578,728	\$ 1,301,270
Accrued liabilities	427,718	-	-
Intergovernmental payable	35,175	650,063	3,528,125
Due to other funds	-	21,853,241	15,884,309
Advances from other funds	-	-	-
Unearned revenue	-	-	-
Total liabilities	<u>2,025,014</u>	<u>28,082,032</u>	<u>20,713,704</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	44,762	9,780,585	6,996
Fund balances (deficits)			
Nonspendable:			
Prepaid items	87,075	-	-
Restricted:			
Traveler services	-	-	-
Freeway projects	-	10,880,154	-
Interchange projects	-	-	-
Major street projects	-	-	-
Rail	-	-	-
Transit services	-	-	-
Traffic management and project development	-	-	-
Transportation development act	-	-	-
Debt service	-	-	-
Committed-council of governments	-	-	-
Assigned:			
General administration	4,961,474	-	-
Capital improvements	2,897,868	-	-
Regional and subregional planning	1,653,899	-	-
Unassigned:			
General purpose	500,000	-	-
(Deficits)	-	-	(2,944,666)
Total fund balances (deficits)	<u>10,100,316</u>	<u>10,880,154</u>	<u>(2,944,666)</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 12,170,092</u>	<u>\$ 48,742,771</u>	<u>\$ 17,776,034</u>

See accompanying notes to financial statements

Special Revenue						
State Highway	Proposition 1B	Local Transportation Fund	State Transit Assistance Fund	1990-2010 Measure I	2010-2040 Measure I	Debt Service
\$ 2,590,516	\$ 5,037,407	\$ 264,583,900	\$ 86,670,758	\$ 4,880,253	\$ 416,704,209	\$ -
-	-	1,001,073	386,689	9,316	966,177	-
-	-	-	-	-	44,285,218	-
-	-	-	-	-	-	-
25,397,795	747,977	26,282,451	7,427,601	-	-	-
12,385	-	-	-	-	75,057	-
-	-	-	-	13,027	92,250,446	-
-	-	-	-	-	30,333	-
-	-	-	-	-	-	-
-	-	-	-	-	9,268,008	-
-	-	-	-	-	-	4,514,236
<u>\$ 28,000,696</u>	<u>\$ 5,785,384</u>	<u>\$ 291,867,424</u>	<u>\$ 94,485,048</u>	<u>\$ 4,902,596</u>	<u>\$ 563,579,448</u>	<u>\$ 4,514,236</u>
\$ 6,830,096	\$ 394,321	\$ -	\$ -	\$ 112,568	\$ 28,614,252	\$ -
27,185	-	-	-	-	102,342	-
34,937	-	-	-	50,000	22,158,668	-
21,108,478	-	3,011,687	763,593	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
<u>28,000,696</u>	<u>394,321</u>	<u>3,011,687</u>	<u>763,593</u>	<u>162,568</u>	<u>50,875,262</u>	<u>-</u>
1,142,004	32,959	-	-	-	-	-
-	-	-	-	-	30,333	-
-	-	-	-	-	-	-
-	-	-	-	-	155,991,695	-
-	-	-	-	-	70,005,024	-
-	-	-	-	2,565,523	182,665,633	-
-	5,358,104	-	-	-	26,589,101	-
-	-	-	-	-	56,194,373	-
-	-	-	-	2,174,505	21,228,027	-
-	-	288,855,737	93,721,455	-	-	-
-	-	-	-	-	-	4,514,236
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
(1,142,004)	-	-	-	-	-	-
<u>(1,142,004)</u>	<u>5,358,104</u>	<u>288,855,737</u>	<u>93,721,455</u>	<u>4,740,028</u>	<u>512,704,186</u>	<u>4,514,236</u>
<u>\$ 28,000,696</u>	<u>\$ 5,785,384</u>	<u>\$ 291,867,424</u>	<u>\$ 94,485,048</u>	<u>\$ 4,902,596</u>	<u>\$ 563,579,448</u>	<u>\$ 4,514,236</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2022

	Capital Projects	Nonmajor Governmental Funds	Total Governmental Funds
Assets			
Cash and investments	\$ 21,248,850	\$ 6,763,056	\$ 816,215,965
Accrued interest receivable	65,697	13,787	2,488,423
Sales taxes receivable	-	-	44,732,543
Accounts receivable	100,322	441	182,225
Intergovernmental receivable	21,263,049	7,112,644	144,150,929
Deposit receivable	138,500	-	10,821,585
Due from other funds	-	-	96,038,753
Prepaid items	-	24,275	141,683
Intergovernmental agreements receivable	23,383,433	-	23,383,433
Advances to other funds	-	-	9,268,008
Cash and investments-restricted	-	-	4,514,236
Total assets	<u>\$ 66,199,851</u>	<u>\$ 13,914,203</u>	<u>\$ 1,151,937,783</u>
Liabilities			
Accounts payable	\$ 5,424,314	\$ 1,744,161	\$ 51,561,831
Accrued liabilities	551	4,980	562,776
Intergovernmental payable	15,049	138,521	26,610,538
Due to other funds	28,642,385	4,689,517	95,953,210
Advances from other funds	9,268,008	-	9,268,008
Unearned revenue	<u>23,391,518</u>	<u>-</u>	<u>23,391,518</u>
Total liabilities	<u>66,741,825</u>	<u>6,577,179</u>	<u>207,347,881</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	<u>16,952,307</u>	<u>946,159</u>	<u>28,905,772</u>
Fund balances (deficits)			
Nonspendable:			
Prepaid items	-	24,275	141,683
Restricted:			
Traveler services	-	4,754,104	4,754,104
Freeway projects	-	-	166,871,849
Interchange projects	-	-	70,005,024
Major street projects	-	-	185,231,156
Rail	-	1,056,489	33,003,694
Transit services	-	538	56,194,911
Traffic management and project development	-	-	23,402,532
Transportation development act	-	-	382,577,192
Debt service	-	-	4,514,236
Committed-council of governments	-	1,501,618	1,501,618
Assigned:			
General administration	-	-	4,961,474
Capital improvements	-	-	2,897,868
Regional and subregional planning	-	-	1,653,899
Unassigned:			
General purpose	-	-	500,000
(Deficits)	<u>(17,494,281)</u>	<u>(946,159)</u>	<u>(22,527,110)</u>
Total fund balances (deficits)	<u>(17,494,281)</u>	<u>6,390,865</u>	<u>915,684,130</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 66,199,851</u>	<u>\$ 13,914,203</u>	<u>\$ 1,151,937,783</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Balance Sheet of Governmental Funds
 to the Statement of Net Position
 June 30, 2022

Fund balances-total governmental funds (page 20)	\$ 915,684,130
 Amounts reported for <i>governmental activities</i> in the statement of net position (page 15) are different because:	
Capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and, therefore, are not reported in the funds.	474,122,987
Revenues recognized for governmental activities that are not available in the current period and, therefore, are not reported in the funds.	28,905,772
Accrued interest payable applicable to governmental activities is not due and payable in the current period and, therefore, is not reported in the funds.	(2,558,971)
Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds. The long-term liabilities consist of the following:	
Compensated absences payable	(2,094,841)
Revenue bonds payable	(160,615,000)
Unamortized premium on revenue bonds	(18,355,060)
Advance expenditure agreements	(24,953,000)
Deferred outflows deferred amounts on refunding that are applicable to future periods and therefore are not reported in the funds.	(2,461,904)
Amounts reported for net pension liability are not due in the current period and therefore are not reported in the governmental funds. Related components that will affect the net pension liability in future measurement years are reported as deferred outflows and deferred inflows of resources are therefore not reported in the governmental funds.	
Net pension payable	(7,870,511)
Deferred outflows of resources related to pensions	7,782,892
Deferred inflows of resources related to pensions	(9,543,508)
Net position of governmental activities	\$ 1,198,042,986

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2022

	Special Revenue		
	General	Federal Highway	Federal Transit Administration
Revenues			
Sales tax-Measure I	\$ 2,522,277	\$ -	\$ -
Sales tax-local transportation fund	-	-	-
Intergovernmental	-	76,349,051	14,741,620
Charges for services	568,592	-	-
Special assessments	-	-	-
Investment earnings	(122,204)	13,729	7,526
Miscellaneous	77	22,896,898	-
Total revenues	<u>2,968,742</u>	<u>99,259,678</u>	<u>14,749,146</u>
Expenditures			
Current:			
General government	8,380,153	-	-
Environment and energy conservation	143	-	-
Commuter and motorist assistance	-	-	-
Regional and subregional planning	539,462	-	-
Transit	3,541,574	1,145,986	9,248,332
Project delivery	178	45,010,371	-
Fund administration	363,452	-	-
Debt Service:			
Principal	-	-	-
Interest and fiscal charges	-	-	-
Capital outlay	<u>3,637,646</u>	<u>5,200,277</u>	<u>5,619,860</u>
Total expenditures	<u>16,462,608</u>	<u>51,356,634</u>	<u>14,868,192</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(13,493,866)</u>	<u>47,903,044</u>	<u>(119,046)</u>
Other financing sources (uses)			
Transfers in	15,831,568	26,386,268	-
Transfers out	(550,151)	(31,558,145)	-
Commercial paper proceeds	-	-	-
Sales tax revenue bonds issued	-	-	-
Sales tax revenue bonds premium	-	-	-
Payment of sales tax bonds	-	-	-
Total other financing sources (uses)	<u>15,281,417</u>	<u>(5,171,877)</u>	<u>-</u>
Net change in fund balances	1,787,551	42,731,167	(119,046)
Fund balances (deficits) beginning of year	<u>8,312,765</u>	<u>(31,851,013)</u>	<u>(2,825,620)</u>
Fund balances (deficits) end of year	<u>\$ 10,100,316</u>	<u>\$ 10,880,154</u>	<u>\$ (2,944,666)</u>

See accompanying notes to financial statements

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

Special Revenue						
State Highway	Proposition 1B	Local Transportation Fund	State Transit Assistance Fund	1990-2010 Measure I	2010-2040 Measure I	Debt Service
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,705,435	\$ -
-	-	147,255,418	-	-	-	-
73,825,933	4,569,482	-	27,738,086	-	-	-
-	-	-	-	-	-	-
-	136,852	(2,777,180)	(1,621,116)	(48,555)	(4,590,829)	474
-	-	-	-	-	-	-
<u>73,825,933</u>	<u>4,706,334</u>	<u>144,478,238</u>	<u>26,116,970</u>	<u>(48,555)</u>	<u>245,114,606</u>	<u>474</u>
142	-	-	-	-	670,432	-
-	-	-	-	58	109,662	-
-	-	-	-	60,265	426,301	-
336,352	-	-	-	-	796,741	-
58,386	4,633,687	41,091,108	10,307,720	-	29,530,761	-
49,419,312	4,172,340	-	-	643,278	125,775,697	-
731,506	-	-	-	-	73,993,818	-
-	-	-	-	-	-	2,220,000
-	-	-	-	-	-	6,624,182
<u>16,761,693</u>	<u>5,179,957</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>42,406,333</u>	<u>-</u>
<u>67,307,391</u>	<u>13,985,984</u>	<u>41,091,108</u>	<u>10,307,720</u>	<u>703,601</u>	<u>273,709,745</u>	<u>8,844,182</u>
<u>6,518,542</u>	<u>(9,279,650)</u>	<u>103,387,130</u>	<u>15,809,250</u>	<u>(752,156)</u>	<u>(28,595,139)</u>	<u>(8,843,708)</u>
41,135	-	-	-	-	62,362,793	85,840,425
(120,570)	-	(9,159,451)	-	-	(19,879,340)	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	(78,399,819)
<u>(79,435)</u>	<u>-</u>	<u>(9,159,451)</u>	<u>-</u>	<u>-</u>	<u>42,483,453</u>	<u>7,440,606</u>
6,439,107	(9,279,650)	94,227,679	15,809,250	(752,156)	13,888,314	(1,403,102)
(7,581,111)	14,637,754	194,628,058	77,912,205	5,492,184	498,815,872	5,917,338
<u>\$ (1,142,004)</u>	<u>\$ 5,358,104</u>	<u>\$ 288,855,737</u>	<u>\$ 93,721,455</u>	<u>\$ 4,740,028</u>	<u>\$ 512,704,186</u>	<u>\$ 4,514,236</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2022

	Capital Projects	Nonmajor Governmental Funds	Total Governmental Funds
Revenues			
Sales tax-Measure I	\$ -	\$ -	\$ 252,227,712
Sales tax-local transportation fund	-	-	147,255,418
Intergovernmental	15,519,566	42,414,373	255,158,111
Charges for services	-	4,931	573,523
Special assessments	-	260,691	260,691
Investment earnings	(136,120)	(53,481)	(9,190,904)
Miscellaneous	<u>3,276,709</u>	<u>210,365</u>	<u>26,384,049</u>
Total revenues	<u>18,660,155</u>	<u>42,836,879</u>	<u>672,668,600</u>
Expenditures			
Current:			
General government	-	423,994	9,474,721
Environment and energy conservation	-	335,141	445,004
Commuter and motorist assistance	56,319	4,477,814	5,020,699
Regional and subregional planning	16,199	2,171,013	3,859,767
Transit and passenger rail	7,685,867	-	107,243,421
Project delivery	47,918,508	24,910,580	297,850,264
Fund administration and programming	-	-	75,088,776
Debt Service:			
Principal	-	-	2,220,000
Interest and fiscal charges	331,169	-	6,955,351
Capital outlay	<u>463,760</u>	<u>8,897,067</u>	<u>88,166,593</u>
Total expenditures	<u>56,471,822</u>	<u>41,215,609</u>	<u>596,324,596</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(37,811,667)</u>	<u>1,621,270</u>	<u>76,344,004</u>
Other financing sources (uses)			
Transfers in	31,850,544	149,975	222,462,708
Transfers out	(99,693,127)	(344,153)	(161,304,937)
Commercial paper proceeds	26,352,000	-	26,352,000
Sales tax revenue bonds issued	60,050,000	-	60,050,000
Sales tax revenue bonds premium	13,108,295	-	13,108,295
Payment of sales tax bonds	-	-	(78,399,819)
Total other financing sources (uses)	<u>31,667,712</u>	<u>(194,178)</u>	<u>82,268,247</u>
Net change in fund balances	(6,143,955)	1,427,092	158,612,251
Fund balances (deficits) beginning of year	<u>(11,350,326)</u>	<u>4,963,773</u>	<u>757,071,879</u>
Fund balances (deficits) end of year	<u>\$ (17,494,281)</u>	<u>\$ 6,390,865</u>	<u>\$ 915,684,130</u>

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Statement of Revenues, Expenditures, and Changes in
 Fund Balances of Governmental Funds to the Statement of Activities
 For the Year Ended June 30, 2022

Net changes in fund balances-total governmental funds (page 24) \$ 158,612,251

**Amounts reported for governmental activities in the statement of activities (page 16)
 are different because:**

Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. The adjustments for capital outlay and depreciation expenses are as follows:

General capital assets - capital outlay	15,431
Construction in progress - capital outlay	88,151,162
Depreciation	(2,350,947)

Net changes in revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds (21,651,805)

The issuance of long-term debt (e.g. bonds) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums, discounts, and similar items when debt is first issued, whereas, these amounts are amortized in the statement of activities. The adjustments for the issuance and repayment of long-term debt are as follows:

Principal payments on sales tax revenue bonds	2,220,000
Issuance of sales tax revenue bonds	(60,050,000)
Premium on sales tax revenue bonds	(13,108,295)
Amortization of premium on sales tax revenue bonds	5,439,857
Redemption of sales tax revenue bonds	76,650,000
Outstanding advance expenditure agreements	(900,000)

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds. These expenses consist of:

Changes in compensated absences	(225,714)
Changes in deferred inflows related to sales tax revenue bonds	(2,461,906)
Changes in accrued interest on sales tax revenue bonds	227,779
Changes in net pension liability and related deferred inflows/outflows of resources	2,454,543

Change in net position of governmental activities \$ 233,022,356

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Net Position
Proprietary Fund
June 30, 2022

	Business-type Activities	Toll Enterprise
Assets		
Current assets	\$	-
Total assets		-
Liabilities		
Current liabilities		
Due to other funds		85,542
Noncurrent liabilities:		
TIFIA loan payable		61,072,229
Interest payable		350,667
Total noncurrent liabilities		61,422,896
Total liabilities		61,508,438
Net position (deficit)		
Restricted for toll operations (deficit)		(61,508,438)
Total net position (deficit)	\$	(61,508,438)

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenses and Changes in Net Position
Proprietary Fund
For the Year Ended June 30, 2022

	Business-type Activities
	Toll Enterprise
Nonoperating revenues (expenses)	
Interest expense	(350,667)
Income before transfers	
Transfers out to other governmental funds	(61,157,771)
Decrease in net position	(61,508,438)
Net position at beginning of year	-
Net position at end of year	\$ (61,508,438)

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Statement of Cash Flows
Proprietary Fund
For the Year Ended June 30, 2022

	Business-type Activities	
	Toll Enterprise	
Cash flows from capital and related financing activities		
Transfers of TIFIA proceeds to governmental activities	(61,072,229)	
Proceeds of draws from loan with USDOT TIFIA loan	61,072,229	
Net cash used for capital and related financing activities		-
Cash and investments at beginning of year		-
Cash and investments at end of year	\$	-

See accompanying notes to financial statements

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

Effective January 1, 2017, Senate Bill 1305 (SB 1305) establishes the San Bernardino County Transportation Authority (SBCTA) as the successor entity to the San Bernardino County Transportation Commission, the County of San Bernardino local transportation authority, service authority for freeway emergencies, and local congestion management agency. San Bernardino Associated Governments (SANBAG) was established in 1973 for the purpose of improving and coordinating certain governmental services on a countywide subregional basis. The joint powers authority will continue to exist for the purpose of performing council of governments' functions for the County of San Bernardino. SANBAG is included as a blended component unit due to its governing body being the same as the governing body of SBCTA and there is a financial benefit relationship between SBCTA and SANBAG. Separate financial statements are not issued for SANBAG. SANBAG is currently known as the San Bernardino Council of Governments (SBCOG). The balances and activities of SBCOG are reported in the nonmajor governmental funds of the SBCTA financial statements.

SBCTA acts as the San Bernardino County Transportation Commission (the Commission), established in 1977 under Division 12 (commencing with Section 130000) of the Public Utilities Code to provide transportation planning and programming at the local level. Funding for the Commission is provided from transportation funds and federal grant programs administered through the California Department of Transportation (Caltrans). SBCTA also serves as the San Bernardino County Transportation Authority (the Authority), established under Division 19 (commencing with Section 18000) of the Public Utilities Code. The Authority is responsible for carrying out the provisions of the Ordinance, as described below, including the collection and allocation of Measure I tax revenue. The Ordinance was adopted by the voters of San Bernardino County (the County) and provides for the imposition of a transactions and use tax for transportation purposes, including but not limited to: the administration of the Authority and the construction, maintenance, improvement and operation of local streets, roads and highways, state highways and freeways, and public transit systems. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisitions. They also include, but are not limited to, debt service on bonds and expenses in connection with the issuance of bonds.

The sales tax was originally imposed over a 20-year period from April 1, 1990 through March 31, 2010. On November 2, 2004, the County's voters approved a 30-year renewal of Measure I through March 2040.

The accounting policies of SBCTA conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The following is a summary of the more significant policies.

B. Description of Government-wide Financial Statements

The government-wide financial statements (i.e. the statement of net position and the statement of activities) report information on all activities of the primary government and its component units. Governmental activities, which normally are supported by taxes, intergovernmental revenues, and other exchange transactions, are reported separately from business-type activities, which rely to a significant extent on fees and charges to external customers for support.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

C. Basis of Presentation – Government-wide Financial Statements

The *Statement of Net Position* and *Statement of Activities* report information on all the activities of the primary government (including blended component units) and discretely presented component units. SBCTA has no discretely presented component units. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes, intergovernmental revenues, and other exchange transactions, are reported separately from business-type activities, which rely to a significant extent on fees and charges to external customers for support. SBCTA has an enterprise fund to account for toll operations, which is presented as business-type activity.

The *Statement of Activities* demonstrates the degree to which the direct expenses of a given function are offset by program revenues. Program expenses include direct expenses, which are clearly identifiable with a specific function and allocated indirect expenses. Indirect expenses are allocated based on direct salaries and benefits. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of the particular function or segment. Taxes and other items not properly included among program revenues are reported as general revenues.

D. Basis of Presentation – Fund Financial Statements

The underlying accounting system of SBCTA is organized and operated on the basis of separate funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, deferred outflow of resources, liabilities, deferred inflow of resources, fund balance, revenues and expenditures or expenses, as appropriate. Governmental resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Fund financial statements for the primary government's governmental funds (including blended component units) are presented after the government-wide financial statements. These statements display information about major funds individually and non-major funds in the aggregate.

Major funds are categorized based on relative size and other factors. Certain governmental funds are classified as a major fund even though it does not meet the size criteria. These funds include: State Transit Assistance, Proposition 1B, 1990-2010 Measure I, Federal Transit Administration, and Debt Service. SBCTA believes these funds are important to the financial statement users.

SBCTA reports the following major governmental funds:

General Fund

The *general fund* is the general operating fund of SBCTA and accounts for the financial resources not required to be accounted in another fund. These funds include local transportation fund and transit assistance fund for various rail projects, rail assets, state of good repair, Measure I administration, modeling fees and congestion management program.

Federal Highway Special Revenue Fund

The *special revenue fund* accounts for revenues and expenditures related to the federal grants. For example, highway surface transportation, congestion mitigation and air quality, transportation enhancement activities, projects of national and regional significance, demonstration high priority programs, highway bridge program and highway infrastructure bridge program.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Federal Transit Administration Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to the Federal Transit Administration program. The funds include federal transit administration funds section 5307 for transportation related planning and section 5309 for capital assistance.

State Highway Special Revenue Fund

The *special revenue fund* accounts for revenues and expenditures related to state grants. For example: state highway traffic congestion relief; regional improvement; interregional improvement; longer life pavement; state highway operations and protection; planning, programming and monitoring; and public transportation account programs.

Proposition 1B Special Revenue Fund

This *special revenue fund* accounts for revenues and expenditures related to state proposition 1B grants. For example: corridor mobility improvement; trade corridor improvement fund; public transportation modernization, improvements and services enhancement account; traffic light synchronization; and transit systems safety security disaster recovery programs.

Local Transportation Fund Special Revenue Fund

The *special revenue fund* serves as a depository for the $\frac{1}{4}$ cent of the 7.75 cent retail sales tax collected in San Bernardino County. Revenues accounted for in this fund are distributed to local jurisdictions and transit agencies based on annual apportionments per various Public Utilities Code Sections.

State Transit Assistance Fund Special Revenue Fund

This *special revenue fund* serves as a depository for the State Development Act revenue to be disbursed to local transit agencies and operators based on Public Utilities Code Sections 99313 and 99314. Distribution of funds is based on annual adopted apportionments.

1990-2010 Measure I Special Revenue Fund

The *special revenue fund* accounts for the $\frac{1}{2}$ cent Measure I sales tax approved by the voters of San Bernardino County in November 1989. Ordinance No. 89-1 established the expenditure plan for the distribution of tax revenues to the subareas of the county. Programs with fund balances include valley major projects and valley traffic management environmental enhancement.

2010-2040 Measure I Special Revenue Fund

The *special revenue fund* accounts for the extension of the $\frac{1}{2}$ cent Measure I sales tax approved by the voters of San Bernardino County in November 2004. Ordinance No. 04-01 established the expenditure plan for the distribution of tax revenues to the subareas of the county. The various programs are distributed in the following areas: valley, victor valley, north desert, colorado river, morongo basin, mountain, and cajon pass. Starting in fiscal year 2019, the Measure I freeway fund also includes costs associated with the I-10 Express Lanes activities until substantial completion of the project, which is anticipated to be in mid-2023.

Debt Service Fund

The *debt service fund* is used to account for the accumulation of resources that are restricted, committed or assigned for the payment of principal and interest on the sales tax revenue bonds.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Capital Projects Fund

The *capital projects fund* accounts for local reimbursements and contributions, and sales tax revenue bond proceeds for transportation and transit improvement projects. The projects funded with bond proceeds include valley freeway, valley interchange, valley major streets, valley metrolink/rail, victor valley major local highway fund, and cajon pass.

The balances and transactions of the following funds are combined and reported as nonmajor governmental funds:

Low Carbon Transit Operations Program Special Revenue Fund

This *special revenue fund* accounts for state funding to reduce carbon for transit operations. Expenditures incurred by this grant funded transit marketing activities and fare subsidies for mountain/desert operators.

Low Carbon Transportation Special Revenue Fund

This *special revenue fund* accounts for state funding to reduce carbon for various transportation programs.

Service Authority for Freeway Emergencies Special Revenue Fund

This *special revenue fund* accounts for a portion of the motor vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Freeway Service Patrol Special Revenue Fund

This *special revenue fund* accounts for state funding for the freeway service patrol program. The program covers eight beats operating along sixty-five centerline miles of highway in the Valley area. Contract expenditures include technical communications, the California Highway Patrol, and various tow agreements.

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

This *special revenue fund* accounts for funding to reduce vehicle emissions. Funds are distributed to Southern California Associated Governments (SCAG) to promote reduction of vehicle emissions.

Local Partnership Program Formula Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 which funds projects for road maintenance and rehabilitation purposes and other transportation infrastructure improvements. The program is providing funding for the Redlands Passenger Rail Project and the I-10 Corridor Contract 1 Projects.

Freeway Service Patrol Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 for the Freeway Service Patrol program. The additional funding covers five of the nine beats during the weekend and will add a new beat in the Cajon Pass.

Sustainable Communities Grants Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017. The program funds activities related to implementing the Regional Transportation Plan and greenhouse reduction. Funding is supporting the development of a comprehensive Multimodal Corridor Plan.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Trade Corridor Enhancement Program Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for improvements to highways and other transportation infrastructure improvements vital to California's trade and freight economy. The program is providing funding for the I-10 Corridor Contract 1 and the US 395 widen SR 18.

Solutions for Congested Corridors Program Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for projects that will improve traffic flow and mobility. The program is providing funding for the Redlands Passenger Rail Project.

Local Partnership Program Competitive Senate Bill 1 Special Revenue Fund

This *special revenue fund* accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for road maintenance and rehabilitation purposes and local transportation infrastructure. The program is providing funding for the Redlands Passenger Rail Project.

Council of Governments Fund

This *special revenue fund* accounts for funding for council of government activities. Funds include special assessment dues, fees to administer the Property Assessed Clean Energy program, and greenhouse gas.

Electric Vehicle Charging Station Fund

This *special revenue fund* accounts for funds received from users of electric car charging stations owned by SBCTA. The stations are currently located at the Santa Fe Depot and additional stations are planned for other locations throughout San Bernardino County.

California Wildlife Conservation

This *special revenue fund* accounts for funds received for planning associated with with the Regional Conservation Investment Strategy.

SBCTA reports one business type activity as an enterprise fund to account for toll activities. Toll revenues are expected to start in fiscal year 2024. Only current activity is associated with long term debt.

E. Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured such as *current financial resources* or *economic resources*. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Intergovernmental revenues are recognized as revenue as soon as all eligibility requirements have been met. Sales tax revenue is recognized when the underlying sale occurs.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Governmental fund financial statements are reported using *the current financial resources measurement focus* and *the modified accrual basis of accounting*. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liabilities of the current period. SBCTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period with an executed award agreement for all revenue types except sales tax. Sales tax are accrued when receipt occurs within sixty days after the end of the accounting period, and recognized as revenue. Investment earnings are recognized when earned. All other revenue items are considered to be measurable when cash is received by SBCTA. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

Debt service expenditures, compensated absences, pension expense, and claims and judgments are recorded when payment is due. General capital asset acquisitions are reported as expenditures in the governmental funds. Issuance of long-term debt is reported as other financing sources.

Proprietary fund are used to account for business-type activities, which will be financed mainly by fees to users of the services provided by the toll operations fund. Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the toll operations fund's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. Toll operations are expected to commence in fiscal year 2023/2024, prior to this only non-operating items and transfers are the only activity.

F. Budgetary Information

Budgetary Basis of Accounting

Annual budgets are adopted on a basis consistent with generally accepted accounting principles for the general, special revenue, debt service and capital projects funds. Appropriations are prepared by fund, program and task.

Budget Amendments

Board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same fund and program. This amendment shall require the approval of the program/task manager.
2. Reallocation of budgeted salary and benefits costs and associated revenues from one program or fund 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.
3. 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.

Board Approved Amendments

Board approval is required for all other budget amendments including increases in the total program appropriations or revenues.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Formal budgetary integration is employed as a management control device during the year. Commitments for material and services, such as purchase orders are recorded as encumbrances to assist controlling expenditures. All unused appropriations and encumbrances lapse at year end.

Excess of Expenditures over Appropriations

For fiscal year ended June 30, 2022, no expenditures exceeded appropriations.

G. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances

Cash and Investments

Cash and investments include amounts in demand deposits, bank investment contracts, money market mutual funds and cash on deposit with the County of San Bernardino Treasury, the Local Agency Investment Fund (LAIF), and the California Asset Management Program (CAMP). Securities purchased with a maturity date greater than three months at the date of acquisition have been classified as investments.

Restricted investments represent unexpended proceeds, interest earnings thereon and reserve amounts of sales tax revenues bonds. Under related bond resolutions and indentures, any remaining bond proceeds are restricted for the use of future construction of improvements to the respective projects, for debt service or for reserve requirements. The majority of these proceeds are held by trustees and fiscal agents.

Cash in the County Treasury and LAIF is carried at fair value based on the value of each participating dollar as provided by the County Treasurer and LAIF. The fair value of SBCTA's position in the County pool and LAIF is the same as the value of the pool shares. CAMP is carried at cost. Investments in U.S. Government and agency securities are carried at fair value (see Note 4). Money market mutual funds are carried at fair value based on the fund's share price.

Receivables

Receivables consist of accrued interest, sales taxes, accounts, intergovernmental, agreements, and deposits. The majority of the outstanding balances are attributed to various federal, state, and local reimbursements. Allowances for uncollectible accounts are reviewed on all types of receivables. Allowances are based on collection experience and management's evaluation of the current status of existing receivables. Management has determined no allowance is required for receivables.

Prepays

Payments to vendors for services that will benefit periods beyond June 30, 2022, are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

Capital Assets

Capital assets, which include land, construction in progress, infrastructure, buildings, equipment, vehicles and software, are reported in the applicable governmental activities columns in the government-wide financial statements. Capital assets are defined by SBCTA as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of two years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Costs for construction or improvements on SBCTA owned assets are capitalized as construction in progress. Costs for construction related to capital assets that are owned by or will be maintained by other governments are expensed in the governmental fund and government wide statements.

Outstanding bonds issued do not impact the calculation of net investment in capital assets since the asset is not retained by SBCTA. The outstanding balance of the Transportation Infrastructure Finance Innovation Act (TIFIA) loan is included in the calculation of net investment in capital assets. 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.

Building and building improvements, improvements to land, equipment and furniture, vehicles, software, call boxes, communications, electrical vehicle (EV) chargers, infrastructure, rail stations, and train cars of the primary government are depreciated using the straight-line method over the following estimated useful lives:

<u>Type of asset</u>	<u>Useful life</u>
Building and building improvements	40 years
Call box network and communications	10 years
Computer network	5 years
Equipment, furniture, software, and vehicles	5 to 7 years
Electric vehicle charging stations	10 years
Improvements to land	10 to 30 years
Infrastructure	30 to 60 years
Train cars	25 years

Project Delivery Expenditure/Expense

Freeway, freeway interchange, grade separation construction, and certain purchases of right-of-way property, for which title vests with the Caltrans and other entities, are included in the project delivery program expenditures. These expenditures are recorded in the governmental funds and project delivery program expenses in the statement of net position.

Unearned Revenue

Unearned revenue in the governmental funds represents restricted amounts received for which revenue recognition criteria have not been met because such amounts have not yet been earned.

Deferred Outflows/Inflows of Resources

In addition to assets, the balance sheet and statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets/net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. For deferred outflows related to sales tax revenue bonds and pension, see Note 10 and 11, respectively.

In addition to liabilities, the balance sheet and statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets/net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until then.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Deferred inflows of resources are to record revenue for amounts that have not met the availability criteria and for items related to grant and local reimbursements as shown on the fund financial statements. For deferred inflows related to pension, see Note 10.

Net Position Use Assumption

The net position represents the difference between assets/deferred outflows and liabilities/deferred inflows. SBCTA first applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available. SBCTA's government-wide utilizes a net position presentation.

Net position is categorized as the following:

Net Investment in Capital Assets

This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.

Restricted

This category represents assets/deferred outflows subject to external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments, and restrictions imposed by law through constitutional provisions or enabling legislation less outstanding liabilities/deferred inflows attributable to these assets.

Unrestricted

This category represents net position not restricted for any project or other purposes. Outstanding liabilities/deferred inflows attributable to these assets/deferred outflows reduce fund balance for this category. A deficit will require future funding.

Fund Balance Flow Assumptions

In circumstances when an expenditure is made for a purpose for which amounts are available in multiple fund balance classifications, fund balance is depleted in the order of restricted, committed, assigned, and then unassigned.

Fund Balance Policies

Fund balance classifications of governmental funds are based primarily on the extent to which SBCTA is bound to honor constraints on the specific purposes for which amounts in the funds can be spent. SBCTA Policy No. 20200 adopted by the Board of Directors (Board) on August 3, 2011 establishes the standards for reporting, within the annual financial statements, unrestricted fund balance within the governmental fund types: General, Special Revenue, Debt Service, and Capital Projects. Fund balances for governmental funds are made up of the following:

Nonspendable

This category includes amounts that are either (a) not in spendable form, or (b) legally or contractually required to be maintained intact. The "not in spendable form" criterion includes items that are not expected to be converted to cash, for example, prepaid amounts and deposits receivable.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Restricted

This includes amounts with constraints on their use that either are (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Committed

This category includes amounts that can only be used for the specific purposes determined by formal (approval) action of SBCTA's highest level of decision-making authority, the SBCTA Board. Commitments may be changed only by SBCTA Board, anytime during the fiscal year, taking the same formal action that originally imposed the constraint.

Assigned

This includes amounts that are constrained by SBCTA's intent to be used for specific purposes. The intent can be expressed by either the highest level of decision making, or by a body or an official to which the Board has delegated the authority. The Board has delegated authority to the Chief Financial Officer.

Unassigned

Unassigned is the residual amounts not contained in other classifications. This category is used if expenditures incurred for specific purposes exceed the amounts restricted, committed, or assigned to those purposes. Unassigned includes positive residual in the general fund and deficits in the other governmental funds.

SBCTA also uses budget and financial policy to authorize the assignment of fund balance, which is done through adoption of the budget and subsequent budget amendments throughout the year.

H. Revenues and Expenditures/Expenses

Program Revenues

Amounts reported as *program revenues* include:

- 1) Charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given program or function.
- 2) Grants and contributions that are restricted to meeting the operational and capital requirements of a particular program or function.

Taxes, including those dedicated for specific purposes, and other internally dedicated resources are reported as general revenues rather than as program revenues.

Sales Tax-Measure I

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

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

One-percent of the Measure I sales tax revenue is deducted for general administration of the Measure I program. The balance is allocated to six separate subareas of the county: San Bernardino Valley, Victor Valley, North Desert, Colorado River, Morongo Basin, and Mountain.

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 systems. The remaining subareas include allocations for major local highways, local streets, senior and disabled transit, and project development and traffic management.

Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subareas will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) in Devore, 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 tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

Sales Tax-Local Transportation Plan

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the "Mills-Alquist Deddeh Act," also known as the Transportation Development Act, Public Utilities Code Section 99200.

Revenues to the Local Transportation Funds are derived from the quarter cent of the 7.75% retail sales tax collected countywide. The quarter cent is returned by the State Department of Tax and Fee Administration to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: (1) apportionment, (2) allocation, and (3) disbursement.

After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements.

I. Long-Term Debt

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities statement of net position. Bond premiums are amortized over the life of the bond using the effective interest method. Bonds payable are reported net of applicable bond premium or discount. Bond issuance costs are expensed as incurred.

The governmental fund financial statements do not present long-term debt and other financed obligations. Governmental funds recognize bond premiums and discounts during the period issued. The face amount of debt issued is reported as other financing sources. Principal payments and reductions in the obligation are reported as debt service expenditures. As such, long-term debt and other financed obligations are shown as reconciling items in the Reconciliation of the Governmental Funds Balance Sheet to the Statement of Net Position.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

J. Compensated Absences

Regular, full-time employees earn vacation at the rate of 10 to 20 days per year based upon length of service. Vested accumulated vacation leave that is the unmaturing portion is included with long-term debt in the government-wide financial statements.

Sick leave is recorded as expenditures in the general fund when taken by the employee. Employees who accrue in excess of 500 hours can convert them 2:1 into vacation leave. This amount is accrued at fiscal year-end as a liability reported in the government-wide financial statements.

K. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pension, and pension expense, information about the fiduciary net position of SBCTA's cost sharing multiple-employer plans with the San Bernardino County Employees' Retirement Association (SBCERA) and the California Public Employees' Retirement System (PERS) plans and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by SBCERA and PERS. Benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit term. Investments are reported at fair value.

L. Effects of new pronouncements

In June of 2017, GASB Statement No. 87, *Leases*. SBCTA has implemented this Statement for fiscal year ended June 30, 2022. The adoption of this statement did not have a material impact on the financial statements.

In June of 2018, GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*. SBCTA has implemented this Statement for fiscal year ended June 30, 2022. The adoption of this statement did not have a material impact on the financial statements.

In January, of 2020, GASB Statement No. 92, *Omnibus 2020*. SBCTA has implemented this Statement for fiscal year ended June 30, 2022. The adoption of this statement did not have a material impact on the financial statements.

In June of 2020, GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32* (All paragraphs except 4 and 5 of this statement are effective for period fiscal year June 30, 2022, see note 1 for details on paragraph 4 and 5). SBCTA has fully implemented this Statement for fiscal year ended June 30, 2022. The adoption of this statement did not have a material impact on the financial statements.

In April of 2022, GASB Statement No. 99, *Omnibus 2022*. SBCTA has implemented paragraph 26-32 of this statement related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by the pledging governments, clarification of certain provisions in Statement 34, as amended, and terminology updates related to Statement 53 and Statement 63 for fiscal year ended June 30, 2022. The adoption of these paragraphs of this statement did not have a material impact on the financial statements.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

2. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

Explanation of Certain Differences between the Governmental Fund Balance Sheet and the Government-wide Statement of Net Position

The governmental fund balance sheet includes reconciliation between *fund balance – total governmental funds* and *net position – governmental activities* as reported in the governmental-wide statement of net position.

One element of the reconciliation explains “capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and, therefore, are not reported in the funds.”

The details of the net adjustment of \$474,122,987 are as follows:

Land	\$ 67,994,332
Construction in progress	368,543,106
Building and building improvements	10,620,860
Infrastructure	23,152,124
Improvements to land	16,923,102
Equipment, furniture, software, and vehicles	5,942,589
Less: Accumulated depreciation	<u>(19,053,126)</u>
Net adjustment to increase fund balance - total governmental funds to arrive at net position - governmental activities	<u>\$ 474,122,987</u>

3. DEFICIT FUND EQUITY

As of June 30, 2022, the following funds had a deficit fund balance:

	<u>Deficit Amount</u>
Special Revenue Fund:	
Federal Transit Administration	\$ (2,944,666)
State Highway	(1,142,004)
Capital Projects Funds:	
Local Projects	(17,494,280)
Nonmajor Funds:	
Local Partnership Program - Formula Senate Bill 1	(40,817)
Sustainable Communities Grants Senate Bill 1	(49,437)
Trade Corridor Enhancement Program Senate Bill 1	(844,673)
California Wildlife Conservation	(11,232)
Enterprise Fund:	
Toll Operations	(61,508,438)

The deficits are attributed to certain grants from federal and state agencies not received before the revenue recognition criteria of 180 days or without an executed grant agreement. Amounts are not recognized as revenue, receivable or deferred inflows when an expenditure-driven grant that do not have an executed agreement with the granting authority by June 30, 2022 that results in a negative fund balance. The fund balance deficits will be offset with future collections of revenue.

Enterprise fund for toll operations negative net position will be offset with future toll revenues.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

4. CASH AND INVESTMENTS

Cash and investments at June 30, 2022 consist of the following:

	Unrestricted		Restricted Investments	Grand Total	
	Cash	Investments			Total
Cash in bank	\$ 83,895,193	\$ -	\$ 83,895,193	\$ -	\$ 83,895,193
Petty cash	1,000	-	1,000	-	1,000
San Bernardino county pool	463,885,003	-	463,885,003	-	463,885,003
Local agency investment fund	7,403,594	-	7,403,594	-	7,403,594
California asset management program	62,098,384	-	62,098,384	-	62,098,384
Investments with custodian	-	198,932,792	198,932,792	-	198,932,792
Investments with fiscal agent	-	-	-	4,514,236	4,514,236
	<u>\$ 617,283,174</u>	<u>\$ 198,932,792</u>	<u>\$ 816,215,966</u>	<u>\$ 4,514,236</u>	<u>\$ 820,730,202</u>

Investments Authorized

SBCTA Investment Policy No. 20100 complies with and is more restrictive than applicable state statutes and authorizes investments in the following:

Investment Type	Maturity	Maximum	
		Percentage of Portfolio	Investment in One Issuer
U.S. Treasuries	5 years	No Limit	No Limit
U.S. agencies	5 years	No Limit	40%
California & other state municipals	5 years	20%	10%
Commercial paper	270 days	40%	3%
Negotiable certificates of deposit	5 years	30%	3%
Repurchase agreements	30 days	20%	20%
Bankers' acceptances	180 days	40%	3%
Medium-term corporate notes	5 years	30%	3%
Asset-Backed securities	5 years	20%	3%
County of san bernardino pool	N/A	No Limit	No Limit
Local agency investment fund	N/A	Lesser of 60% or \$75 million	60%
California asset management program	N/A	No Limit	No Limit
Supranationals	5 years	30%	30%
Money market funds	N/A	20%	10%

Investments of debt proceeds held by bond trustee are governed by provisions of the debt agreements.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Disclosure Related to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that SBCTA manages its exposure to interest rate risk is by purchasing a combination of short-term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity as necessary to provide the cash flow and liquidity needed for operations. SBCTA monitors the interest rate risk inherent in its portfolio by measuring the weighted average maturity of its portfolio.

Investment Type	Amount Reported	Weighted Average Maturity (in Years)
U.S. Treasuries	\$ 126,588,709	1.75
U.S. government sponsored enterprise securities:		
FHLB	2,682,711	0.64
FHLMC	15,240,450	1.42
FNMA	8,986,484	1.18
California and Other Municipals	196,248	1.00
Corporate notes	16,788,910	1.50
Certificate of deposits	813,209	0.71
Commercial paper	14,901,950	
Supranationals	2,521,774	2.00
Money market mutual funds	14,726,583	0.10
Total	<u>\$ 203,447,028</u>	
External pools:		
Local agency investment fund	\$ 7,403,594	0.85
California asset management program	62,098,384	0.08
County of San Bernardino pool	463,885,003	1.33
Total	<u>\$ 533,386,981</u>	

Disclosure Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

California Law and SBCTA Investment Policy No. 20100 (which is more restrictive than state law) place limitations on the purchase of investments. Purchases of commercial paper, banker's acceptances, and negotiable certificates of deposit are restricted to issuers rated in one Nationally Recognized Statistical Rating Organization (NRSRO). For an issuer of short-term debt, the rating must be in the highest rating category while an issuer of medium-term corporate notes must be rated in the rating category of "A" or higher. Negotiable certificates of deposit must be rated in the rating category of "A for long-term, and "A-1" for short-term or higher. Money markets shall either: (1) have attained the highest ranking or the highest letter and numerical rating provided by not less than two NRSROs, or (2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years of experience managing money market mutual funds and with assets under management in excess of \$500,000,000.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Presented in the following table are the Standard & Poor's credit ratings for SBCTA's investments which are all within policy limits:

Investment Type	Total as of June 30, 2022	Exempt from Disclosure	AAA	AA	A-1/A-1+	Not Rated
U.S. Treasuries (1)	\$ 126,588,709	\$ 126,588,709	\$ -	\$ -	\$ -	\$ -
U.S. government sponsored enterprise securities						
FHLB	2,682,711	-	-	2,682,711	-	-
FHLMC	15,240,450	-	-	15,240,450	-	-
FNMA	8,986,484	-	-	8,986,484	-	-
California and Other	196,248	-	-	-	-	196,248
Corporate notes (2)	16,788,910	-	2,925,407	8,210,707	5,652,796	-
Certificate of deposits	813,209	-	-	-	813,209	-
Commercial paper	14,901,950	-	-	-	14,901,950	-
Supranationals	2,521,774	-	2,521,774	-	-	-
Money market mutual funds	14,726,583	-	-	-	-	14,726,583
Total	\$ 203,447,028	\$ 126,588,709	\$ 5,447,181	\$ 35,120,352	\$ 21,367,955	\$ 14,922,831

(1) Exempt from disclosure

(2) Includes ratings from S&P and Moody's

S&P Rating	CAMP % of Fund	County % of Fund	LAIF
AAA	0.0%	12.4%	Not rated
AAAm	<0.10%	0.0%	
AA+	7.7%	50.7%	
AA	0.0%	0.8%	
AA-	0.0%	0.6%	
A-1+	24.6%	9.2%	
A-1	67.0%	17.0%	
A+	0.7%	1.0%	
A	0.0%	2.7%	
Exempt	0.0%	5.6%	
	<u>100.00%</u>	<u>100.00%</u>	

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

SBCTA categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.” SBCTA has the following recurring fair value measurement as of June 30, 2022:

Investment Type	Amount as of June 30, 2022	Level 1	Level 2
US Treasuries	\$ 126,588,709	\$ 126,588,709	\$ -
US government sponsored enterprise securities:			
FHLB	2,682,711	-	2,682,711
FHLMC	15,240,450	-	15,240,450
FNMA	8,986,484	-	8,986,484
California and Other Municipals	196,248	-	196,248
Corporate notes	16,788,910	-	16,788,910
Certificate of deposits	813,209	-	813,209
Commercial paper	14,901,950	-	14,901,950
Supranationals	2,521,774	-	2,521,774
Money market mutual funds	14,726,583	-	14,726,583
Subtotal	<u>203,447,028</u>	<u>\$ 126,588,709</u>	<u>\$ 76,858,319</u>
Other investments not subject to fair measures classification:			
Local agency investment fund	7,403,594		
California asset management program	62,098,384		
County San Bernardino pool	463,885,003		
Total	<u>\$ 736,834,009</u>		

Investments classified in Level 1 are valued using quoted prices in active markets. Level 2 are quoted market values obtained from various pricing sources by the custodian bank. Level 3 are unobservable inputs that may be developed based on the best information available in the circumstances. No investments are classified as level 3.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

The California Government Code and SBCTA's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits:

- The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law. The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure District deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.
- SBCTA uses an independent third-party custodian/safekeeper to domicile the securities in its portfolio. SBCTA uses US Bank as its third-party safekeeping servicer, and mitigates custodial/safekeeping risk by having all securities purchased and owned by SBCTA registered in the name of SBCTA, separated from other client securities portfolios, and segregated from securities owned by the bank.

As of June 30, 2022, SBCTA has bank deposits within two separate bank accounts with a total balance of \$83,895,192 of which \$500,000 is federally insured and \$83,395,192 is collateralized in accordance with the Government Code Section 53630.

California Local Agency Investment Fund

SBCTA is a voluntary participant in the California Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California and is not registered with the Securities and Exchange Commission. The fair value of SBCTA's investments in this pool is reported in the accompanying financial statements at amounts based upon SBCTA's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio. The balance available for withdrawals is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

San Bernardino County Treasury Pool

SBCTA is a voluntary participant in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as regulator of the pool. The funds with the County Treasury are pooled with those of other entities in the County and invested. These pooled funds are carried at fair value. Fair value as provided by the County, is based on quoted market prices and/or direct bids, when needed, from government dealer and some variable or floating rate items.

California Asset Management Program (CAMP)

SBCTA is a voluntary participant in the CAMP. CAMP is a permitted investment for all local agencies under California Government Code Section 53601(p) and is directed by the Board of Trustees. The Board is composed of experienced local government finance directors and treasurers. The program funds are recorded at cost basis.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

5. INTERFUND TRANSACTIONS

Transactions which constitute reimbursements to a fund for expenditures initially made from it which are properly applicable to another fund are recorded as expenditures in the reimbursing fund and as reductions of expenditures in the reimbursed fund.

Transactions which constitute the transfer of resources from a fund receiving revenues to a fund through which the revenues are to be expended are separately reported in the respective funds' operating statements as transfers in/out. Activity between funds that is representative of lending/borrowing arrangements at the end of the fiscal year is referred to as "due to/from other funds" or "advances to/from other funds." Due to/from other funds are recorded when funds maintain a temporary negative cash balance due to external reimbursements for project costs not being received within the fiscal year.

A. Interfund Receivables and Payables

Operating receivables and payables between funds are classified as due from or due to other funds. The following are the due from and due to balances as of June 30, 2022:

Receivable Fund	Payable Fund	Amount
2010-2040 Measure I	Federal highway	\$ 21,853,241
	Federal transit administration	15,884,309
	State highway	21,108,478
	Capital projects	28,642,385
	Nonmajor governmental funds	4,676,490
	Enterprise	85,543
1990-2010 Measure I	Nonmajor governmental funds	13,027
General fund	Local transportation fund	3,011,687
	State transit assistance fund	763,593
	Total	<u>\$ 96,038,753</u>

B. Advances to and from

SBCTA has approved four interfund loans which are recorded as advances to other funds in the 2010-2040 Measure I special revenue fund and advances from other funds in the capital projects fund as follows:

- A non-interest-bearing interfund loan for the City of Highland based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2021, is \$4,386,312.
- A non-interest-bearing interfund loan for the Upland based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2021, is \$177,730.
- A non-interest-bearing interfund loan for the City of Montclair based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2021, is \$1,907,426.
- A non-interest-bearing interfund loan for the City of Ontario based on the allocation of Measure I Major Street Program - Arterial Sub-Program funds. The interfund loan amount as of June 30, 2021, is \$2,796,540.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

The following are the advances to and advances from balances as of June 30, 2022:

<u>Receivable Fund</u>	<u>Payable Fund</u>	<u>Amount</u>
2010-2040 Measure I	Capital projects	<u>\$ 9,268,008</u>

C. Interfund Transfers

Transfers in and out by fund for the fiscal year ended June 30, 2022, were as follows:

	Transfers Out								Total
	General	Federal Highway	State Highway	Local Transportation	2010-2040 Measure I	Capital Projects	Nonmajor Funds	Enterprise Fund	
General	\$ -	\$ -	\$ -	\$ 9,159,451	\$ 6,357,369	\$ -	\$ 314,748	\$ -	\$ 15,831,568
Federal Highway	-	-	-	-	32,275	26,353,993	-	-	26,386,268
State Highway	-	-	-	-	41,135	-	-	-	41,135
2010-2040 Measure I	550,151	218,593	-	-	-	436,278	-	61,157,771	62,362,793
Debt Service	-	-	-	-	12,937,569	72,902,856	-	-	85,840,425
Capital Projects	-	31,339,552	-	-	510,992	-	-	-	31,850,544
Nonmajor Funds	-	-	120,570	-	-	-	29,405	-	149,975
Total	<u>\$ 550,151</u>	<u>\$ 31,558,145</u>	<u>\$ 120,570</u>	<u>\$ 9,159,451</u>	<u>\$ 19,879,340</u>	<u>\$ 99,693,127</u>	<u>\$ 344,153</u>	<u>\$ 61,157,771</u>	<u>\$ 222,462,708</u>

Transfers from the General Fund:

To the 2010-2040 Measure I Fund of \$550,151 to optimize funding for the Mt Vernon Viaduct Project.

Transfers from the Federal Highway Fund:

To the 2010-2040 Measure I Fund of \$218,593 to optimize funding for the Mt Vernon Viaduct Project.

To the Capital Projects Fund of \$31,339,552 to reclassify prior year expenses, utilize commercial paper financing and optimize funding related to funding for the Mt Vernon Viaduct Project.

Transfers from the State Highway Fund:

To the Non-Major Funds of \$120,570 to optimize State Highway Operations and Protection Program funds for the the US 395 project.

Transfers from the Local Transportation Fund:

To the General Fund of \$9,159,451 for planning and administrative activities that were budgeted to be funded with TDA funds.

Transfers from the 2010-2040 Measure I Funds:

To the General Fund of \$6,357,369 to fund the indirect fund.

To the Federal Highway Fund of \$32,275 of to optimize funding for the Mt Vernon Viaduct Project.

To the State Highway Fund of \$41,135 reclassify prior year expenses associated with the State Route 210 Project.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

To the Debt Service Fund of \$12,937,569 transferred to fund debt service commitments.

To the Capital Projects Fund consists of the following items:

- \$502,992 for reallocation of expenses with the Mt Vernon Viaduct Project.
- \$8,000 for reallocation of expenses with the Archibald Interchange Project.

Transfers from the Capital Projects Fund:

To the Federal Highway Fund of \$26,353,993 to utilize commercial paper financing for the Mt Vernon Viaduct Project.

To the 2010-2040 Measure I Fund consists of the following items:

- \$14,983 to optimize local funding associated with the Mt Vernono Viaduct Project.
- \$70,438 to optimize local funding associated with the Barton Bridge Project.
- \$332,857 to optimize local funding associated with the Archibald Interchange Project.
- \$18,000 to optimize local funding associated with the State Route 18 Project.

To the Debt Service Fund of \$72,902,856 associated with the refunding of the Sales Tax Revenue Bonds of 2022, Series A.

Transfers from the Nonmajor Funds:

To the General Fund consists of the following items:

- \$109,759 from the Council of Governments fund to fund the Indirect Cost fund.
- \$204,989 from the Service Authority for Freeways fund to fund the Indirect Cost fund.

To the Non-Major Funds consists of the following items:

- \$27,441 to reclassify prior year expenses and optimize local funding related to Freeway Service Patrol.
- \$1,964 to optimize local funding associated in the Service Authority for Freeways fund.

Transfers from the Enterprise Fund:

To the 2010-2040 Measure I Fund of \$61,157,771 from the TIFIA loan draws for the I-10 Contract 1 Project.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

6. INTERGOVERNMENTAL AGREEMENTS RECEIVABLE

SBCTA entered into agreements with jurisdictions for various projects. The payments of the intergovernmental agreements receivables are not expected to be received within the next fiscal year. The outstanding balances of the agreements as of June 30, 2022 are as follows:

Jurisdiction	Agreement number	Amount
City of Hesperia	C12219	\$ 11,257,442
City of Highland	18-1001978	4,392,094
City of Fontana	19-1002191	2,851,815
City of Ontario	17-1001704	2,796,926
City of Upland	17-1001720	16,349
City of Upland	17-1001721	161,381
City of Montclair	17-1001719	1,907,426
		<u>\$ 23,383,433</u>

Per Agreement No. C12219 with the City of Hesperia for the Ranchero Road Interchange Project, SBCTA will lend the City's remaining balance of project costs, estimated at \$23,158,448 if the City is unable to pay at the completion of the project. On June 6, 2018, SBCTA and the City of Hesperia entered into an agreement (17-1001629), in the amount of \$18,762,403 that superseded the agreement terms of C12219. Per Agreement No. 17-1001629, the City of Hesperia will pay SBCTA one-tenth of the original agreement amount with the first payment due on March 15, 2019 plus accrued interest for the period preceding the annual payment due date. Subsequent payments will be made annually and if the City fails to make the annual payment, SBCTA is authorized to withhold the City's Measure I local street funds and apply the amounts towards the agreement. The outstanding balance of the agreement as of June 30, 2022 is \$11,257,442.

Per Agreement No. 18-1001978, which superseded Agreement No. 16-1001330, with the City of Highland, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the State Route 210 (SR 210) Base Line Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds available to the City to pay the City's share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$9,682,383, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2022 is \$4,392,094.

Per Agreement No. 16-1001429 with Local Agency Formation Commission (LAFCO), the cost of renovations to Unit 150 at the Depot will be paid by the tenant over five years commencing July 24, 2017. The agreement amount of \$168,967 was based on improvement costs incurred in Fiscal Year 2016/2017. The outstanding agreement balance as of June 30, 2022 is \$0.

Per Cooperative Agreement No. 19-1002225 with the City of Fontana, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-15 Duncan Canyon Road Interchange Project. Per Agreement No. 19-1002191, the City of Fontana will pay SBCTA one-tenth of the original agreement amount with the first payment due on March 15, 2020. Subsequent payments will be made annually and if the City fails to make the annual payment, SBCTA is authorized to withhold the City's Measure I Local Street Program Pass-Through funds and apply the amounts towards the agreement. The agreement will not exceed the amount of \$4,074,021. The outstanding agreement balance as of June 30, 2022 is \$2,851,815.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Per Cooperative Agreement No. 17-1001704 with the City of Ontario, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the Fourth Street Undercrossing Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$6,383,764, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2022 is \$2,796,926.

Per Cooperative Agreement No. 17-1001720 with the City of Upland, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-10 Monte Vista Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$1,405,281, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2022 is \$16,349.

Per Cooperative Agreement No. 17-1001721 with the City of Upland, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-10 Euclid Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$624,591, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2022 is \$161,381.

Per Cooperative Agreement No. 17-1001719 with the City of Montclair, SBCTA entered into a 2010-2040 Measure I Valley Freeway Interchange Program term loan agreement for the I-10 Monte Vista Interchange Project. Per Article 2.2, SBCTA is authorized to withhold Valley Major Street Program – Arterial Sub-Program funds first and then Local Street Program Pass-Through funds available to the City to pay the City’s share of costs. Withholding amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$3,897,667, which is two-thirds of the estimated local share of project costs. The outstanding agreement balance as of June 30, 2022 is \$1,907,426.

Per Cooperative Agreement No. 16-1001481 with the City of Victorville, SBCTA entered into a 2010-2040 Measure I Victor Valley Major Local Highways Program term loan agreement for the Green Tree Boulevard Extension Project. Per Article 2.2, the City is authorized to borrow Victor Valley Major Local Highway Program funds available to the City to pay the City’s share of costs. Borrowed amount equals to the note receivable amount and it is recorded as intergovernmental payable in the 2010-2040 Measure I fund. The agreement will not exceed the amount of \$13,258,995, which is two-thirds of the estimated local share of project costs. SBCTA does not anticipate an agreement balance until Fiscal Year 2022/2023. The outstanding agreement balance as of June 30, 2022 is \$0.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

7. CAPITAL ASSETS

Capital assets activity for the fiscal year ended June 30, 2022, were as follows:

Governmental Activities	Balance June 30, 2021	Additions	Deletions	Balance June 30, 2022
Capital assets, not depreciated				
Land	\$ 67,994,332	\$ -	\$ -	\$ 67,994,332
Construction in progress	280,391,944	88,151,162	-	368,543,106
Total capital assets, not depreciated	<u>\$ 348,386,276</u>	<u>\$ 88,151,162</u>	<u>\$ -</u>	<u>\$ 436,537,438</u>
Capital assets being depreciated:				
Buildings and building improvements	\$ 10,620,860	\$ -	\$ -	\$ 10,620,860
Improvements to land	16,923,102	-	-	16,923,102
Infrastructure	23,152,124	-	-	23,152,124
Equipment, furniture, software and vehicles	5,927,158	15,431	-	5,942,589
Total capital assets, depreciated	<u>56,623,244</u>	<u>15,431</u>	<u>-</u>	<u>56,638,675</u>
Less accumulated depreciation for:				
Buildings and building improvements	\$ (3,050,646)	\$ (348,153)	\$ -	\$ (3,398,799)
Improvements to land	(4,205,534)	(1,138,561)	-	(5,344,095)
Infrastructure	(4,521,438)	(633,752)	-	(5,155,190)
Equipment, furniture, software, and vehicles	(4,924,561)	(230,481)	-	(5,155,042)
Total accumulated depreciation	<u>(16,702,179)</u>	<u>(2,350,947)</u>	<u>-</u>	<u>(19,053,126)</u>
Total capital assets, depreciated	<u>39,921,065</u>	<u>(2,335,516)</u>	<u>-</u>	<u>37,585,549</u>
Total capital assets, net	<u>\$ 388,307,341</u>	<u>\$ 85,815,646</u>	<u>\$ -</u>	<u>\$ 474,122,987</u>

Depreciation expense was charged to programs/functions of the government as follows:

Governmental activities:

General government	\$ 461,321
Environment and energy conservation	58,083
Transit	1,831,543
Total depreciation expense - governmental activities	<u>\$ 2,350,947</u>

Construction in Progress consists of the following projects:

Prjoects	Governmental Activities
Redlands passenger rail project	\$ 179,720,836
Control Point Lilac to control point Rancho double track	1,857,245
Zero emission multimodal unit	17,354,717
Ontario International Airport tunnel	7,719,513
I-10 corridor express lanes contract 1	149,164,955
I-10 corridor express lanes contract2A	2,293,549
I-15 corridor express lanes contract 1	10,432,291
	<u>\$ 368,543,106</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

8. SHORT TERM LIABILITIES

On October 8, 2021 SBCTA issued commercial paper for \$26,344,000 at 0.11% interest rate to cash flow for the Mount Vernon Viaduct Project. The commercial paper was issued for 90 days, due on January 6, 2022. On January 6, 2022 commercial paper \$26,350,000 at 0.12% interest rate was rolled over for a new 90 day term, due on April 6, 2022. On March 10, 2022 \$23,495,394 was paid to the trustee to pay off a portion of the outstanding commercial paper and earned \$2,418 of interest before the due date. On April 6, 2022 \$2,865,000 at 0.70% interest rate was rolled over for a 45 day term, due on May 20, 2022. The issuance amount was repaid in full on May 20, 2022 from Federal Highway funds. The total interest of \$17,360 was paid from Federal Highway funds.

9. LONG-TERM LIABILITIES

The following is a summary of the changes in long-term debt and other liabilities for the year ended June 30, 2022:

	Balance June 30, 2021	Additions	Deletions	Balance June 30, 2022	Due within One Year
Governmental activities					
Long-term debt					
Revenue bonds payable	\$ 179,435,000	\$ 60,050,000	\$ 78,870,000	\$ 160,615,000	\$ 5,570,000
Unamortized premium on revenue bonds payable	<u>10,686,622</u>	<u>13,108,295</u>	<u>5,439,857</u>	<u>18,355,060</u>	<u>1,777,302</u>
Total long-term debt	<u>190,121,622</u>	<u>73,158,295</u>	<u>84,309,857</u>	<u>178,970,060</u>	<u>7,347,302</u>
Other liabilities					
Compensated absences	1,869,127	466,937	241,223	2,094,841	182,892
Net pension liability	20,632,660	-	12,762,149	7,870,511	-
Advance expenditure agreements	<u>24,053,000</u>	<u>900,000</u>	<u>-</u>	<u>24,953,000</u>	<u>20,853,000</u>
Total other liabilities	<u>46,554,787</u>	<u>1,366,937</u>	<u>13,003,372</u>	<u>34,918,352</u>	<u>21,035,892</u>
Total long-term debt and other liabilities, net	<u>\$ 236,676,409</u>	<u>\$ 74,525,232</u>	<u>\$ 97,313,229</u>	<u>\$ 213,888,412</u>	<u>\$ 28,383,194</u>
Business-type activities					
Long-term debt					
TIFIA Loan (Direct Borrowing)	\$ -	\$ 61,422,896	\$ -	\$ 61,422,896	\$ -
Total long-term debt and other liabilities, net	<u>\$ -</u>	<u>\$ 61,422,896</u>	<u>\$ -</u>	<u>\$ 61,422,896</u>	<u>\$ -</u>

The general fund, certain Measure I funds, Local Transportation fund, Council of Government fund, State funding such as Planning, Programming and Monitoring, and Service Authority for Freeway Emergencies fund are used to liquidate pension liabilities and compensated absences. The advance expenditure agreements are funded with measure I freeway funds.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Sales Tax Revenue Obligations

SBCTA has pledged a portion of future sales tax revenue bonds through the maturity dates of the issued sales tax revenue bonds. Principal and interest payments during the fiscal year ended June 30, 2022 of \$8,844,182, represents 3.51% of total applicable sales tax revenue, which was \$252,227,712. The future maturities of sales tax revenue bonds payable are as follows:

Year Ending, June 30,	Principal	Interest	Total
2023	\$ 5,570,000	\$ 7,676,913	\$ 13,246,913
2024	5,990,000	7,398,413	13,388,413
2025	6,335,000	7,098,913	13,433,913
2026	6,655,000	6,782,163	13,437,163
2027	6,985,000	6,449,413	13,434,413
2028-2032	40,525,000	26,645,815	67,170,815
2033-2037	51,570,000	15,602,477	67,172,477
2038-2040	36,985,000	3,322,064	40,307,064
	<u>\$ 160,615,000</u>	<u>\$ 80,976,171</u>	<u>\$ 241,591,171</u>

Sales Tax Revenue Bonds of 2014, Series A

The sales tax revenue bonds of \$102,785,000 are tax exempt and were issued by the San Bernardino County Transportation Authority on March 18, 2014. The bonds are limited obligations of the Authority secured by a pledge of the Sales Tax Revenues of only amounts collected on account of the sales tax on and after April 1, 2010, less certain administrative fees paid to the California Department of Tax and Fee Administration in connection with the collection and disbursement of the sales tax. The bonds are subject to mandatory sinking fund redemption starting in Fiscal Year 2035 prior to maturity of the bonds. In the event of default, there is no provision for acceleration or increase in the interest rate. However, the trustee has the right to apply all revenues and other funds towards the debt.

Interest is payable semiannually on March 1st and September 1st of each year at rates of interest ranging from 3% to 5% and yield rates ranging from 0.40% to 3.85%. Principal payments on the bonds began on March 1, 2015 and are due each year thereafter through 2040 ranging from \$755,000 to \$9,685,000. The range of annual debt service payments is from \$4,692,922 to \$10,130,963.

The debt maturities for the 2014 sales tax revenue bonds payable included in the governmental activities are as follows:

Year Ending, June 30,	Principal	Interest	Total
2023	\$ 2,450,000	\$ 4,771,813	\$ 7,221,813
2024	2,715,000	4,649,313	7,364,313
2025	3,000,000	4,513,563	7,513,563
2026	3,295,000	4,363,563	7,658,563
2027	3,615,000	4,198,813	7,813,813
2028-2032	23,545,000	17,930,815	41,475,815
2033-2037	34,700,000	11,131,477	45,831,477
2038-2040	27,245,000	2,548,464	29,793,464
	<u>\$ 100,565,000</u>	<u>\$ 54,107,821</u>	<u>\$ 154,672,821</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Sales Tax Revenue Bonds of 2022, Series A

The sales tax revenue refunding bonds of \$60,050,000 with a premium of \$13,108,295, are tax exempt and were issued by the San Bernardino County Transportation Authority on March 1, 2022 to refund the Sales Tax Revenue Bonds of 2012, Series A. The bonds are limited obligations of the Authority secured by a pledge of the Sales Tax Revenues of only amounts collected on account of the sales tax on and after April 1, 2010, less certain administrative fees paid to the California Department of Tax and Fee Administration in connection with the collection and disbursement of the sales tax.

Proceeds from the Sales Tax Revenue Bonds of 2022, Series A were used to pay in full the outstanding principal balance of the Sales Tax Revenue Bonds of 2012, Series A. In addition to the funds received, SBCTA used \$5,594,998 cash on hand with the fiscal agent to fund the redemption of the Sales Tax Revenue Bonds of 2012, Series A. The refunding reduced debt service payments by \$28,512,194 over the next eighteen years resulting in an economic gain of \$12,199,315. The refunding resulted in a gain in the amount of \$2,532,783 and is reported as a deferred inflow of resources (less current year amortization of \$70,879). The deferred gain will be amortized through 2040.

Interest is payable semiannually on March 1st and September 1st of each year at rates of interest ranging from 4% to 5% and yield rates ranging from 0.67% to 2.15%. Principal payments on the bonds will begin on March 1, 2023 and are due each year thereafter through 2040 ranging from \$3,120,000 to \$3,405,000. The range of annual debt service ranges from \$3,302,000 to \$6,025,100.

The debt maturities for the 2022 sales tax revenue bonds payable included in the governmental activities are as follows:

Year Ending, June 30,	Principal	Interest	Total
2023	\$ 3,120,000	\$ 2,905,100	\$ 6,025,100
2024	3,275,000	2,749,100	6,024,100
2025	3,335,000	2,585,350	5,920,350
2026	3,360,000	2,418,600	5,778,600
2027	3,370,000	2,250,600	5,620,600
2028-2032	16,980,000	8,715,000	25,695,000
2033-2037	16,870,000	4,471,000	21,341,000
2038-2040	9,740,000	773,600	10,513,600
	<u>\$ 60,050,000</u>	<u>\$ 26,868,350</u>	<u>\$ 86,918,350</u>

Financial covenant compliance for sales tax revenue bonds is illustrated below:

Sales Tax Revenue Fiscal Year Ended June 30, 2022	Maximum Annual Debt Service	Debt Coverage Ratio
\$252,227,712	\$16,156,063	15.61 X

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Transportation Infrastructure Finance Innovation Act (TIFIA) Loan Agreement for the I-10 Corridor Contract 1 Project (Direct Borrowing)

SBCTA executed a new TIFIA loan agreement for up to \$225 million on June 17, 2021 and terminated the original agreement dated April 26, 2019, which had not been drawn upon to mainly secure a lower interest rate. The proceeds will finance a portion of the costs for the I-10 Corridor Contract 1 project. During construction and for a period of up to five years following substantial completion, interest is compounded semiannually on June 30 and December 31 of the year following initial disbursement and added to the initial TIFIA loan. The TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments are expected to commence on December 31, 2027, which is five years after substantial completion of the I-10 Corridor Contract 1 project through December 31, 2057.

The interest rate of the TIFIA loan is set at 2.17% (reduced from the interest rate of 2.93% in the original terminated agreement). In the event the TIFIA loan would entered into a Development Default or Project Abandonment, the interest rate will be that of 2.17% plus 200 basis points (4.17%) until the Development Default is cure or the outstanding TIFIA loan balance has been irrevocably paid in full in cash. During 2022, the first draw date commenced in February 2022. The total amount drawn as of June 30 was \$61,422,896, with compounded interest of \$350,423.

A Senior Debt Service Coverage Ratio of at least 1.35 in each calculation period (which currently there is no senior debt), a Second Lien Debt Service Coverage Ratio of at least 1.25 in each calculation period, and 100% of the Annual Debt Service in such Fiscal Year plus required amounts to fund the reserves starting the month after the substantial completion date will constitute the Coverage Ratio Test. In the event of six consecutive violations of the coverage ratio test, the amounts in the sweep fund reserve and residual fund shall be used to prepay the debt to bring the metrics in line with the rate coverage requirements.

Current costs related to the I-10 Corridor Contract 1 are reflected as construction in progress and will be capitalized among various asset categories upon substantial completion.

The TIFIA Bond is a Second Lien Obligation per the Second Supplemental Indenture to the Toll Revenue Bond indenture, dated June 1, 2021 (I-10 Corridor Contract 1 Project). The credit rating on the TIFIA loan is BBB- (DBRS and KBRA).

Pursuant to the I-10 Corridor Contract 1 project toll indenture, SBCTA will establish the following to support the I-10 Corridor Contract 1 project:

- An estimated \$15.4 million TIFIA loan reserve from anticipated net toll revenues.
- Measure I investments will be provided until the year 2040 up to cumulative total of \$93 million to support Operation & Maintenance (O&M) expenses, lifecycle expenses; deposit to the TIFIA Debt Service Reserve Account and Measure I Cash Supplement Payments estimated to be from \$2 million and \$46 million, depending on the actual toll revenues received through 2040.
- O&M reserves of \$4.1 million funded with Measure I loan proceeds. The reserve will increase to \$11.5 million in 2063 funded from toll revenues.
- Sweep fund of \$10 million required by June 2026 to be funded from toll revenue to support debt service.
- Subordinate bonds debt service reserve of up to \$14.9 million, with an initial deposit of \$10 million due by June 30, 2027.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

If an event of default, SBCTA shall notify the trustee immediately. The trustee shall make payments of outstanding amounts as detailed in the master indenture that includes payment of fees to the trustee, payment of operation and maintenance expenses, accrued and unpaid interest, and unpaid principal due (including amounts for senior lien obligations, second lien obligations, and subordinate obligations) as they apply at the time of default.

Toll Revenue Bonds

In April 2019, SBCTA issued the Toll revenue bond (I-10 Corridor Contract 1 project toll revenue indenture) which is secured by a second lien on the trust future toll revenue with a commitment amount of \$93 million of Measure I funds until the year 2040. In the event of default, bankruptcy, or springing lien event, the trust estate shall be under the control of and applied by the Trustee but there shall be no right of acceleration with respect to the obligations.

Conduit Debt

Beginning in October 2013, SBCTA issued bonds for the Property Assessed Clean Energy Program. The third party, property owners, assumes sole responsibility for repayment of the debt, and SBCTA has no obligation for the repayment of the bonds. The outstanding balance as of June 30, 2022 is \$76,237,837.

Advance Expenditure Agreements

Policy No. 40002, Valley Project Advancement (PA) and Advance Expenditure (AE) Processes-Measure I 2010-2040 Strategic Plan, was adopted by Board on April 1, 2009. The policy delineates requirements for AE to enable the local jurisdictions to advance funding for development and construction of freeway interchange and grade separation projects and receive reimbursement from Measure I as funds become available. One of the requirements is the freeway interchange project must be on the top ten prioritization list approved by the SBCTA Board. Interchanges in the 11-20 priority range may be eligible for an AE agreement on an exception basis, with the required financial plan. Reimbursement for these exception interchanges shall be based on the chronological order of expenditure, following reimbursement for all active top 10 interchanges. In general, SBCTA will complete reimbursement for a freeway interchange or grade separation project in its entirety prior to allocation of funds to construction of a project of lower priority on the freeway interchange or grade separation prioritization list. Additionally, Policy No. 40017, Rural Mountain/Desert Subareas Major Local Highways (MDMLH) Program Measure I 2010-2040 Strategic Plan, allows local jurisdictions in the Rural Mountain/Desert Subareas to advance funding for local priority projects and receive reimbursement from Measure I as funds become available.

The following four agreements are currently approved:

Per AE Agreement No. 00-1000892, SBCTA agrees to reimburse the City of Rancho Cucamonga up to \$20,853,000 for interchange improvement at I-15 and Base Line Road. This project is seventh on the interchange priority list and the outstanding amount as of June 30, 2022 is \$20,853,000.

Per AE Agreement No. 19-1002192, SBCTA agrees to reimburse the City of Big Bear Lake up to \$3,200,000 for the Moonridge Road Improvement Project. The outstanding amount as of June 30, 2022 is \$3,200,000.

Per AE Agreement No. 22-1002711, SBCTA agrees to reimburse San Bernardino County up to \$900,000 for the Needles Highway, Segment 1C Project. The outstanding amount as of June 30, 2022 is \$900,000.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

The outstanding balances for advance expenditure agreements as of June 30, 2022 are as follows:

<u>Jurisdiction</u>	<u>Agreement number</u>	<u>Amount</u>
City of Rancho Cucamonga	00-1000892	\$ 20,853,000
City of Big Bear Lake	19-1002192	3,200,000
County of San Bernardino	22-1002711	900,000
		<u>\$ 24,953,000</u>

Rebatable Arbitrage

SBCTA is obligated to calculate arbitrage rebates on all existing sales tax revenue obligations. There was no rebatable arbitrage liability.

10. DEFERRED INFLOWS OF RESOURCES

The outstanding balances for deferred inflows of resources as of June 30, 2022 are as follows:

Governmental activities	<u>Balance</u> <u>June 30, 2021</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance</u> <u>June 30, 2022</u>
Deferred inflows related to bond refunding	\$ -	\$ 2,532,783	\$ 70,879	\$ 2,461,904
Deferred inflows related to net pension liability	1,853,290	7,690,218	-	9,543,508
Total deferred inflows of resources	<u>\$ 1,853,290</u>	<u>\$ 10,223,001</u>	<u>\$ 70,879</u>	<u>\$ 12,005,412</u>

11. PENSION OBLIGATIONS

Combined Table of Pension Expense and Deferred Outflows/Inflows of Resources

	<u>Deferred Outflows</u> <u>of Resources</u>	<u>Deferred Inflows</u> <u>of Resources</u>
Differences between expected and actual experience	\$ 474,750	\$ 46,995
Changes in actuarial assumptions	1,878,780	-
Net differences between projected and actual earnings on pension plan investments	-	8,226,031
Changes in proportion and differences between employer contributions and proportionate share of contributions	2,000,867	1,270,482
Employer contributions paid subsequent to measurement date	3,428,495	-
Total	<u>\$ 7,782,892</u>	<u>\$ 9,543,508</u>

As of June 30, 2022 combined pension expense (including deferred outflows of resources) is \$3,428,495 and the net pension liability is \$7,870,511.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

San Bernardino County Employees Retirement Association (SBCERA)

Plan Description

SBCTA participates in the San Bernardino County Employees' Retirement Association (SBCERA) pension plan - a cost-sharing multiple-employer defined benefit pension plan (the Plan). SBCERA administers the Plan which provides benefits for two membership classifications, General and Safety, and those benefits are tiered based upon date of SBCERA membership. Safety membership is extended to those involved in active law enforcement and fire suppression. All other members are classified as General members. Generally, those who become members prior to January 1, 2013 are Tier 1 members. All other members are Tier 2. Employees who are appointed to a regular position, whose service is greater than fifty percent of the full standard of hours required is an eligible member of SBCERA, and are provided with pension benefits pursuant to the Plan requirements.

Pension costs are categorized as fringe costs. Fringe costs are allocated on a monthly basis to funds that are charged salary expense. Fringe costs are funded with certain Measure I funds, Local Transportation Fund, Council of Government fund, and Service Authority for Freeway Emergencies.

The Plan operates under the provisions of the California County Employees' Retirement Law of 1937 (CERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by SBCERA's Board of Retirement (SBCERA Board). The Plan's authority to establish and amend the benefit terms are set by the CERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the County of San Bernardino Board of Supervisors and/or the SBCERA Board. SBCERA is a tax qualified plan under Section 401(a) of the Internal Revenue Code.

SBCERA is a legally separate entity from SBCTA, not a component unit, and there is no financial interdependency with the County of San Bernardino. For these reasons, SBCTA's annual comprehensive financial report excludes the SBCERA pension plan as of the measurement date. SBCERA publishes its own annual comprehensive financial report that includes its financial statements and required supplementary information, that can be obtained by writing SBCERA at 348 W. Hospitality Lane, Third Floor, San Bernardino, CA 92415-0014, or visiting the website at: www.SBCERA.org.

Benefits Provided

SBCERA provides retirement, disability, death and survivor benefits. The CERL and PEPRA establish benefit terms. Retirement benefits are calculated on the basis of age, average final compensation and service credit as follows:

	<u>General-Tier 1</u>	<u>General-Tier 2</u>
Final average compensation	Highest 12 months	Highest 36 months
Normal retirement age	Age 59	Age 59
Early retirement: Years of service required and/or age eligible for	Age 70 any years, 10 years age 50, 30 years any age	Age 70 any years, 5 years age 52 N/A
Benefit percent per year of service for normal retirement age	2% per year of final average compensation for every year of service credit	2.5% per year of final average compensation for every year of service credit
Benefit adjustments	Reduced before age 55, increased after 55 up to age 65	Reduced before age 67
Final average compensation limitation	Government Code section 31676.15 Internal Revenue Code section 401(a)(17)	Government Code section 7522.1

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

An automatic cost of living adjustment is provided to benefit recipients based on changes in the local region Consumer Price Index (CPI) up to a maximum of 2% per year. Any increase greater than 2% is banked and may be used in years where the CPI is less than 2%. There is a one-time 7% increase at retirement for members hired before August 19, 1975. The Plan also provides disability and death benefits to eligible members and their beneficiaries, respectively. For retired members, the death benefit is determined by the retirement benefit option chosen. For all other members, the beneficiary is entitled to benefits based on the members years of service or if the death was caused by employment. General members are also eligible for survivor benefits which are payable upon a member's death.

Contributions

Participating employers and active members are required by statute to contribute a percentage of covered salary to the Plan. This requirement is pursuant to Government Code sections 31453.5 and 31454, for participating employers and Government Code sections 31621.6, 31639.25 and 7522.30 for active members. The contribution requirements are established and may be amended by the SBCERA Board pursuant to Article 1 of the CERL, which is consistent with the Plan's actuarial funding policy.

The contribution rates are adopted yearly, based on an annual actuarial valuation, conducted by an independent actuary, that requires actuarial assumptions with regard to mortality, expected future service (including age at entry into the Plan, if applicable and tier), and compensation increases of the members and beneficiaries. The combined active member and employer contribution rates are expected to finance the costs of benefits for employees that are allocated during the year, with an additional amount to finance any unfunded accrued liability. Participating employers may pay a portion of the active members' contributions through negotiations and bargaining agreements.

Employee contribution rates for the fiscal year ended June 30, 2022 ranged between 12.30% and 15.14% for Tier 1 General members, and 9.10% for Tier 2 General members.

Employer contribution rates for the year ended June 30, 2022, are as follows:

	Employer Contribution Rates		Paid by Employer for Employee Employee Contribution Rates	
	Tier 1	Tier 2	Tier 1	Tier 2
Actuarially determined required contribution for general members	36.49%	33.34%	100%	0%

The required employer contributions and the amount paid to SBCERA by SBCTA for the year ended June 30, 2022, were \$3,423,807.

Net Pension Liability

At June 30, 2021, SBCTA reported a net pension liability of \$7,856,029 for its proportionate share of the SBCERA's net pension liability. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2021. The SBCERA's publicly available financial report provides details on the change in the net pension liability.

SBCTA's proportion of the net pension liability was based on SBCTA's contributions received by SBCERA during the measurement period for employer payroll paid dates from July 1, 2020 through June 30, 2021, relative to the total employer contributions received from all of SBCERA's participating employers. At June 30, 2021, SBCTA's proportion was 0.596%, which was an increase of 0.082% from its proportion measured as of June 30, 2020.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Pension Expense and Deferred Outflows/Inflows of Resources

For the year ended June 30, 2022, SBCTA recognized a pension expense (excluding deferred outflows of resources) of \$1,001,928, for its proportionate share of SBCERA's pension expense. At June 30, 2022, SBCTA reported its proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions, from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 473,125	\$ 46,995
Changes in actuarial assumptions	1,878,780	-
Net differences between projected and actual earnings on pension plan investments	-	8,213,389
Changes in proportion and differences between employer contributions and proportionate share of contributions	2,000,867	1,270,482
Employer contributions paid to SBCERA subsequent to the measurement date	3,423,807	-
Total	<u>\$ 7,776,579</u>	<u>\$ 9,530,866</u>

The \$3,423,807 reported as deferred outflows of resources related to pensions resulting from SBCTA's contributions to SBCERA subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to SBCERA pensions will be recognized in pension expense as follows:

2023	\$ (10,507,673)
2024	3,768,044
2025	708,900
2026	38,383
2027	811,546
2028	2,707
	<u>\$ (5,178,093)</u>

Actuarial assumptions and methods

The significant actuarial assumptions and methods used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2021
Actuarial cost method	Entry age actuarial cost
Amortization method	Level percent of payroll (3.25% payroll growth assumed)
Investment rate of return	7.25%
Inflation	3.00%
Projected Salary increases	General: 4.50% to 14.50%
Cost of Living Adjustments	Consumer price index with a 2.00% maximum
Administrative Expenses	0.70% of payroll

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Post-retirement mortality is based on the Pub-2010 Amount-Weighted Above-Median Mortality Table (separate tables for males and females), projected generationally with the two-dimensional mortality improvement scale MP-2019.

The long-term expected rate of return on pension plan investments is 7.25%. SBCERA's actuary prepares an analysis of the long-term expected rate of return on a triennial basis using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, by adding expected inflation and subtracting expected investment expenses and a risk margin.

The target allocations (approved by the SBCERA Board) and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses, used in the derivation of the long-term expected investment rate of return assumptions are summarized in the following table:

SBCERA's Long-Term Expected Real Rate of Return, As of June 30, 2020 Valuation Date

<u>Asset Class</u>		Target Allocation	Long-Term Expected Real Rate of Return (Arithmetic)
Large Cap U.S. Equity	Domestic Common and Preferred Stock	11.00%	5.42%
Small Cap U.S. Equity	Domestic Common and Preferred Stock	2.00%	6.21%
Developed International Equity	Foreign Common and Preferred Stock	9.00%	6.50%
Emerging Market Equity	Foreign Common and Preferred Stock	6.00%	8.80%
U.S. Core Fixed Income	U.S. Government and Agency/Corporate Bonds	2.00%	1.13%
High Yield/Credit Strategies	Corporate Bonds/Foreign Bonds	13.00%	3.40%
Global Core Fixed Income	Foreign Bonds	1.00%	-0.04%
Emerging Market Debt	Emerging Market Debt	8.00%	3.44%
Real Estate	Real Estate	3.50%	4.57%
Cash & Equivalents	Short-Term Cash Investment Funds	2.00%	-0.03%
Value Added Real Estate	Real Estate	3.50%	6.53%
International Credit	Foreign Alternatives	11.00%	5.89%
Absolute Return	Domestic Alternatives/Foreign Alternatives	7.00%	3.69%
Real Assets	Domestic Alternatives/Foreign Alternatives	5.00%	10.64%
Private Equity	Domestic Alternatives/Foreign Alternatives	16.00%	10.70%
Total		<u>100.00%</u>	

Changes in Assumptions

The assumptions for June 30, 2021 valuation included inflation increasing from 2.75% to 3.00% and administrative expense decreasing from 0.85% to 0.70% of payroll.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Discount rate

The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made based on the actuarially determined rates based on the SBCERA Board's funding policy, which establishes the contractually required rate based on statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of SBCTA's proportionate share of the SBCERA net pension liability to changes in the discount rate

The following table presents SBCTA's proportionate share of the net pension liability calculated using the discount rate of 7.25%, as well as what SBCTA's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate:

	1.00% Decrease (6.25%)	Current Discount Rate (7.25%)	1.00% Increase (8.25%)
SBCTA's proportionate share of the net pension liability	\$ 16,719,645	\$ 7,856,029	\$ 604,474

Pension plan fiduciary net position

Detailed information about the SBCERA's fiduciary net position is available in a separately issued SBCERA annual comprehensive financial report. That report may be obtained on the Internet at www.SBCERA.org; by writing to SBCERA at 348 W. Hospitality Lane, Third Floor, San Bernardino, CA 92415; or by calling (909) 885-7980 or (877) 722-3721.

California Public Employees' Retirement System (PERS)

Plan Description

SBCTA contributed to the California Public Employees' Retirement System (PERS), a cost-sharing multiple employer defined benefit pension plan. The plan is part of the Inactive Agency Risk Pool. PERS provides retirement, disability benefits, and death benefits to plan members and beneficiaries. The plan includes two retirees from SBCTA. PERS acts as a common investment and administrative agent for participating entities within the State of California. PERS issues a publicly available financial report that includes financial statements and required supplementary information for the cost sharing plans that are administered by PERS. Copies of PERS' annual financial report may be obtained from its executive office at 400 "P" Street, Sacramento, CA 95814.

Benefits Provided

PERS provides retirement, disability, death and survivor benefits. The CERL and PEPRAs establish benefit terms. Retirement benefits are calculated on the basis of age, average final compensation and service credit.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contributions for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the contribution amount. The total plan contributions are determined through the PERS' annual actuarial valuation process. For public agency cost-sharing plans covered by either the Miscellaneous or Safety risk pools, the Plan's actuarially determined contribution is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs related to any unfunded accrued liability. There are no active employees in this plan; therefore no employee contributions were made during the measurement period ended June 30, 2021.

The required employer contributions and the amount paid to PERS by SBCTA for the year ended June 30, 2022, was \$0 toward the payment of unfunded accrued liability.

Pension Liability

At June 30, 2022 SBCTA reported a net pension liability of \$14,482 for its proportionate share of the PERS net pension liability. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2021.

Pension Expense and Deferred Outflows/Inflows of Resources

For the year ended June 30, 2022, SBCTA recognized pension expense (excluding deferred outflows of resources) of \$1,133, for its proportionate share of PERS' pension expense. At June 30, 2022, SBCTA reported its proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions, from the following sources:

	Deferred Outflows of Resources	Deferred Intflows of Resources
Differences between expected and actual experience	\$ 1,624	\$ -
Net differences between projected and actual earnings on pension plan investments	-	12,642
Employer contributions paid to PERS subsequent to the measurement date	4,688	-
Total	<u>\$ 6,312</u>	<u>\$ 12,642</u>

The \$4,688 reported as deferred outflows of resources related to pensions resulting from SBCTA's contributions to PERS subsequent to the measurement date that will be recognized as a reduction of the net pension liability in the year ended June 30, 2023.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to PERS pensions will be recognized in pension expense as follows:

2023	\$ (3,503)
2024	(4,084)
2025	(3,483)
2026	52
	<u>\$ (11,018)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

At June 30, 2021, SBCTA's proportion was 0.000763% which was an increase of 0.000233% from its proportion measured as of June 30, 2020. This was based on inactive status of the program.

Actuarial assumptions and methods

The significant actuarial assumptions and methods used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2020
Actuarial cost method	Entry age normal
Amortization method	Level percent of payroll (2.50% payroll growth assumed)
Investment rate of return	7.15%
Inflation	2.50%
Projected Salary increases	Varies by entry age and service

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class	Allocation	Years 1-10 ¹	Years 11+ ²
Global Equity	50.00%	4.80%	5.98%
Global Fixed Income	28.00%	1.00%	2.62%
Inflation Assets	0.00%	0.77%	1.81%
Private Equity	8.00%	6.30%	7.23%
Real Estate	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%
Total	100.00%		

⁽¹⁾ An expected inflation rate of 2% was used

⁽²⁾ An expected inflation rate of 2.92% was used

Sensitivity of SBCTA's proportionate share of the PERS net pension liability to changes in the discount rate

The following table presents SBCTA's proportionate share of the net pension liability calculated using the discount rate of 7.15%, as well as what SBCTA's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.15%) or 1-percentage-point higher (8.15%) than the current rate:

Sensitivity of Net Pension Liability to Changes in the Discount Rate

	1.00% Decrease (6.15%)	Current Discount Rate (7.15%)	1.00% Increase (8.15%)
SBCTA's proportionate share of the net pension liability	\$ 34,586	\$ 14,482	\$ (2)

Pension plan fiduciary net position

Detailed information about PERS's fiduciary net position is available on the Internet at www.calpers.ca.gov; by writing to PERS at 400 "P" Street, Sacramento, CA 95814; or by calling (888) 225-7377.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

12. COMMITMENTS

Transportation

Outstanding Contracts

SBCTA had contracted, subject to future Board appropriation, for professional and special services for various transportation projects, including transit studies, right-of-way purchases and construction, which have not yet been rendered. The aggregate amount committed under these contracts is approximately \$1.72 billion at June 30, 2022.

Retention Payable

SBCTA's policy is not to include cash and remove retention payable upon release of funds to an escrow account. The amount relating to the retention is recognized as expense when the liability is incurred.

Encumbrances

Encumbrances lapse at year-end and are rebudgeted the following fiscal year. Therefore, the value of encumbrances as of June 30, 2021 is \$0.

13. PUBLIC TRANSPORTATION, MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) AND TRANSIT SYSTEM SAFETY SECURITY AND DISASTER RESPONSE ACCOUNT FUNDING

As of June 30, 2022, SBCTA cumulatively has received a total of \$40,239,430 in PTMISEA funds and are accounted for in the Proposition 1B fund. These funds are designated to be used as follows:

Purpose	Amount
Three rail cars to and for Metrolink operations	\$ 5,500,000
Replacement of paratransit vehicles by SBCTA-City of Barstow	420,000
Barstow bus stop reconstruction project	2,232,701
Metrolink positive train control	3,309,525
Rialto metrolink parking lot expansion project	1,500,000
San Bernardino downtown passenger rail project	6,419,844
Redlands passenger rail project (three separate allocations)	19,108,873
Double track project for San Gabriel Subdivision	1,548,487
Needles intermodal transit center	200,000
Total	<u>\$ 40,239,430</u>

A total of \$11,453,081 has cumulatively been received in Transit System Safety Security and Disaster Response Account (TSSSDRA) funding which has been recorded in the Proposition 1B fund as follows:

Purpose	Amount
Downtown san bernardino passenger rail project - several allocations	\$ 5,738,347
Security surveys	153,727
Redlands passenger rail project (several allocations)	5,061,007
San Bernardino transit center	500,000
Total	<u>\$ 11,453,081</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

The following summarizes the total disbursements by Fiscal Year for both funding sources:

Fiscal Year	PTMISEA	TSSSDRA	Total
2007-2008	\$ 1,375,000	\$ -	\$ 1,375,000
2009-2010	4,125,000	-	4,125,000
2010-2011	3,659,456	-	3,659,456
2011-2012	-	-	-
2013-2014	1,043,758	-	1,043,758
2014-2015	2,307,954	2,008,902	4,316,856
2015-2016	447,637	2,928,021	3,375,658
2016-2017	6,550,080	1,457,384	8,007,464
2017-2018	764,902	2,645,900	3,410,802
2018-2019	158,040	2,599,492	2,757,532
2019-2020	5,654,783	-	5,654,783
2020-2021	1,653,929	-	1,653,929
2021-2022	9,456,501	-	9,456,501
Total	<u>\$ 37,197,040</u>	<u>\$ 11,639,699</u>	<u>\$ 48,836,739</u>

14. RISK MANAGEMENT

SBCTA has exposure to various risks of loss related to torts; theft of, damage to, or destruction of assets; as well as errors and omissions. SBCTA purchases commercial insurance coverage for crime (\$2,500 deductible), excess crime, general liability (\$50,000 self-insured retention), property including some additional crime coverages (\$25,000 deductible), public official's errors and omissions (\$50,000 self-insured retention), excess liability, and workers' compensation. Workers' Compensation limits are statutory, as mandated by the State of California. There have been no settlements of any amount, over the three prior coverage years.

15. JOINT VENTURES

SBCTA is one of five members of the Southern California Regional Rail Authority (SCRRA), a Joint Powers Authority (JPA) created in June 1992. The SCRRA's Board consists of one member from the Ventura County Transportation Commission; two members each from the Orange County Transit Authority, SBCTA and the Riverside County Transportation Commission; and four members from Los Angeles County Metropolitan Transportation Authority. The SCRRA is responsible for implementing and operating a regional commuter rail system (Metrolink) in five Southern California Counties. As a member of SCRRA, SBCTA makes capital and operating contributions for its pro rata share of rail lines servicing the County of San Bernardino. SBCTA expended \$6,993,093.37 during Fiscal Year 2021/2022 for its share of Metrolink capital and operating costs (including the new Arrow Route rail line extension). The expenditures are recorded in SBCTA's general fund for LTF rail, STA, and MSI rail, in the Transit program. Separate financial statements are prepared by and available from the SCRRA at One Gateway Plaza, Floor 12, Los Angeles, CA 90012.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

SBCTA is a member of the Metro Gold Line Foothill Extension Construction Authority JPA. The Construction Authority was created in 1998 by the California State Legislature to develop the extension of the LA Metro Gold Line from Los Angeles to Pasadena in Los Angeles County with further legislation in 2012 to include development to Montclair in San Bernardino County. Approximately 3,000 linear feet of the proposed extension is in San Bernardino County. The annual membership fee is \$3,000 based on the JPA's needs. \$3,000 was not paid by SBCTA for Fiscal Year 2021/2022 as a membership fee request was not received. On several occasions, the JPA has had this fee suspended and reactivated. Measure I identifies capital improvements and operating costs associated with the Gold Line within the County of San Bernardino as eligible expenses. Capital costs have continued to increase. The San Bernardino County portion of capital expenditures is estimated at \$97,800,000 and future annual operating costs is estimated at \$2.5 million in 2021 dollars. Currently, there is an overall \$748 million funding gap and work is being phased with construction underway to Pomona in Los Angeles County and the remainder on hold until the required funding is secured. The project is not federalized.

16. CONTINGENCIES

In the ordinary course of business, SBCTA and SBCOG are exposed to claims, asserted or unasserted, that may arise from their performance under contractual agreements and other matters. In the opinion of management, settlement of such claims, if any, will not have a material adverse effect on SBCTA's financial position, results of operations or liquidity.

Incidents and accidents at or near several SBCTA project locations have given rise to various claims and lawsuits alleging personal injuries and property damage. Certain claims involving disputed construction and ROW acquisitions costs have arisen in the ordinary course of business. Additionally, SBCTA and SBCOG are defendants in various other lawsuits. Although the outcome of these matters is not presently determinable, management does not expect that the resolution of these matters will have a material adverse impact on the financial condition of SBCTA.

17. COUNCIL OF GOVERNMENTS-PROPERTY ASSESSED CLEAN ENERGY (PACE) PROGRAM

SBCTA implemented a PACE program in October 2013 and the Board voted to end it in April 2017. This program provided financing for property owners to install energy efficiency, green energy production or water conservation improvements. Since its start, over \$346 million in these projects have been installed for over 18,118 property owners (see note 8 for additional information). The remainder fund balance continues to pay for administrative costs of the existing PACE agreements and to fund other SBCOG activities.

18. GASB PRONOUNCEMENT

Effective in Future Periods

The following GASB statements have been issued and have an effective date that may impact future financial presentations:

- GASB Statement No. 91, *Conduit Debt Obligations*. Arrangements (effective for period fiscal year June 30, 2023). SBCTA has not determined the effect of this Statement.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Notes to the Financial Statements
June 30, 2022

- GASB Statement No. 96, *Subscription-Based Information Technology Arrangements* (effective for period fiscal year June 30, 2023). SBCTA has not determined the effect of this Statement.
- GASB Statement No. 99, *Omnibus 2022* (paragraphs 11-25 are effective for period fiscal year June 30, 2023; paragraphs 4-10 are effective for period fiscal year June 30, 2024). SBCTA has not determined the effect of the remaining paragraphs of this Statement.
- GASB Statement No. 100, *Accounting Changes and Error Corrections*—an amendment of GASB Statement No. 62 (effective for period fiscal year June 30, 2024). SBCTA has not determined the effect of this Statement.
- GASB Statement No. 101, *Compensated Absences* (effective for period fiscal year June 30, 2025). SBCTA has not determined the effect of this Statement.



The much-anticipated Arrow rail service between San Bernardino and Redlands is slated to start in Fall 2022. Nighttime testing is one of the many requirements prior to opening.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
General Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-Measure I	\$ 1,960,000	\$ 1,960,000	\$ 2,522,277	\$ 562,277
Charges for services	658,230	658,230	568,592	(89,638)
Investment earnings	20,000	20,000	(122,204)	(142,204)
Miscellaneous	-	-	77	77
Total revenues	<u>2,638,230</u>	<u>2,638,230</u>	<u>2,968,742</u>	<u>330,512</u>
Expenditures				
Current:				
General government	11,669,157	11,764,473	8,380,153	3,384,320
Environment and energy conservation	-	200	143	57
Regional and subregional planning	904,700	885,100	539,462	345,638
Transit	26,081,494	28,226,893	3,541,574	24,685,319
Project delivery	39,110	39,110	178	38,932
Fund administration	588,912	530,912	363,452	167,460
Capital outlay	<u>2,815,276</u>	<u>21,620,673</u>	<u>3,637,646</u>	<u>17,983,027</u>
Total expenditures	<u>42,098,649</u>	<u>63,067,361</u>	<u>16,462,609</u>	<u>46,604,752</u>
Excess (deficiency) of revenues over (under) expenditures	(39,460,419)	(60,429,131)	(13,493,866)	46,935,265
Other financing sources (uses)				
Transfers in	38,853,060	38,853,060	15,831,568	(23,021,492)
Transfers out	<u>(1,137,522)</u>	<u>(1,137,522)</u>	<u>(550,151)</u>	<u>587,371</u>
Total other financing sources (uses)	<u>37,715,538</u>	<u>37,715,538</u>	<u>15,281,417</u>	<u>(22,434,121)</u>
Net change in fund balances	(1,744,881)	(22,713,593)	1,787,551	24,501,144
Fund balances beginning of year	<u>8,312,765</u>	<u>8,312,765</u>	<u>8,312,765</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ 6,567,884</u>	<u>\$ (14,400,828)</u>	<u>\$ 10,100,316</u>	<u>\$ 24,501,144</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
Federal Highway Special Revenue Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 77,397,002	\$ 77,397,002	\$ 76,349,051	\$ (1,047,951)
Investment earnings	-	-	13,729	13,729
Miscellaneous	31,000,000	31,000,000	22,896,898	(8,103,102)
Total revenues	<u>108,397,002</u>	<u>108,397,002</u>	<u>99,259,678</u>	<u>(9,137,324)</u>
Expenditures				
Current:				
Transit	1,089,024	2,089,024	1,145,986	943,038
Project delivery	90,702,744	85,636,193	45,010,371	40,625,822
Capital outlay	16,605,234	16,605,234	5,200,277	11,404,957
Total expenditures	<u>108,397,002</u>	<u>104,330,451</u>	<u>51,356,634</u>	<u>52,973,817</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(31,000,000)</u>	<u>(26,933,449)</u>	<u>47,903,044</u>	<u>43,836,493</u>
Other financing sources (uses)				
Transfers in	-	47,000,000	26,386,268	(20,613,732)
Transfers out	-	(55,069,230)	(31,558,145)	23,511,085
Total other financing sources (uses)	<u>-</u>	<u>(8,069,230)</u>	<u>(5,171,877)</u>	<u>2,897,353</u>
Net change in fund balances	(31,000,000)	(35,002,679)	42,731,167	46,733,846
Fund balances (deficits) beginning of year	<u>(31,851,013)</u>	<u>(31,851,013)</u>	<u>(31,851,013)</u>	-
Fund balances (deficits) end of year	<u>\$ (62,851,013)</u>	<u>\$ (66,853,692)</u>	<u>\$ 10,880,154</u>	<u>\$ 46,733,846</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Federal Transit Administration Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 28,849,369	\$ 28,849,369	\$ 14,741,620	\$ (14,107,749)
Investment earnings	-	-	7,526	7,526
Total revenues	<u>28,849,369</u>	<u>28,849,369</u>	<u>14,749,146</u>	<u>(14,100,223)</u>
Expenditures				
Transit	14,136,191	17,302,378	9,248,332	8,054,046
Capital outlay	<u>14,713,178</u>	<u>18,008,598</u>	<u>5,619,860</u>	<u>12,388,738</u>
Total expenditures	<u>28,849,369</u>	<u>35,310,976</u>	<u>14,868,192</u>	<u>20,442,784</u>
Net change in fund balances	-	(6,461,607)	(119,046)	6,342,561
Fund balances (deficits) beginning of year	<u>(2,825,620)</u>	<u>(2,825,620)</u>	<u>(2,825,620)</u>	-
Fund balances (deficits) end of year	<u>\$ (2,825,620)</u>	<u>\$ (9,287,227)</u>	<u>\$ (2,944,666)</u>	<u>\$ 6,342,561</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 State Highway Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 98,940,510	\$ 98,940,510	\$ 73,825,933	\$ (25,114,577)
Total revenues	<u>98,940,510</u>	<u>98,940,510</u>	<u>73,825,933</u>	<u>(25,114,577)</u>
Expenditures				
Current:				
General government	2,840	143	142	1
Regional and subregional planning	190,072	336,352	336,352	-
Transit	248,511	183,830	58,386	125,444
Project delivery	70,790,304	70,669,729	49,419,311	21,250,418
Fund administration	875,088	731,506	731,506	-
Capital outlay	<u>26,833,695</u>	<u>26,898,375</u>	<u>16,761,693</u>	<u>10,136,682</u>
Total expenditures	<u>98,940,510</u>	<u>98,819,935</u>	<u>67,307,390</u>	<u>31,512,545</u>
Excess (deficiency) of revenues over (under) expenditures	-	120,575	6,518,543	6,397,968
Other financing sources (uses)				
Transfers in	-	-	41,135	41,135
Transfers out	<u>-</u>	<u>(120,575)</u>	<u>(120,570)</u>	<u>5</u>
Total other financing sources (uses)	<u>-</u>	<u>(120,575)</u>	<u>(79,435)</u>	<u>41,140</u>
Net change in fund balances	-	-	6,439,108	6,439,108
Fund balances beginning of year	<u>(7,581,111)</u>	<u>(7,581,111)</u>	<u>(7,581,111)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (7,581,111)</u>	<u>\$ (7,581,111)</u>	<u>\$ (1,142,003)</u>	<u>\$ 6,439,108</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Proposition 1B Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 20,155,336	\$ 20,155,336	\$ 4,569,482	\$(15,585,854)
Investment earnings	<u>1,749,706</u>	<u>1,749,706</u>	<u>136,852</u>	<u>(1,612,854)</u>
Total revenues	<u>21,905,042</u>	<u>21,905,042</u>	<u>4,706,334</u>	<u>(17,198,708)</u>
Expenditures				
Current:				
Transit	6,916,453	6,916,453	4,633,687	2,282,766
Project delivery	7,129,332	7,129,332	4,172,340	2,956,992
Capital outlay	<u>7,859,257</u>	<u>7,859,257</u>	<u>5,179,957</u>	<u>2,679,300</u>
Total expenditures	<u>21,905,042</u>	<u>21,905,042</u>	<u>13,985,984</u>	<u>7,919,058</u>
Net change in fund balances	-	-	(9,279,650)	(9,279,650)
Fund balances beginning of year	<u>14,637,754</u>	<u>14,637,754</u>	<u>14,637,754</u>	-
Fund balances end of year	<u>\$ 14,637,754</u>	<u>\$ 14,637,754</u>	<u>\$ 5,358,104</u>	<u>\$ (9,279,650)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Local Transportation Fund Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-local transportation fund	\$ 114,783,337	\$ 114,783,337	\$ 147,255,418	\$ 32,472,081
Investment earnings	800,000	800,000	(2,777,180)	(3,577,180)
Total revenues	<u>115,583,337</u>	<u>115,583,337</u>	<u>144,478,238</u>	<u>28,894,901</u>
Expenditures				
Current-transit	84,670,549	84,720,549	41,091,108	43,629,441
Total expenditures	<u>84,670,549</u>	<u>84,720,549</u>	<u>41,091,108</u>	<u>43,629,441</u>
Excess (deficiency) of revenues over (under) expenditures	30,912,788	30,862,788	103,387,130	72,524,342
Other financing sources (uses)				
Transfers out	(9,159,451)	(9,159,451)	(9,159,451)	-
Net change in fund balances	21,753,337	21,703,337	94,227,679	72,524,342
Fund balances beginning of year	194,628,058	194,628,058	194,628,058	-
Fund balances end of year	<u>\$ 216,381,395</u>	<u>\$ 216,331,395</u>	<u>\$ 288,855,737</u>	<u>\$ 72,524,342</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 State Transit Assistance Fund Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 22,210,573	\$ 22,210,573	\$ 27,738,086	\$ 5,527,513
Investment earnings	420,000	420,000	(1,621,116)	(2,041,116)
Total revenues	<u>22,630,573</u>	<u>22,630,573</u>	<u>26,116,970</u>	<u>3,486,397</u>
Expenditures				
Current-transit	<u>26,478,114</u>	<u>26,478,114</u>	<u>10,307,720</u>	<u>16,170,394</u>
Excess (deficiency) of revenues over (under) expenditures	(3,847,541)	(3,847,541)	15,809,250	19,656,791
Other financing sources (uses)				
Transfers out	<u>(31,043,420)</u>	<u>(31,043,420)</u>	-	<u>31,043,420</u>
Net change in fund balances	(34,890,961)	(34,890,961)	15,809,250	50,700,211
Fund balances beginning of year	<u>77,912,205</u>	<u>77,912,205</u>	<u>77,912,205</u>	<u>-</u>
Fund balances end of year	<u>\$ 43,021,244</u>	<u>\$ 43,021,244</u>	<u>\$ 93,721,455</u>	<u>\$ 50,700,211</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 1990-2010 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Investment earnings	\$ 26,000	\$ 26,000	\$ (48,555)	\$ (74,555)
Expenditures				
Current:				
Environment and energy conservation	295,500	295,500	58	295,442
Commuter and motorist assistance	200,000	200,000	60,265	139,735
Project delivery	<u>2,336,647</u>	<u>2,317,027</u>	<u>643,278</u>	<u>1,673,749</u>
Total expenditures	<u>2,832,147</u>	<u>2,812,527</u>	<u>703,601</u>	<u>2,108,926</u>
Excess (deficiency) of revenues over (under) expenditures	(2,806,147)	(2,786,527)	(752,156)	2,034,371
Other financing sources (uses)				
Transfers out	-	(19,620)	-	19,620
Total other financing sources (uses)	-	(19,620)	-	19,620
Net change in fund balances	(2,806,147)	(2,806,147)	(752,156)	2,053,991
Fund balances beginning of year	<u>5,492,184</u>	<u>5,492,184</u>	<u>5,492,184</u>	<u>-</u>
Fund balances end of year	<u>\$ 2,686,037</u>	<u>\$ 2,686,037</u>	<u>\$ 4,740,028</u>	<u>\$ 2,053,991</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 2010-2040 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Sales tax-Measure I	\$ 160,565,617	\$ 160,565,617	\$ 249,705,435	\$ 89,139,818
Intergovernmental	33,474,383	33,474,383	-	(33,474,383)
Investment earnings	1,149,700	1,149,700	(4,590,829)	(5,740,529)
Total revenues	<u>195,189,700</u>	<u>195,189,700</u>	<u>245,114,606</u>	<u>49,924,906</u>
Expenditures				
Current:				
General government	1,016,770	976,094	670,432	305,662
Environment and energy conservation	185,874	185,674	109,662	76,012
Commuter and motorist assistance	738,488	741,634	426,301	315,333
Regional and subregional planning	1,666,634	1,566,014	796,741	769,273
Transit	76,807,401	79,733,029	29,530,761	50,202,268
Project delivery	195,311,631	194,929,922	125,775,697	69,154,225
Fund administration	117,875,919	139,833,319	73,993,818	65,839,501
Capital outlay	59,111,081	59,529,499	42,406,333	17,123,166
Total expenditures	<u>452,713,798</u>	<u>477,495,185</u>	<u>273,709,745</u>	<u>203,785,440</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(257,524,098)</u>	<u>(282,305,485)</u>	<u>(28,595,139)</u>	<u>253,710,346</u>
Other financing sources (uses)				
Transfers in	111,469,485	111,469,485	62,362,793	(49,106,692)
Transfers out	(19,532,624)	(20,117,359)	(19,879,340)	238,019
Total other financing sources (uses)	<u>91,936,861</u>	<u>91,352,126</u>	<u>42,483,453</u>	<u>(48,868,673)</u>
Net change in fund balances	(165,587,237)	(190,953,359)	13,888,314	204,841,673
Fund balances beginning of year	498,815,872	498,815,872	498,815,872	-
Fund balances end of year	<u>\$ 333,228,635</u>	<u>\$ 307,862,513</u>	<u>\$ 512,704,186</u>	<u>\$ 204,841,673</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Pension Information
June 30, 2022

Schedule of SBCTA's Proportionate Share of Net Pension Liability

SBCERA Pension Plan Last 10 Fiscal Years ^{1,2}				
	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>	<u>June 30, 2019</u>
SBCTA's proportion of net pension liability	0.596%	0.514%	0.609%	0.592%
SBCTA's proportionate share of net pension liability	\$ 7,856,029	\$ 20,619,123	\$ 16,503,425	\$ 14,988,102
SBCTA's covered payroll	7,843,969	7,885,934	7,216,317	6,986,391
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	100.15%	261.47%	228.70%	214.53%
SBCERA's fiduciary net position as a percentage of the total pension liability	88.02%	66.41%	71.09%	70.97%

Schedule of SBCTA's Contributions

SBCERA Pension Plan Last 10 Fiscal Years ¹				
	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>	<u>June 30, 2019</u>
Contractually required contribution	\$ 3,423,807	\$ 2,747,072	\$ 2,788,174	\$ 2,504,102
Contributions in relation to contractually required contributions	3,423,807	2,747,072	2,788,174	2,504,102
Contributions deficiency (excess)	-	-	-	-
SBCTA's covered payroll	9,126,413	7,843,969	7,885,934	7,216,317
SBCTA's covered payroll contributions as a percentage of covered payroll	37.52%	35.02%	35.36%	34.70%

Schedule of SBCTA's Proportionate Share of net Pension Liability

PERS Pension Plan Last 10 Fiscal Years ^{1,2}				
	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>	<u>June 30, 2019</u>
SBCTA's proportion of net pension liability	0.00076%	0.00053%	0.00117%	0.00129%
SBCTA's proportionate share of net pension liability	\$ 14,482	\$ 13,537	\$ 11,903	\$ 7,937
SBCTA's covered payroll	N/A	N/A	N/A	N/A
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	N/A	N/A	N/A	N/A
PERS fiduciary net position as a percentage of the total pension liability	84.90%	86.50%	94.34%	92.40%

Schedule of SBCTA's Contributions

PERS Pension Plan Last 10 Fiscal Years ¹				
	<u>June 30, 2022</u>	<u>June 30, 2021</u>	<u>June 30, 2020</u>	<u>June 30, 2019</u>
Contractually required contribution	\$ 4,688	\$ 4,205	\$ -	\$ -
Contributions in relation to contractually required contributions	-	-	-	-
Contributions deficiency (excess)	-	-	-	-
SBCTA's covered payroll contributions as a percentage of covered payroll	N/A	N/A	N/A	N/A

¹ The amounts presented for each fiscal year were determined as of June 30th. Data for fiscal years ended June 30, 2011 through 2013 is not available.

² The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

N/A - Not applicable

Schedule of SBCTA's Proportionate Share of Net Pension Liability

SBCERA Pension Plan
Last 10 Fiscal Years ^{1,2}

	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>June 30, 2014</u>
SBCTA's proportion of net pension liability	0.566%	0.549%	0.507%	0.556%	0.491%
SBCTA's proportionate share of net pension liability	\$ 14,926,497	\$ 13,543,950	\$ 9,853,252	\$ 9,456,951	\$ 9,749,799
SBCTA's covered payroll	6,324,582	5,255,190	4,769,044	5,147,134	4,188,134
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	236.01%	257.73%	206.61%	183.73%	232.80%
SBCERA's fiduciary net position as a percentage of the total pension liability	69.06%	67.91%	71.68%	71.89%	66.34%

Schedule of SBCTA's Contributions

SBCERA Pension Plan
Last 10 Fiscal Years ¹

	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>June 30, 2014</u>
Contractually required contribution	\$ 2,104,595	\$ 1,963,526	\$ 1,915,346	\$ 1,464,122	\$ 1,380,637
Contributions in relation to contractually required contributions	2,104,595	1,963,526	1,915,346	1,464,122	1,380,637
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll	6,986,391	6,324,582	5,255,190	5,255,190	5,147,134
SBCTA's covered payroll contributions as a percentage of covered payroll	30.12%	31.05%	36.45%	27.86%	26.82%

Schedule of SBCTA's Proportionate Share of net Pension Liability

PERS Pension Plan
Last 10 Fiscal Years ^{1,2}

	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>June 30, 2014</u>
SBCTA's proportion of net pension liability	0.00141%	0.00152%	0.00164%	0.00176%	0.00176%
SBCTA's proportionate share of net pension liability	\$ 12,115	\$ 61,542	\$ 44,856	\$ 39,108	\$ 53,435
SBCTA's covered payroll	N/A	N/A	N/A	N/A	N/A
SBCTA's proportionate share of net pension liability as a percentage of its covered payroll	N/A	N/A	N/A	N/A	N/A
PERS fiduciary net position as a percentage of the total pension liability	68.21%	74.95%	68.20%	74.90%	79.5%

Schedule of SBCTA's Contributions

PERS Pension Plan
Last 10 Fiscal Years ¹

	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>June 30, 2014</u>
Contractually required contribution	\$ -	\$ 2,889	\$ 54,180	\$ 2,041	\$ 1,498
Contributions in relation to contractually required contributions	-	2,889	54,180	2,041	1,498
Contributions deficiency (excess)	-	-	-	-	-
SBCTA's covered payroll contributions as a percentage of covered payroll	N/A	N/A	N/A	N/A	N/A

¹ The amounts presented for each fiscal year were determined as of June 30th. Data for fiscal years ended June 30, 2011 through 2013 is not available.

² The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

N/A - Not applicable

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Note to Required Supplementary Information
 June 30, 2022

Budgetary Information

Budgetary Basis of Accounting

Annual budgets are adopted on a basis consistent with generally accepted accounting principles for the general, special revenue, debt service and capital projects funds. Appropriations are prepared by fund, program and task.

Budget Amendments

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

Board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same fund and program. This amendment shall require the approval of the program/task manager.
2. Reallocation of budgeted salary and benefits costs and associated revenues from one program or fund 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.
3. 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.

Board Approved Amendments

Board approval is required for all other budget amendments including increases in the total program appropriations or revenues.

Formal budgetary integration is employed as a management control device during the year. Commitments for material and services, such as purchase orders are recorded as encumbrances to assist controlling expenditures. All unused appropriations and encumbrances lapse at year end.

Excess of Expenditures over Appropriations

For fiscal year ended June 30, 2022, no expenditures exceeded appropriations.

Actuarially determined contribution rates

Actuarial determined contribution rates for SBCERA and PERS are calculated as of June 30th, two years prior to the end of the fiscal year in which contributions are made. SBCERA actuarial methods and assumptions include entry age actuarial cost method and 20 years for remaining amortization period.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Note to Required Supplementary Information
June 30, 2022

Changes in assumptions for the San Bernardino County Employees Retirement Association Plan

In 2022 changes of assumptions included inflation decreasing from 2.75% to 3.00% and administrative expenses increasing from 0.85% to 0.70% of payroll. In 2021, the actuarial assumptions used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the three year period of July 1, 2016 through June 30, 2019. Amounts reported in 2021 primarily reflect an increase of 2.00% for the inflation rate, an increase of 0.70% of payroll for administrative expenses, and adjustments of projected salary increases and mortality rates to more closely reflect actual experience. Mortality rates used in the June 30, 2019 actuarial valuation are based on the Pub-2010 Amount-Weighted Above-Median Mortality Table (separate tables for males and females), projected generationally with the two-dimensional mortality improvement scale MP-2019.



Applying context sensitive solutions is an important part of projects in the various communities throughout the county. Wall aesthetics are just one way to celebrate history and culture.

Non-Major Governmental Funds

Special revenue funds are used to account for specific revenue sources that are restricted, committed, or assigned to expenditures for particular purposes. Non-major governmental funds of the Agency include the following special revenue funds:

Low Carbon Transit Operations Program accounts for expenditures relating to reduction of carbon for transit operations.

Low Carbon Transportation Fund accounts for expenditures relating to reduction of carbon for transportation projects.

Service Authority for Freeway Emergencies accounts for call box expenditures relating to state service authority for freeway emergencies (SAFE) vehicle registration fees.

Freeway Service Patrol accounts for expenditures relating to state freeway service patrol (FSP) program revenue.

SCAQMD Mobile Source Air Pollution Reduction Review Committee accounts for expenditures relating to reduction of vehicle emissions.

Local Partnership Program Formula Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 which funds projects for road maintenance and rehabilitation purposes and other transportation infrastructure improvements.

Freeway Service Patrol Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017 for the Freeway Service Patrol program.

Sustainable Communities Grants Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017. The program funds activities related to implementing Regional Transportation Plan and greenhouse reduction.

Trade Corridor Enhancement Program Senate Bill 1 accounts for state funding from Senate Bill 1, the Road Repair and Accountability Act of 2017, for improvements to highways and other transportation infrastructure improvements vital to California's trade and freight economy.

Council of Governments accounts for expenditures relating to cooperative regional activities.

Electric Vehicle Charging Station accounts for expenditures relating to owning and maintaining electric car vehicle charging stations.

California Wildlife Conservation accounts for preservation and conservation of habitat for threatened and endangered species in the County.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2022

	Special Revenue		
	Low Carbon Transit Operations Program	Low Carbon Transportation Fund	Service Authority for Freeway Emergencies
Assets			
Cash and investments	\$ 1,054,515	\$ 18,855	\$ 4,634,420
Accrued interest receivable	1,974	-	8,823
Accounts receivable	-	-	-
Intergovernmental receivable	-	-	352,086
Prepays	-	-	-
Total assets	<u>\$ 1,056,489</u>	<u>\$ 18,855</u>	<u>\$ 4,995,329</u>
Liabilities			
Accounts payable	\$ -	\$ 18,855	\$ 130,185
Accrued liabilities	-	-	2,574
Intergovernmental payable	-	-	95,880
Due to other funds	-	-	-
Total liabilities	<u>-</u>	<u>18,855</u>	<u>228,639</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	-	-	-
Fund balances			
Restricted:			
Traveler services	-	-	4,766,690
Rail	1,056,489	-	-
Transit services	-	-	-
Committed - Council of governments	-	-	-
Unassigned (deficits)	-	-	-
Total fund balances (deficits)	<u>1,056,489</u>	<u>-</u>	<u>4,766,690</u>
Total liabilities and fund balances	<u>\$ 1,056,489</u>	<u>\$ 18,855</u>	<u>\$ 4,995,329</u>

Special Revenue					
Freeway Service Patrol	SCAQMD Mobile Source Air Pollution Reduction Review Committee	Local Partnership Program Formula Senate Bill 1	Freeway Service Patrol Senate Bill 1	Sustainable Communities Grants Senate Bill 1	Trade Corridor Enhancement Program Senate Bill 1
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
2,099,224	-	98,785	1,287,958	415,673	2,085,279
-	-	-	-	-	-
<u>\$ 2,099,224</u>	<u>\$ -</u>	<u>\$ 98,785</u>	<u>\$ 1,287,958</u>	<u>\$ 415,673</u>	<u>\$ 2,085,279</u>
\$ 246,948	\$ -	\$ 47,956	\$ -	\$ 81,217	\$ 1,004,235
-	-	-	-	-	-
-	-	-	-	-	-
1,851,738	-	50,829	1,287,958	334,456	1,081,044
<u>2,098,686</u>	<u>-</u>	<u>98,785</u>	<u>1,287,958</u>	<u>415,673</u>	<u>2,085,279</u>
-	-	40,817	-	49,437	844,673
-	-	-	-	-	-
-	-	-	-	-	-
538	-	-	-	-	-
-	-	-	-	-	-
-	-	(40,817)	-	(49,437)	(844,673)
<u>538</u>	<u>-</u>	<u>(40,817)</u>	<u>-</u>	<u>(49,437)</u>	<u>(844,673)</u>
<u>\$ 2,099,224</u>	<u>\$ -</u>	<u>\$ 98,785</u>	<u>\$ 1,287,958</u>	<u>\$ 415,673</u>	<u>\$ 2,085,279</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2022

	Special Revenue		
	Solutions for Congested Corridors Program Senate Bill 1	Local Partnership Program Competitive Senate Bill 1	Council of Governments
Assets			
Cash and investments	\$ -	\$ -	\$ 1,055,266
Accrued interest receivable	-	-	2,990
Accounts receivable	-	-	-
Intergovernmental receivable	-	-	671,031
Prepays	-	-	-
Total assets	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,729,287</u>
Liabilities			
Accounts payable	\$ -	\$ -	\$ 182,622
Accrued liabilities	-	-	2,406
Intergovernmental payable	-	-	42,641
Due to other funds	-	-	-
Total liabilities	<u>-</u>	<u>-</u>	<u>227,669</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	-	-	-
Fund balances			
Restricted:			
Traveler services	-	-	-
Rail	-	-	-
Transit services	-	-	-
Committed - Council of governments	-	-	1,501,618
Unassigned (deficits)	-	-	-
Total fund balances (deficits)	<u>-</u>	<u>-</u>	<u>1,501,618</u>
Total liabilities and fund balances	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,729,287</u>

Special Revenue		
Electric Vehicle Charging Station	California Wildlife Conservation	Total Nonmajor Governmental Funds
\$ -	\$ -	\$ 6,763,056
-	-	13,787
441	-	441
-	102,608	7,112,644
<u>24,275</u>	<u>-</u>	<u>24,275</u>
<u>\$ 24,716</u>	<u>\$ 102,608</u>	<u>\$ 13,914,203</u>
\$ -	\$ 32,143	\$ 1,744,161
-	-	4,980
-	-	138,521
<u>13,027</u>	<u>70,465</u>	<u>4,689,517</u>
<u>13,027</u>	<u>102,608</u>	<u>6,577,179</u>
-	11,232	946,159
11,689	-	4,778,379
-	-	1,056,489
-	-	538
-	-	1,501,618
<u>-</u>	<u>(11,232)</u>	<u>(946,159)</u>
<u>11,689</u>	<u>(11,232)</u>	<u>6,390,865</u>
<u>\$ 24,716</u>	<u>\$ 102,608</u>	<u>\$ 13,914,203</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2022

	Special Revenue		
	Low Carbon Transit Operations Program	Low Carbon Transportation Fund	Service Authority for Freeway Emergencies
Revenues			
Intergovernmental	\$ 1,052,437	\$ -	\$ 2,011,075
Charges for services	-	-	-
Special assessments	-	-	-
Investment earnings	4,052	-	(41,939)
Miscellaneous	-	-	478
Total revenues	<u>1,056,489</u>	<u>-</u>	<u>1,969,614</u>
Expenditures			
Current:			
General government	-	-	52,061
Environment and energy conservation	-	-	-
Commuter and motorist assistance	-	-	1,511,161
Regional and subregional planning	-	-	633
Project delivery	-	-	-
Capital outlay	-	-	-
Total expenditures	<u>-</u>	<u>-</u>	<u>1,563,855</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,056,489</u>	<u>-</u>	<u>405,759</u>
Other financing sources (uses)			
Transfers in	-	-	-
Transfers out	-	-	(206,952)
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>(206,952)</u>
Net change in fund balances	1,056,489	-	198,807
Fund balances (deficits) beginning of year	-	-	4,567,883
Fund balances (deficits) end of year	<u>\$ 1,056,489</u>	<u>\$ -</u>	<u>\$ 4,766,690</u>

Special Revenue					
Freeway Service Patrol	SCAQMD Mobile Source Air Pollution Reduction Review Committee	Local Partnership Program Formula Senate Bill 1	Freeway Service Patrol Senate Bill 1	Sustainable Communities Grants Senate Bill 1	Trade Corridor Enhancement Program Senate Bill 1
\$ 2,099,224	\$ 151,305	\$ 1,672,548	\$ 1,380,166	\$ 425,657	\$ 32,014,529
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>2,099,224</u>	<u>151,305</u>	<u>1,672,548</u>	<u>1,380,166</u>	<u>425,657</u>	<u>32,014,529</u>
-	-	-	-	-	-
-	-	-	-	-	-
1,653,236	29,947	-	1,283,470	-	-
-	124,810	-	-	471,932	-
-	-	1,230,661	-	-	23,679,919
-	-	441,887	-	-	8,455,180
<u>1,653,236</u>	<u>154,757</u>	<u>1,672,548</u>	<u>1,283,470</u>	<u>471,932</u>	<u>32,135,099</u>
<u>445,988</u>	<u>(3,452)</u>	<u>-</u>	<u>96,696</u>	<u>(46,275)</u>	<u>(120,570)</u>
2,150	3,452	-	23,803	-	120,570
<u>(21,859)</u>	<u>-</u>	<u>-</u>	<u>(5,583)</u>	<u>-</u>	<u>-</u>
<u>(19,709)</u>	<u>3,452</u>	<u>-</u>	<u>18,220</u>	<u>-</u>	<u>120,570</u>
426,279	-	-	114,916	(46,275)	-
<u>(425,741)</u>	<u>-</u>	<u>(40,817)</u>	<u>(114,916)</u>	<u>(3,162)</u>	<u>(844,673)</u>
<u>\$ 538</u>	<u>\$ -</u>	<u>\$ (40,817)</u>	<u>\$ -</u>	<u>\$ (49,437)</u>	<u>\$ (844,673)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2022

	Special Revenue		
	Solutions for Congested Corridors Program Senate Bill 1	Local Partnership Program Competitive Senate Bill 1	Council of Governments
Revenues			
Intergovernmental	\$ -	\$ -	\$ 1,503,741
Charges for services	-	-	-
Special assessments	-	-	260,691
Investment earnings	-	-	(15,570)
Miscellaneous	-	-	209,887
Total revenues	<u>-</u>	<u>-</u>	<u>1,958,749</u>
Expenditures			
Current:			
General government	-	-	371,933
Environment and energy conservation	-	-	334,086
Commuter and motorist assistance	-	-	-
Regional and subregional planning	-	-	1,469,947
Project delivery	-	-	-
Capital outlay	-	-	-
Total expenditures	<u>-</u>	<u>-</u>	<u>2,175,966</u>
Excess (deficiency) of revenues over (under) expenditures	<u>-</u>	<u>-</u>	<u>(217,217)</u>
Other financing sources (uses)			
Transfers in	-	-	-
Transfers out	-	-	(109,759)
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>(109,759)</u>
Net change in fund balances	-	-	(326,976)
Fund balances (deficits) beginning of year	-	-	1,828,594
Fund balances (deficits) end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,501,618</u>

Special Revenue

Electric Vehicle Charging Station	California Wildlife Conservation	Total Nonmajor Governmental Funds
\$ -	\$ 103,691	\$ 42,414,373
4,931	-	4,931
-	-	260,691
(24)	-	(53,481)
<u>-</u>	<u>-</u>	<u>210,365</u>
<u>4,907</u>	<u>103,691</u>	<u>42,836,879</u>
-	-	423,994
1,055	-	335,141
-	-	4,477,814
-	103,691	2,171,013
-	-	24,910,580
<u>-</u>	<u>-</u>	<u>8,897,067</u>
<u>1,055</u>	<u>103,691</u>	<u>41,215,609</u>
<u>3,852</u>	<u>-</u>	<u>1,621,270</u>
-	-	149,975
<u>-</u>	<u>-</u>	<u>(344,153)</u>
<u>-</u>	<u>-</u>	<u>(194,178)</u>
3,852	-	1,427,092
7,837	(11,232)	4,963,773
<u>\$ 11,689</u>	<u>\$ (11,232)</u>	<u>\$ 6,390,865</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Low Carbon Transit Operations Program Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,000,000	\$ 1,000,000	\$ 1,052,437	\$ 52,437
Investment earnings	4,000	4,000	4,052	52
Total revenues	<u>1,004,000</u>	<u>-</u>	<u>1,056,489</u>	<u>1,056,489</u>
Expenditures				
Current:				
Transit	<u>500,000</u>	<u>500,000</u>	<u>-</u>	<u>500,000</u>
Excess (deficiency) of revenues over (under) expenditures	504,000	(500,000)	1,056,489	1,556,489
Fund balances beginning of year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fund balances end of year	<u>\$ 504,000</u>	<u>\$ (500,000)</u>	<u>\$ 1,056,489</u>	<u>\$ 1,556,489</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
Service Authority for Freeway Emergencies Special Revenue Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,921,760	\$ 1,921,760	\$ 2,011,075	\$ 89,315
Investment earnings	19,200	19,200	(41,939)	(61,139)
Miscellaneous	6,240	6,240	478	(5,762)
Total revenues	<u>1,947,200</u>	<u>1,947,200</u>	<u>1,969,614</u>	<u>22,414</u>
Expenditures				
Current:				
General government	94,701	94,981	52,061	42,920
Commuter and motorist assistance	1,879,006	1,866,048	1,511,161	354,887
Regional and subregional planning	474	694	633	61
Total expenditures	<u>1,974,181</u>	<u>1,961,723</u>	<u>1,563,855</u>	<u>397,868</u>
Excess (deficiency) of revenues over (under) expenditures	(26,981)	(14,523)	405,759	420,282
Other Financing Sources				
Transfer out	(204,990)	(207,040)	(206,952)	88
Net change in fund balances	(231,971)	(221,563)	198,807	420,370
Fund balances beginning of year	4,567,883	4,567,883	4,567,883	-
Fund balances end of year	<u>\$ 4,335,912</u>	<u>\$ 4,346,320</u>	<u>\$ 4,766,690</u>	<u>\$ 420,370</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Freeway Service Patrol Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 2,304,411	\$ 2,304,411	\$ 2,099,224	\$ (205,187)
Expenditures				
Current-commuter and motorist assistance	2,015,862	1,896,425	1,653,236	243,189
Excess (deficiency) of revenues over (under) expenditures	288,549	407,986	445,988	38,002
Other Financing Sources				
Transfers in	2,150	2,150	2,150	-
Transfer out	-	(21,859)	(21,859)	-
Net change in fund balances	290,699	388,277	426,279	38,002
Fund balances beginning of year	(425,741)	(425,741)	(425,741)	-
Fund balances (deficits) end of year	\$ (135,042)	\$ (37,464)	\$ 538	\$ 38,002

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
SCAQMD Mobile Source Air Pollution Reduction Review Committee Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 435,810	\$ 432,358	\$ 151,305	\$ (281,053)
Expenditures				
Current:				
Commuter and motorist assistance	85,000	85,000	29,947	55,053
Regional and subregional planning	350,810	350,810	124,810	226,000
Total expenditures	435,810	435,810	154,757	281,053
Excess (deficiency) of revenues over (under) expenditures	-	(3,452)	(3,452)	-
Other Financing Sources				
Transfers in	-	3,452	3,452	-
Net change in fund balances	-	-	-	-
Fund balances beginning of year	-	-	-	-
Fund balances (deficits) end of year	\$ -	\$ -	\$ -	\$ -

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Local Partnership Program - Formula Senate Bill 1 Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 3,162,371	\$ 3,162,371	\$ 1,672,548	\$ (1,489,823)
Expenditures				
Current:				
Transit	162,371	162,371	-	162,371
Project delivery	1,470,000	1,470,000	1,230,661	239,339
Capital outlay	1,530,000	1,530,000	441,887	1,088,113
Total expenditures	<u>3,162,371</u>	<u>3,162,371</u>	<u>1,672,548</u>	<u>1,489,823</u>
Net change in fund balances	-	-	-	-
Fund balances beginning of year	<u>(40,817)</u>	<u>(40,817)</u>	<u>(40,817)</u>	-
Fund balances (deficits) end of year	<u>\$ (40,817)</u>	<u>\$ (40,817)</u>	<u>\$ (40,817)</u>	<u>\$ -</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Freeway Service Patrol Senate Bill 1 Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,579,133	\$ 1,579,133	\$ 1,380,166	\$ (198,967)
Expenditures				
Current-commuter and motorist assistance	1,181,803	1,284,703	1,283,470	1,233
Excess (deficiency) of revenues over (under) expenditures	397,330	294,430	96,696	(197,734)
Other Financing Sources				
Transfers in	23,803	23,803	23,803	-
Transfer out	-	(5,584)	(5,583)	1
Net change in fund balances	397,330	294,430	114,916	(197,733)
Fund balances beginning of year	(114,916)	(114,916)	(114,916)	-
Fund balances (deficits) end of year	<u>\$ 282,414</u>	<u>\$ 179,514</u>	<u>\$ -</u>	<u>\$ (197,733)</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Sustainable Communities Grants Senate Bill 1 Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 400,000	\$ 843,535	\$ 425,657	\$ (417,878)
Expenditures				
Current:				
Current-regional and subregional planning	400,000	843,535	471,932	371,603
Net change in fund balance	-	-	(46,275)	(46,275)
Fund balances beginning of year	(3,162)	(3,162)	(3,162)	-
Fund balances (deficits) end of year	\$ (3,162)	\$ (3,162)	\$ (49,437)	\$ (46,275)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
Trade Corridor Enhancement Program Senate Bill 1 Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 46,884,430	\$ 46,884,430	\$ 32,014,529	\$ (14,869,901)
Expenditures				
Current:				
Project delivery	34,586,279	34,586,279	23,679,919	10,906,360
Capital outlay	12,418,721	12,418,721	8,455,180	3,963,541
Total expenditures	47,005,000	47,005,000	32,135,099	14,869,901
Excess (deficiency) of revenues over (under) expenditures	(120,570)	(120,570)	(120,570)	-
Other Financing Sources				
Transfers In	120,570	120,570	120,570	-
Net change in fund balances	-	-	-	-
Fund balances beginning of year	(844,673)	(844,673)	(844,673)	-
Fund balances (deficits) end of year	\$ (844,673)	\$ (844,673)	\$ (844,673)	\$ -

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Solutions for Congested Corridors Program Senate Bill 1 Fund
 For the Year Ended June 30, 2022

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 1,671,482	\$ 1,671,482	\$ -	\$ (1,671,482)
Expenditures				
Current:				
Transit	1,671,482	1,671,482	-	1,671,482
Net change in fund balances	-	-	-	-
Fund balances beginning of year	-	-	-	-
Fund balances (deficits) end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Local Partnership Program - Competitive Senate Bill 1 Fund
 For the Year Ended June 30, 2022

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 280,562	\$ 280,562	\$ -	\$ (280,562)
Expenditures				
Current:				
Transit	280,562	280,562	-	280,562
Net change in fund balances	-	-	-	-
Fund balances beginning of year	-	-	-	-
Fund balances (deficits) end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Council of Governments Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ -	\$ -	\$ 1,503,741	\$ 1,503,741
Special assessments	260,691	260,691	260,691	-
Investment earnings	3,300	3,300	(15,570)	(18,870)
Miscellaneous	296,015	296,015	209,887	(86,128)
Total revenues	<u>560,006</u>	<u>560,006</u>	<u>1,958,749</u>	<u>1,398,743</u>
Expenditures				
Current:				
General government	907,575	910,655	371,933	538,722
Environment and energy conservation	353,793	534,788	334,086	200,702
Regional and subregional planning	20,588	1,540,588	1,469,947	70,641
Total expenditures	<u>1,281,956</u>	<u>2,986,031</u>	<u>2,175,966</u>	<u>810,065</u>
Excess (deficiency) of revenues over (under) expenditures	(721,950)	(2,426,025)	(217,217)	2,208,808
Other financing sources (uses)				
Transfers out	(109,759)	(109,759)	(109,759)	-
Net change in fund balances	(831,709)	(2,535,784)	(326,976)	2,208,808
Fund balances beginning of year	1,828,594	1,828,594	1,828,594	-
Fund balances end of year	<u>\$ 996,885</u>	<u>\$ (707,190)</u>	<u>\$ 1,501,618</u>	<u>\$ 2,208,808</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Electric Vehicle Charging Station Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Charges for services	\$ 7,500	\$ 7,500	\$ 4,931	\$ (2,569)
Investments earnings	-	-	(24)	(24)
Total revenues	7,500	7,500	4,907	(2,593)
Expenditures				
Current-environment and energy conservation	14,103	14,103	1,055	13,048
Net change in fund balance	(6,603)	(6,603)	3,852	10,455
Fund balances beginning of year	7,837	7,837	7,837	-
Fund balances end of year	<u>\$ 1,234</u>	<u>\$ 1,234</u>	<u>\$ 11,689</u>	<u>\$ 10,455</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 California Wildlife Conservation Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 400,000	\$ 400,000	\$ 103,691	\$ (296,309)
Expenditures				
Current-Regional and subregional planning	400,000	400,000	103,691	296,309
Net change in fund balance	-	-	-	-
Fund balances beginning of year	(11,232)	(11,232)	(11,232)	-
Fund balances end of year	<u>\$ (11,232)</u>	<u>\$ (11,232)</u>	<u>\$ (11,232)</u>	<u>\$ -</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 Debt Service Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Investment earnings	\$ -	\$ -	\$ 474	\$ 474
Expenditures				
Debt Service:				
Principal	4,795,000	78,870,000	2,220,000	76,650,000
Interest and fiscal charges	8,380,255	8,380,255	6,624,182	1,756,073
Total expenditures	<u>13,175,255</u>	<u>87,250,255</u>	<u>8,844,182</u>	<u>78,406,073</u>
Excess (deficiency) of revenues over (under) expenditures	(13,175,255)	(87,250,255)	(8,843,708)	78,406,547
Other financing sources (uses)				
Transfers in	13,175,255	87,250,255	85,840,425	(1,409,830)
Payment of sales tax revenue bonds	<u>(13,175,255)</u>	<u>(87,250,255)</u>	<u>(78,399,819)</u>	<u>8,850,436</u>
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>7,440,606</u>	<u>7,440,606</u>
Net change in fund balances	(13,175,255)	(87,250,255)	(1,403,102)	85,847,153
Fund balances beginning of year	<u>5,917,338</u>	<u>5,917,338</u>	<u>5,917,338</u>	<u>-</u>
Fund balances end of year	<u>\$ (7,257,917)</u>	<u>\$ (81,332,917)</u>	<u>\$ 4,514,236</u>	<u>\$ 85,847,153</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
Capital Projects Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 59,012,809	\$ 59,012,809	\$ 15,519,566	\$ (43,493,243)
Investment earnings	49,000	49,000	(136,120)	(185,120)
Miscellaneous	8,701,103	8,701,103	3,276,709	(5,424,394)
Total revenues	<u>67,762,912</u>	<u>67,762,912</u>	<u>18,660,155</u>	<u>(49,102,757)</u>
Expenditures				
Current:				
Environment and energy conservation	3,760,000	3,579,005	-	3,579,005
Commuter and motorist assistance	501,327	498,181	56,319	441,862
Regional and subregional planning	1,525,000	107,000	16,199	90,801
Transit	24,216,348	19,225,893	7,685,867	11,540,026
Project delivery	17,581,638	63,852,362	47,918,508	15,933,854
Fund administration	9,567,000	9,567,000	-	9,567,000
Capital outlay	17,845,957	17,826,192	463,760	17,362,432
Debt service-fiscal and issuance costs	-	390,000	331,169	58,831
Total expenditures	<u>74,997,270</u>	<u>115,045,633</u>	<u>56,471,822</u>	<u>58,573,811</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(7,234,358)</u>	<u>(47,282,721)</u>	<u>(37,811,667)</u>	<u>9,471,054</u>
Other financing sources (uses)				
Transfers in	-	47,000,000	31,850,544	(15,149,456)
Transfers out	-	(121,782,496)	(99,693,127)	22,089,369
Commercial paper proceeds	-	50,000,000	26,352,000	(23,648,000)
Sales tax revenue bonds issued	-	61,356,705	60,050,000	(1,306,705)
Sales tax revenue bonds premium	-	13,108,295	13,108,295	-
Total other financing sources (uses)	<u>-</u>	<u>49,682,504</u>	<u>31,667,712</u>	<u>(18,014,792)</u>
Net change in fund balances	<u>(7,234,358)</u>	<u>2,399,783</u>	<u>(6,143,955)</u>	<u>(8,543,738)</u>
Fund balances (deficits) beginning of year	<u>(11,350,326)</u>	<u>(11,350,326)</u>	<u>(11,350,326)</u>	<u>-</u>
Fund balances (deficits) end of year	<u>\$ (18,584,684)</u>	<u>\$ (8,950,543)</u>	<u>\$ (17,494,281)</u>	<u>\$ (8,543,738)</u>



Nighttime crews prepare for the daytime demolition of the old Mt. Vernon Avenue Bridge in San Bernardino. This iconic structure is being replaced after nearly a century of service to the community.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
State Transit Assistance Fund Special Revenue Funds
June 30, 2022

	<u>Special Revenue</u>		
	<u>State Transit Assistance Fund</u>	<u>State of Good Repair</u>	<u>Total State Transit Assistance Funds</u>
Assets			
Cash and investments	\$ 83,219,613	\$ 3,451,145	\$ 86,670,758
Accrued interest receivable	369,785	16,904	386,689
Intergovernmental receivable	<u>6,771,942</u>	<u>655,659</u>	<u>7,427,601</u>
Total assets	<u>\$ 90,361,340</u>	<u>\$ 4,123,708</u>	<u>\$ 94,485,048</u>
Liabilities			
Due to other funds	<u>\$ 763,593</u>	<u>\$ -</u>	<u>\$ 763,593</u>
Total liabilities	<u>763,593</u>	<u>-</u>	<u>763,593</u>
Fund balances			
Restricted-transportation development act	<u>89,597,747</u>	<u>4,123,708</u>	<u>93,721,455</u>
Total fund balances (deficits)	<u>89,597,747</u>	<u>4,123,708</u>	<u>93,721,455</u>
Total liabilities and fund balances	<u>\$ 90,361,340</u>	<u>\$ 4,123,708</u>	<u>\$ 94,485,048</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances
 State Transit Assistance Fund Special Revenue Funds
 For the Year Ended June 30, 2022

	<u>Special Revenue</u>		
	<u>State Transit Assistance Fund</u>	<u>State of Good Repair</u>	<u>Total State Transit Assistance Funds</u>
Revenues			
Intergovernmental	\$ 23,839,098	\$ 3,898,988	\$ 27,738,086
Investment earnings	<u>(1,544,289)</u>	<u>(76,827)</u>	<u>(1,621,116)</u>
Total revenues	<u>22,294,809</u>	<u>3,822,161</u>	<u>26,116,970</u>
Expenditures			
Current-transit	<u>6,410,403</u>	<u>3,897,317</u>	<u>10,307,720</u>
Net change in fund balances	15,884,406	(75,156)	15,809,250
Accumulative effect of accounting change			
Fund balances beginning of year	<u>73,713,341</u>	<u>4,198,864</u>	<u>77,912,205</u>
Fund balances end of year	<u>\$ 89,597,747</u>	<u>\$ 4,123,708</u>	<u>\$ 93,721,455</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 State Transit Assistance Fund Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 18,297,220	\$ 18,297,220	\$ 23,839,098	\$ 5,541,878
Investment earnings	420,000	420,000	(1,544,289)	(1,964,289)
Total revenues	<u>18,717,220</u>	<u>18,717,220</u>	<u>22,294,809</u>	<u>3,577,589</u>
Expenditures				
Current-transit	<u>18,900,000</u>	<u>18,900,000</u>	<u>6,410,403</u>	<u>12,489,597</u>
Excess (deficiency) of revenues over (under) expenditures	(182,780)	(182,780)	15,884,406	16,067,186
Other financing sources (uses)				
Transfers out	(24,812,598)	(24,812,598)	-	24,812,598
Net change in fund balances	(24,995,378)	(24,995,378)	15,884,406	40,879,784
Fund balances beginning of year	<u>73,713,341</u>	<u>73,713,341</u>	<u>73,713,341</u>	<u>-</u>
Fund balances end of year	<u>\$ 48,717,963</u>	<u>\$ 48,717,963</u>	<u>\$ 89,597,747</u>	<u>\$ 40,879,784</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances-Budget and Actual
 State of Good Repair Special Revenue Fund
 For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Intergovernmental	\$ 3,913,353	\$ 3,913,353	\$ 3,898,988	\$ (14,365)
Investment earnings	-	-	(76,827)	(76,827)
Total revenues	<u>3,913,353</u>	<u>3,913,353</u>	<u>3,822,161</u>	<u>(91,192)</u>
Expenditures				
Current-transit	<u>7,578,114</u>	<u>7,578,114</u>	<u>3,897,317</u>	<u>3,680,797</u>
Excess (deficiency) of revenues over (under) expenditures	(3,664,761)	(3,664,761)	(75,156)	3,589,605
Other financing sources (uses)				
Transfers out	<u>(6,230,822)</u>	<u>(6,230,822)</u>	-	<u>6,230,822</u>
Net change in fund balances	(9,895,583)	(9,895,583)	(75,156)	9,820,427
Fund balances beginning of year	<u>4,198,864</u>	<u>4,198,864</u>	<u>4,198,864</u>	<u>-</u>
Fund balances end of year	<u>\$ (5,696,719)</u>	<u>\$ (5,696,719)</u>	<u>\$ 4,123,708</u>	<u>\$ 9,820,427</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
1990-2010 Measure I Special Revenue Fund
June 30, 2022

	Valley Major Projects	Valley Traffic Management Environmental Enhancement	Total 1990-2010 Measure I
Assets			
Cash and investments	\$ 2,722,907	\$ 2,157,346	\$ 4,880,253
Accrued interest receivable	5,184	4,132	9,316
Due from other funds	-	13,027	13,027
Total assets	<u>\$ 2,728,091</u>	<u>\$ 2,174,505</u>	<u>\$ 4,902,596</u>
Liabilities			
Accounts payable	\$ 112,568	\$ -	\$ 112,568
Intergovernmental payable	50,000	-	50,000
Total liabilities	<u>162,568</u>	<u>-</u>	<u>162,568</u>
Fund balances			
Restricted	2,565,523	2,174,505	4,740,028
Total liabilities and fund balances	<u>\$ 2,728,091</u>	<u>\$ 2,174,505</u>	<u>\$ 4,902,596</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances
 1990-2010 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Valley Major Projects	Valley Traffic Management Environmental Enhancement	Total 1990-2010 Measure I
Revenues			
Investment earnings	\$ (28,297)	\$ (20,258)	\$ (48,555)
Expenditures			
Current:			
Environment and energy conservation	-	58	58
Commuter and motorist assistance	-	60,265	60,265
Project delivery	643,278	-	643,278
Total Expenditures	<u>643,278</u>	<u>60,323</u>	<u>703,601</u>
Net change in fund balances	(671,575)	(80,581)	(752,156)
Fund balances beginning of year	3,237,098	2,255,086	5,492,184
Fund balances end of year	<u>\$ 2,565,523</u>	<u>\$ 2,174,505</u>	<u>\$ 4,740,028</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2022

	Valley Freeway Projects	Valley Freeway Interchanges	Valley Major Street	Valley Local Street
Assets				
Cash and investments	\$ 104,767,709	\$ 57,218,699	\$ 112,990,834	\$ 588,522
Accrued interest receivable	277,872	135,381	239,891	-
Sales taxes receivable	10,609,976	4,024,474	6,219,641	7,317,225
Deposit receivable	32,700	42,113	244	-
Due from other funds	41,193,074	13,895,892	12,896,112	-
Prepaid items	30,333	-	-	-
Advances to other funds	-	-	9,268,008	-
Total assets	<u>\$ 156,911,664</u>	<u>\$ 75,316,559</u>	<u>\$ 141,614,730</u>	<u>\$ 7,905,747</u>
Liabilities				
Accounts payable	\$ 19,742,941	\$ 4,088,713	\$ 188,694	\$ 483,642
Accrued liabilities	42,085	36,476	-	-
Intergovernmental payable	88,226	1,186,346	3,363,061	7,422,105
Total liabilities	<u>19,873,252</u>	<u>5,311,535</u>	<u>3,551,755</u>	<u>7,905,747</u>
Fund balances				
Restricted	<u>137,038,412</u>	<u>70,005,024</u>	<u>138,062,975</u>	<u>-</u>
Total liabilities and fund balances	<u>\$ 156,911,664</u>	<u>\$ 75,316,559</u>	<u>\$ 141,614,730</u>	<u>\$ 7,905,747</u>

<u>Valley Metrolink/ Rail Service</u>	<u>Express Bus/ Bus Rapid Transit Service</u>	<u>Valley Senior & Disabled Transit</u>	<u>Valley Transportation Management Systems</u>	<u>Victor Valley Major Local Highway</u>	<u>Victor Valley Local Street</u>
\$ 19,860,141	\$ 18,729,026	\$ 21,022,064	\$ 16,142,902	\$ 26,853,090	\$ 974,599
54,741	63,580	40,021	31,940	51,254	-
2,926,890	1,829,306	2,926,890	731,723	1,086,110	2,910,774
-	-	-	-	-	-
8,894,369	14,668,252	-	633,102	69,645	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>\$ 31,736,141</u>	<u>\$ 35,290,164</u>	<u>\$ 23,988,975</u>	<u>\$ 17,539,667</u>	<u>\$ 28,060,099</u>	<u>\$ 3,885,373</u>
\$ 3,740,659	\$ 124,220	\$ -	\$ 143,085	\$ 5,480	\$ 94,601
1,555	941	-	19,558	-	-
<u>1,404,826</u>	<u>32,715</u>	<u>2,926,890</u>	<u>122,434</u>	<u>-</u>	<u>3,790,772</u>
<u>5,147,040</u>	<u>157,876</u>	<u>2,926,890</u>	<u>285,077</u>	<u>5,480</u>	<u>3,885,373</u>
<u>26,589,101</u>	<u>35,132,288</u>	<u>21,062,085</u>	<u>17,254,590</u>	<u>28,054,619</u>	<u>-</u>
<u>\$ 31,736,141</u>	<u>\$ 35,290,164</u>	<u>\$ 23,988,975</u>	<u>\$ 17,539,667</u>	<u>\$ 28,060,099</u>	<u>\$ 3,885,373</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2022

	Victor Valley Senior & Disabled Transit	Victor Valley Project Development/ Traffic Management	North Desert Major Local Highway	North Desert Local Street
Assets				
Cash and investments	\$ -	\$ 1,887,454	\$ 9,921,347	\$ -
Accrued interest receivable	-	3,593	18,888	-
Sales taxes receivable	260,666	86,889	221,991	603,816
Deposit receivable	-	-	-	-
Due from other funds	-	-	-	-
Prepaid items	-	-	-	-
Advances to other funds	-	-	-	-
Total assets	<u>\$ 260,666</u>	<u>\$ 1,977,936</u>	<u>\$ 10,162,226</u>	<u>\$ 603,816</u>
Liabilities				
Accounts payable	\$ -	\$ 439	\$ 1,295	\$ -
Accrued liabilities	-	467	1,260	-
Intergovernmental payable	260,666	19,011	-	603,816
Total liabilities	<u>260,666</u>	<u>19,917</u>	<u>2,555</u>	<u>603,816</u>
Fund balances				
Restricted	-	1,958,019	10,159,671	-
Total liabilities and fund balances	<u>\$ 260,666</u>	<u>\$ 1,977,936</u>	<u>\$ 10,162,226</u>	<u>\$ 603,816</u>

<u>North Desert Senior & Disabled Transit</u>	<u>North Desert Project Development/Traffic Management</u>	<u>Colorado River Major Local Highway</u>	<u>Colorado River Local Street</u>	<u>Colorado River Senior & Disabled Transit</u>	<u>Colorado River Project Development/Traffic Management</u>
\$ -	\$ 1,183,695	\$ 292,683	\$ -	\$ -	\$ 62,566
-	2,253	557	-	-	119
44,398	17,759	20,380	55,434	4,076	1,630
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<u>\$ 44,398</u>	<u>\$ 1,203,707</u>	<u>\$ 313,620</u>	<u>\$ 55,434</u>	<u>\$ 4,076</u>	<u>\$ 64,315</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
44,398	-	-	55,434	4,076	-
<u>44,398</u>	<u>-</u>	<u>-</u>	<u>55,434</u>	<u>4,076</u>	<u>-</u>
-	1,203,707	313,620	-	-	64,315
<u>\$ 44,398</u>	<u>\$ 1,203,707</u>	<u>\$ 313,620</u>	<u>\$ 55,434</u>	<u>\$ 4,076</u>	<u>\$ 64,315</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
2010-2040 Measure I Special Revenue Fund
June 30, 2022

	Morongo Basin Major Local Highway	Morongo Basin Local Street	Morongo Basin Senior & Disabled Transit	Morongo Basin Project Development/ Traffic Management
Assets				
Cash and investments	\$ 2,513,039	\$ -	\$ -	\$ 454,851
Accrued interest receivable	4,784	-	-	866
Sales taxes receivable	146,376	398,142	29,275	11,710
Deposit receivable	-	-	-	-
Due from other funds	-	-	-	-
Prepaid items	-	-	-	-
Advances to other funds	-	-	-	-
Total assets	<u>\$ 2,664,199</u>	<u>\$ 398,142</u>	<u>\$ 29,275</u>	<u>\$ 467,427</u>
Liabilities				
Accounts payable	\$ -	\$ -	\$ -	\$ -
Accrued liabilities	-	-	-	-
Intergovernmental payable	3,055	398,142	29,275	-
Total liabilities	<u>3,055</u>	<u>398,142</u>	<u>29,275</u>	<u>-</u>
Fund balances				
Restricted	2,661,144	-	-	467,427
Total liabilities and fund balances	<u>\$ 2,664,199</u>	<u>\$ 398,142</u>	<u>\$ 29,275</u>	<u>\$ 467,427</u>

<u>Mountain Major Local Highway</u>	<u>Mountain Local Street</u>	<u>Mountain Senior & Disabled Transit</u>	<u>Mountain Project Development/Traffic Management</u>	<u>Cajon Pass</u>	<u>Total 2010-2040 Measure I</u>
\$ 3,304,203	\$ -	\$ -	\$ 268,782	\$ 17,668,003	\$ 416,704,209
6,290	-	-	512	33,635	966,177
133,444	362,965	26,689	10,675	1,265,894	44,285,218
-	-	-	-	-	75,057
-	-	-	-	-	92,250,446
-	-	-	-	-	30,333
-	-	-	-	-	9,268,008
<u>\$ 3,443,937</u>	<u>\$ 362,965</u>	<u>\$ 26,689</u>	<u>\$ 279,969</u>	<u>\$ 18,967,532</u>	<u>\$ 563,579,448</u>
\$ -	\$ -	\$ -	\$ -	\$ 483	\$ 28,614,252
-	-	-	-	-	102,342
-	362,965	26,689	-	13,766	22,158,668
-	362,965	26,689	-	14,249	50,875,262
<u>3,443,937</u>	<u>-</u>	<u>-</u>	<u>279,969</u>	<u>18,953,283</u>	<u>512,704,186</u>
<u>\$ 3,443,937</u>	<u>\$ 362,965</u>	<u>\$ 26,689</u>	<u>\$ 279,969</u>	<u>\$ 18,967,532</u>	<u>\$ 563,579,448</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues and Expenditures and Changes in Fund Balances
 2010-2040 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Valley Freeway Projects	Valley Freeway Interchanges	Valley Major Street	Valley Local Street
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 59,682,176	\$ 22,638,067	\$ 34,986,103	\$ 41,160,121
Investment earnings	(1,348,143)	(665,382)	(1,099,356)	-
Total Revenues	<u>58,334,033</u>	<u>21,972,685</u>	<u>33,886,747</u>	<u>41,160,121</u>
Expenditures				
Current:				
General government	495,220	96,382	5,195	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	7,249	2,308	-	-
Transit	-	-	-	-
Project delivery	101,256,592	21,126,599	2,433,899	-
Fund administration	15,623	600,399	3,919,309	41,160,121
Capital outlay	30,134,538	829,087	534,819	-
Total Expenditures	<u>131,909,222</u>	<u>22,654,775</u>	<u>6,893,222</u>	<u>41,160,121</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(73,575,189)</u>	<u>(682,090)</u>	<u>26,993,525</u>	<u>-</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	351,469	-
Federal Highway Fund Special Revenue Fund	-	-	218,593	-
Capital Projects Fund	70,438	332,857	14,983	-
Enterprise Fund	61,157,771	-	-	-
Transfers out:				
General Fund	(3,503,212)	(2,044,626)	(357,393)	-
Federal Highway Fund Special Revenue Fund	-	-	(32,275)	-
State Highway Fund Special Revenue Fund	(41,135)	-	-	-
Debt Service Fund	-	(1,328,390)	(4,954,719)	-
Capital Projects Fund	-	(8,000)	(502,992)	-
Total other financing sources (uses)	<u>57,683,862</u>	<u>(3,048,159)</u>	<u>(5,262,334)</u>	<u>-</u>
Net change in fund balances	(15,891,327)	(3,730,249)	21,731,191	-
Fund balances beginning of year	<u>152,929,739</u>	<u>73,735,273</u>	<u>116,331,784</u>	<u>-</u>
Fund balances end of year	<u>\$ 137,038,412</u>	<u>\$ 70,005,024</u>	<u>\$ 138,062,975</u>	<u>\$ -</u>

⁽¹⁾ Total sales tax-Measure I of \$222,320,683 less 1% of \$2,223,207 for Measure I administration accounted for in the General Fund (page 71).

<u>Valley Metrolink/ Rail Service</u>	<u>Valley Express Bus/ Bus Rapid Transit Service</u>	<u>Valley Senior & Disabled Transit</u>	<u>Valley Transportation Management Systems</u>	<u>Victor Valley Major Local Highway</u>	<u>Victor Valley Local Street</u>
\$ 16,464,048	\$ 10,290,030	\$ 16,464,048	\$ 4,116,012	\$ 6,308,273	\$ 16,906,171
(284,097)	(275,718)	(193,451)	(147,767)	(242,764)	-
<u>16,179,951</u>	<u>10,014,312</u>	<u>16,270,597</u>	<u>3,968,245</u>	<u>6,065,509</u>	<u>16,906,171</u>
37,010	-	-	24,706	-	-
-	-	-	109,662	-	-
-	-	-	426,301	-	-
-	52	-	557,008	-	-
10,194,629	530,727	16,464,047	221,104	-	-
-	-	-	836,384	17,301	-
168	92	-	-	2,832,166	16,906,171
<u>10,907,889</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>21,139,696</u>	<u>530,871</u>	<u>16,464,047</u>	<u>2,175,165</u>	<u>2,849,467</u>	<u>16,906,171</u>
<u>(4,959,745)</u>	<u>9,483,441</u>	<u>(193,450)</u>	<u>1,793,080</u>	<u>3,216,042</u>	<u>-</u>
198,682	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	(180,219)	-	-	(91,531)	-
-	-	-	-	-	-
-	-	-	-	-	-
(1,494,439)	-	-	-	(1,685,656)	-
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>(1,295,757)</u>	<u>(180,219)</u>	<u>-</u>	<u>-</u>	<u>(1,777,187)</u>	<u>-</u>
(6,255,502)	9,303,222	(193,450)	1,793,080	1,438,855	-
<u>32,844,603</u>	<u>25,829,066</u>	<u>21,255,535</u>	<u>15,461,510</u>	<u>26,615,764</u>	<u>-</u>
<u>\$ 26,589,101</u>	<u>\$ 35,132,288</u>	<u>\$ 21,062,085</u>	<u>\$ 17,254,590</u>	<u>\$ 28,054,619</u>	<u>\$ -</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues and Expenditures and Changes in Fund Balances
 2010-2040 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Victor Valley Senior & Disabled Transit	Victor Valley Project Development Traffic/ Management	North Desert Major Local Highway	North Desert Local Street
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 1,513,985	\$ 504,662	\$ 1,239,313	\$ 3,370,931
Investment earnings	-	(16,483)	(88,178)	-
Total Revenues	<u>1,513,985</u>	<u>488,179</u>	<u>1,151,135</u>	<u>3,370,931</u>
Expenditures				
Current:				
General government	-	5,211	6,708	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	-	230,124	-	-
Transit	1,513,985	29,951	-	-
Project delivery	-	-	58,006	-
Fund administration	-	-	57,658	3,370,931
Capital outlay	-	-	-	-
Total Expenditures	<u>1,513,985</u>	<u>265,286</u>	<u>122,372</u>	<u>3,370,931</u>
Excess (deficiency) of revenues over (under) expenditures	<u>-</u>	<u>222,893</u>	<u>1,028,763</u>	<u>-</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	-	-
Federal Transit Fund Special Revenue Fund	-	-	-	-
Capital Projects Fund	-	18,000	-	-
Debt Service Fund	-	-	-	-
Transfers out:				
General Fund	-	-	(158,067)	-
Proposition 1B Fund Special Revenue Fund	-	-	-	-
2010-2040 Measure I Special Revenue Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Capital Projects Fund	-	-	-	-
Total other financing sources (uses)	<u>-</u>	<u>18,000</u>	<u>(158,067)</u>	<u>-</u>
Net change in fund balances	-	240,893	870,696	-
Fund balances beginning of year	-	1,717,126	9,288,975	-
Fund balances end of year	<u>\$ -</u>	<u>\$ 1,958,019</u>	<u>\$ 10,159,671</u>	<u>\$ -</u>

(1) Total sales tax-Measure I of \$222,320,683 less 1% of \$2,223,207 for Measure I administration accounted for in the General Fund (page 71).

<u>North Desert Senior & Disabled Transit</u>	<u>North Desert Project Development Traffic/ Management</u>	<u>Colorado River Major Local Highway</u>	<u>Colorado River Local Street</u>	<u>Colorado River Senior & Disabled Transit</u>	<u>Colorado River Project Development Traffic/ Management</u>
\$ 247,863	\$ 99,145	\$ 114,417	\$ 311,213	\$ 22,883	\$ 9,153
-	(10,571)	(2,643)	-	-	(546)
<u>247,863</u>	<u>88,574</u>	<u>111,774</u>	<u>311,213</u>	<u>22,883</u>	<u>8,607</u>
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
247,863	-	-	-	22,883	-
-	-	98,471	311,213	-	-
-	-	-	-	-	-
<u>247,863</u>	<u>-</u>	<u>98,471</u>	<u>311,213</u>	<u>22,883</u>	<u>-</u>
-	88,574	13,303	-	-	8,607
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	(725)	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	(725)	-	-	-
-	88,574	12,578	-	-	8,607
-	1,115,133	301,042	-	-	55,708
<u>\$ -</u>	<u>\$ 1,203,707</u>	<u>\$ 313,620</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 64,315</u>

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues and Expenditures and Changes in Fund Balances
 2010-2040 Measure I Special Revenue Fund
 For the Year Ended June 30, 2022

	Morongo Basin Major Local Highway	Morongo Basin Local Street	Morongo Basin Senior & Disabled Transit	Morongo Basin Project Development Traffic/ Management
Revenues				
Sales tax-Measure I ⁽¹⁾	\$ 804,110	\$ 2,187,180	\$ 160,822	\$ 64,329
Investment earnings	(20,637)	-	-	(3,976)
Total Revenues	<u>783,473</u>	<u>2,187,180</u>	<u>160,822</u>	<u>60,353</u>
Expenditures				
Current:				
General government	-	-	-	-
Environment and energy conservation	-	-	-	-
Commuter and motorist assistance	-	-	-	-
Regional and subregional planning	-	-	-	-
Transit	-	-	160,822	-
Project delivery	-	-	-	-
Fund administration	18,631	2,187,180	-	-
Capital outlay	-	-	-	-
Total Expenditures	<u>18,631</u>	<u>2,187,180</u>	<u>160,822</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures	<u>764,842</u>	<u>-</u>	<u>-</u>	<u>60,353</u>
Other financing sources (uses)				
Transfers in:				
General Fund	-	-	-	-
Federal Transit Fund Special Revenue Fund	-	-	-	-
Capital Projects Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Transfers out:				
General Fund	(18,297)	-	-	-
Proposition 1B Fund Special Revenue Fund	-	-	-	-
2010-2040 Measure I Special Revenue Fund	-	-	-	-
Debt Service Fund	-	-	-	-
Capital Projects Fund	-	-	-	-
Total other financing sources (uses)	<u>(18,297)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	746,545	-	-	60,353
Fund balances beginning of year	<u>1,914,599</u>	<u>-</u>	<u>-</u>	<u>407,074</u>
Fund balances end of year	<u>\$ 2,661,144</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 467,427</u>

(1) Total sales tax-Measure I of \$222,320,683 less 1% of \$2,223,207 for Measure I administration accounted for in the General Fund (page 71).

Mountain Major Major Local Highway	Mountain Local Street	Mountain Senior & Disabled Transit	Mountain Project Development Traffic/ Management	Cajon Pass	Total 2010-2040 Measure I
\$ 723,752	\$ 1,968,606	\$ 144,750	\$ 57,900	\$ 7,145,372	\$ 249,705,435
(29,736)	-	-	(2,413)	(158,968)	(4,590,829)
<u>694,016</u>	<u>1,968,606</u>	<u>144,750</u>	<u>55,487</u>	<u>6,986,404</u>	<u>245,114,606</u>
-	-	-	-	-	670,432
-	-	-	-	-	109,662
-	-	-	-	-	426,301
-	-	-	-	-	796,741
-	-	144,750	-	-	29,530,761
-	-	-	-	46,916	125,775,697
508,090	1,968,606	-	38,989	-	73,993,818
-	-	-	-	-	42,406,333
<u>508,090</u>	<u>1,968,606</u>	<u>144,750</u>	<u>38,989</u>	<u>46,916</u>	<u>273,709,745</u>
<u>185,926</u>	<u>-</u>	<u>-</u>	<u>16,498</u>	<u>6,939,488</u>	<u>(28,595,139)</u>
-	-	-	-	-	550,151
-	-	-	-	-	218,593
-	-	-	-	-	436,278
-	-	-	-	-	61,157,771
(3,299)	-	-	-	-	(6,357,369)
-	-	-	-	-	(32,275)
-	-	-	-	-	(41,135)
-	-	-	-	(3,474,365)	(12,937,569)
-	-	-	-	-	(510,992)
<u>(3,299)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(3,474,365)</u>	<u>42,483,453</u>
182,627	-	-	16,498	3,465,123	13,888,314
3,261,310	-	-	263,471	15,488,160	498,815,872
<u>\$ 3,443,937</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 279,969</u>	<u>\$ 18,953,283</u>	<u>\$ 512,704,186</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Combining Balance Sheet
 Debt Service Fund
 June 30, 2022

	Sales Tax Revenue Bond 2012A	Sales Tax Revenue Bond 2014A	Sales Tax Refunding Bond 2022A	Total Debt Service
Assets				
Cash and investments-restricted	\$ -	\$ 2,407,812	\$ 2,106,424	\$ 4,514,236
Fund balances				
Restricted	\$ -	\$ 2,407,812	\$ 2,106,424	\$ 4,514,236
Total liabilities and fund balances	\$ -	\$ 2,407,812	\$ 2,106,424	\$ 4,514,236

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances
 Debt Service Fund
 For the Year Ended June 30, 2022

	Sales Tax Revenue Bond 2012A	Sales Tax Revenue Bond 2014A	Sales Tax Refunding Bond 2022A	Total Debt Service
Revenues				
Investment earnings	\$ 116	\$ 336	\$ 22	\$ 474
Expenditures				
Debt service:				
Principal	-	2,220,000	-	2,220,000
Interest and fiscal charges	1,758,069	4,866,113	-	6,624,182
Total Expenditures	1,758,069	7,086,113	-	8,844,182
Excess (deficiency) of revenues over (under) expenditures	(1,757,953)	(7,085,777)	22	(8,843,708)
Other financing sources				
Transfers in:				
2010-2040 Measure I Special Revenue Fund	4,287,250	6,641,952	2,008,367	12,937,569
Transfers out:				
Capital Projects Funds	72,804,821	-	98,035	72,902,856
Payment of sales tax revenue bonds	(78,399,819)	-	-	(78,399,819)
Total other financing sources	(1,307,748)	6,641,952	2,106,402	7,440,606
Net change in fund balances	(3,065,701)	(443,825)	2,106,424	(1,403,102)
Fund balances beginning of year	3,065,701	2,851,637	-	5,917,338
Fund balances end of year	\$ -	\$ 2,407,812	\$ 2,106,424	\$ 4,514,236

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Combining Balance Sheet
Capital Projects Fund
June 30, 2022

	Local Projects	Redlands Passenger Rail	Valley Freeway Interchange Bond
Assets			
Cash and investments	\$ 19,942,646	\$ 1,304,278	\$ 114
Accrued interest receivable	63,223	2,474	-
Accounts receivable	100,322	-	-
Intergovernmental receivable	21,252,620	10,429	-
Deposit receivable	138,500	-	-
Intergovernmental agreements receivable	23,383,433	-	-
Total assets	<u>\$ 64,880,744</u>	<u>\$ 1,317,181</u>	<u>\$ 114</u>
Liabilities			
Accounts payable	\$ 5,424,200	\$ -	\$ 114
Accrued liabilities	551	-	-
Intergovernmental payable	15,049	-	-
Due to other funds	28,562,100	4,555	75,730
Advances from other funds	9,268,008	-	-
Unearned revenue	22,115,616	1,275,902	-
Total liabilities	<u>65,385,524</u>	<u>1,280,457</u>	<u>75,844</u>
Deferred inflows of resources			
Unavailable grant and local reimbursements	16,952,307	-	-
Fund balances (deficits)			
Restricted - rail	-	36,724	-
Unassigned	(17,457,087)	-	(75,730)
Total fund balances (deficits)	<u>(17,457,087)</u>	<u>36,724</u>	<u>(75,730)</u>
Total liabilities and fund balances	<u>\$ 64,880,744</u>	<u>\$ 1,317,181</u>	<u>\$ 114</u>

Cajon Pass Bond	Total Capital Projects
\$ 1,812	\$ 21,248,850
-	65,697
-	100,322
-	21,263,049
-	138,500
-	23,383,433
<u>\$ 1,812</u>	<u>\$ 66,199,851</u>
\$ -	\$ 5,424,314
-	551
-	15,049
-	28,642,385
-	9,268,008
-	23,391,518
<u>-</u>	<u>66,741,825</u>
-	<u>16,952,307</u>
1,812	38,536
-	(17,532,817)
<u>1,812</u>	<u>(17,494,281)</u>
<u>\$ 1,812</u>	<u>\$ 66,199,851</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Revenues, Expenditures and Changes in Fund Balances
 Capital Projects Fund
 For the Year Ended June 30, 2022

	Local Projects	Redlands Passenger Rail	Valley Freeway Interchanges Bond
Revenues			
Intergovernmental	\$ 15,509,137	\$ 10,429	\$ -
Investment earnings	(123,902)	(12,281)	-
Miscellaneous	3,173,234	101,726	-
Total revenues	<u>18,558,469</u>	<u>99,874</u>	<u>-</u>
Expenditures			
Current:			
Commuter and motorist assistance	56,319	-	-
Regional and subregional planning	16,199	-	-
Transit	7,638,533	47,334	-
Project delivery	47,918,508	-	-
Capital outlay	414,495	49,265	-
Debt service-fiscal and issuance costs	-	-	331,169
Total expenditures	<u>56,044,054</u>	<u>96,599</u>	<u>331,169</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(37,485,585)</u>	<u>3,275</u>	<u>(331,169)</u>
Other Financing Sources (Uses)			
Transfers in:			
Sales tax revenue bonds issued			
Federal highway special revenue fund	31,339,552	-	-
2010-2040 Measure I Special Revenue Fund	510,992	-	-
Transfers out:			
Federal Highway special revenue fund	(26,353,993)	-	-
2010-2040 measure I special revenue fund	(436,278)	-	-
Debt Service Fund	-	-	(72,902,856)
Commercial paper proceeds	26,352,000	-	-
Sales tax revenue bonds issued	-	-	60,050,000
Sales tax revenue bonds premium	-	-	13,108,295
Total other financing sources (uses)	<u>31,412,273</u>	<u>-</u>	<u>255,439</u>
Net change in fund balances	(6,073,312)	3,275	(75,730)
Fund balances (deficits) beginning of year	(11,383,775)	33,449	-
Fund balances (deficits) end of year	<u>\$ (17,457,087)</u>	<u>\$ 36,724</u>	<u>\$ (75,730)</u>

Cajon Pass Bond	Total Capital Projects
\$ -	\$ 15,519,566
63	(136,120)
<u>1,749</u>	<u>3,276,709</u>
<u>1,812</u>	<u>18,660,155</u>
-	56,319
-	16,199
-	7,685,867
-	47,918,508
-	463,760
-	331,169
-	<u>56,471,822</u>
<u>1,812</u>	<u>(37,811,667)</u>
-	31,339,552
-	510,992
-	(26,353,993)
-	(436,278)
-	(72,902,856)
-	26,352,000
-	60,050,000
-	13,108,295
-	<u>31,667,712</u>
1,812	(6,143,955)
-	(11,350,326)
<u>\$ 1,812</u>	<u>\$ (17,494,281)</u>



Connecting contractors big and small to opportunities generated by SBCTA projects is one of the primary goals of the annual SBCTA Business 2 Business Expo.

Statistical Section

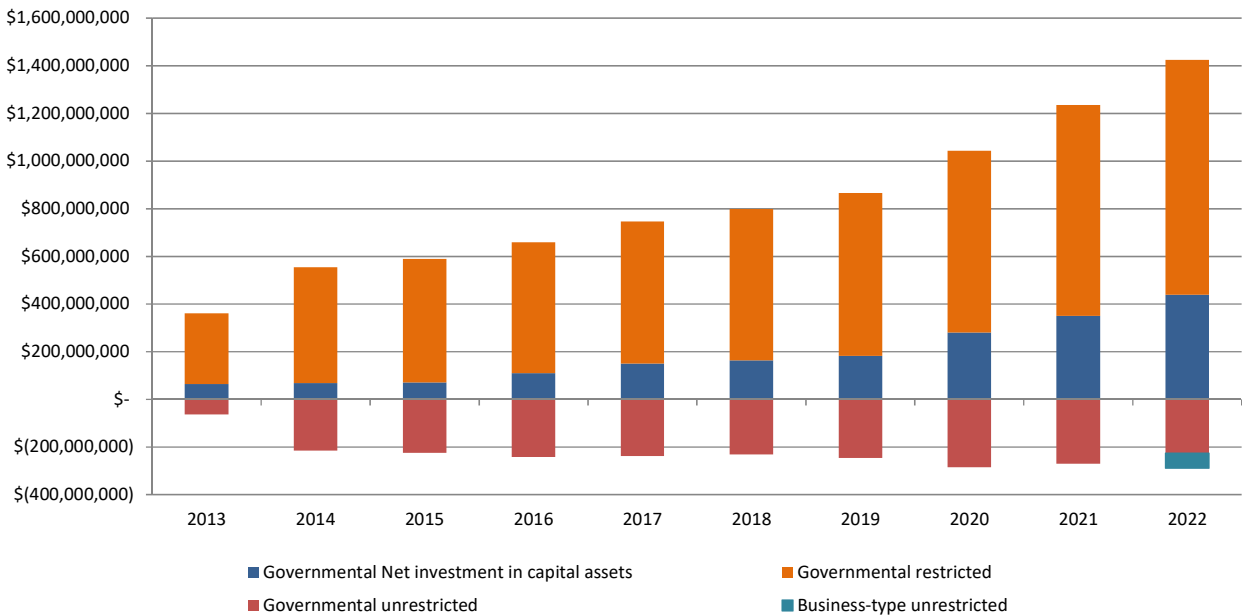
This part of the San Bernardino County Transportation Authority's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Agency's overall financial health.

	<u>Page No.</u>
 <i>Financial Trends</i>	
These schedules contain trend information to help the reader understand how the Agency's financial performance and well-being have changed over time.	136
 <i>Revenue Capacity</i>	
These schedules contain information to help the reader assess the Agency's significant local revenue source, the Measure I sales tax.	144
 <i>Debt Capacity</i>	
These schedules contain information to help the reader assess the affordability of the Agency's current levels of outstanding debt and the ability to issue additional debt in the future.	149
 <i>Demographic and Economic Information</i>	
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Agency's financial activities take place.	151
 <i>Operating Information</i>	
These schedules contain service and infrastructure data to help the reader understand how the information in the Agency's financial report relates to the services the Agency provides and the activities it performs.	153

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Net Position by Component
 Last Ten Fiscal Years ⁽¹⁾
 (accrual basis of accounting)

	2013	2014	2015	2016	2017
Governmental activities					
Net investment in capital assets	\$ 64,111,527	\$ 68,787,689	\$ 71,364,275	\$ 110,717,829	\$ 151,059,762
Restricted	297,711,179	486,271,129	518,477,643	548,295,699	595,616,437
Unrestricted	(62,476,583)	(215,122,515)	(224,771,477)	(241,599,238)	(237,230,227)
Subtotal governmental activities net position	<u>\$ 299,346,123</u>	<u>\$ 339,936,303</u>	<u>\$ 365,070,441</u>	<u>\$ 417,414,290</u>	<u>\$ 509,445,972</u>
Business-type activities					
Unrestricted	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Business-type activities net position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Primary Government					
Net investment in capital assets	\$ 64,111,527	\$ 68,787,689	\$ 71,364,275	\$ 110,717,829	\$ 151,059,762
Restricted	297,711,179	486,271,129	518,477,643	548,295,699	595,616,437
Unrestricted	(62,476,583)	(215,122,515)	(224,771,477)	(241,599,238)	(237,230,227)
Total Primary Government net position	<u>\$ 299,346,123</u>	<u>\$ 339,936,303</u>	<u>\$ 365,070,441</u>	<u>\$ 417,414,290</u>	<u>\$ 509,445,972</u>

(1) ²⁰²⁰ Restated due to Implementation Guide 2019-1, revenue recognition based on executed agreement(s).



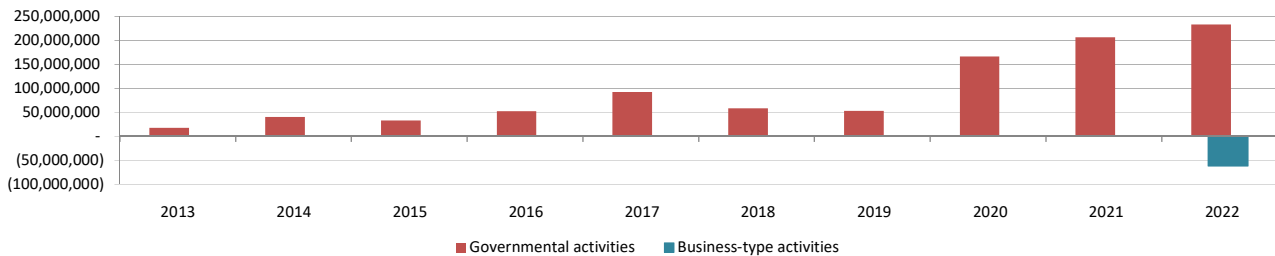
	2018	2019	2020	2021	2022
\$	163,426,341	\$ 183,187,117	\$ 281,471,627	\$ 350,708,835	\$ 438,632,746
	635,633,048	682,600,483	761,719,108	884,582,859	986,436,475
	<u>(231,279,244)</u>	<u>(244,842,558)</u>	<u>(285,087,605)</u>	<u>(270,271,064)</u>	<u>(227,026,235)</u>
\$	<u>567,780,145</u>	<u>\$ 620,945,042</u>	<u>\$ 758,103,130</u>	<u>\$ 965,020,630</u>	<u>\$ 1,198,042,986</u>
\$	-	\$ -	\$ -	\$ -	\$ (61,508,438)
\$	-	\$ -	\$ -	\$ -	\$ (61,508,438)
\$	163,426,341	\$ 183,187,117	\$ 281,471,627	\$ 350,708,835	\$ 438,632,746
	635,633,048	682,600,483	761,719,108	884,582,859	986,436,475
	<u>(231,279,244)</u>	<u>(244,842,558)</u>	<u>(285,087,605)</u>	<u>(270,271,064)</u>	<u>(288,534,673)</u>
\$	<u>567,780,145</u>	<u>\$ 620,945,042</u>	<u>\$ 758,103,130</u>	<u>\$ 965,020,630</u>	<u>\$ 1,136,534,548</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Changes in Net Position
Last Ten Fiscal Years ⁽¹⁾
(accrual basis of accounting)

	2013	2014	2015	2016	2017
Expenses					
Governmental activities:					
General government	\$ 2,634,953	\$ 3,825,691	\$ 2,833,042	\$ 4,579,995	\$ 3,338,658
Environment and energy conservation	-	-	-	1,392,074	2,217,401
Commuter and motorist assistance	-	-	-	5,360,439	4,986,605
Regional and subregional planning	1,723,173	1,810,171	1,951,391	2,077,133	2,914,855
Transit	48,249,719	39,297,811	59,376,860	33,664,779	51,255,392
Project delivery	236,573,382	198,290,514	168,126,021	107,387,795	53,310,890
Fund administration	113,211,850	137,111,875	153,722,554	184,361,902	159,952,967
Express lanes	-	-	-	-	-
Interest and fiscal charges	3,545,543	5,115,094	8,080,732	8,041,836	7,964,571
Air quality and traveler services	8,720,281	5,626,177	4,182,935	-	-
Total governmental activities expenses	<u>414,658,901</u>	<u>391,077,333</u>	<u>398,273,535</u>	<u>346,865,953</u>	<u>285,941,339</u>
Business-type activities:					
Toll Enterprise	-	-	-	-	-
Total business-type activities expenses	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Program revenues					
Government activities:					
Charges for services:					
General government	393,053	612,541	591,987	539,822	540,388
Operating grants and contributions	214,943,724	204,806,040	189,415,129	133,839,101	122,252,773
Capital grants and contributions	-	-	-	-	-
Total governmental activities program revenues	<u>215,336,777</u>	<u>205,418,581</u>	<u>190,007,116</u>	<u>134,378,923</u>	<u>122,793,161</u>
Net (expense) revenue					
Governmental activities	<u>(199,322,124)</u>	<u>(185,658,752)</u>	<u>(208,266,419)</u>	<u>(212,487,030)</u>	<u>(163,148,178)</u>
Business-type activities	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
General revenues					
Governmental activities:					
Sales tax-Measure I	138,482,732	145,407,342	152,342,401	160,848,014	163,814,528
Sales tax-local transportation fund	75,100,102	79,559,209	85,531,625	97,002,999	87,040,490
Unrestricted investment earnings	2,824,825	165,733	1,906,660	4,876,204	2,160,355
Gain (loss) on sale of assets	-	-	-	-	-
Miscellaneous	479,987	1,116,648	1,987,011	2,103,662	2,164,487
Transfers	-	-	-	-	-
Total governmental activities general revenues	<u>216,887,646</u>	<u>226,248,932</u>	<u>241,767,697</u>	<u>264,830,879</u>	<u>255,179,860</u>
Business-type activities:					
Transfers	-	-	-	-	-
Total business-type activities expenses	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position					
Governmental activities	17,565,522	40,590,180	33,501,278	52,343,849	92,031,682
Business-type activities	-	-	-	-	-
Total primary government	<u>\$ 17,565,522</u>	<u>\$ 40,590,180</u>	<u>\$ 33,501,278</u>	<u>\$ 52,343,849</u>	<u>\$ 92,031,682</u>

⁽¹⁾ In 2016 general-council of governments support and air quality and traveler services were reclassified to separate general government, environment and energy conservation, and commuter and motorist assistance activities.

Change in net position-governmental activities

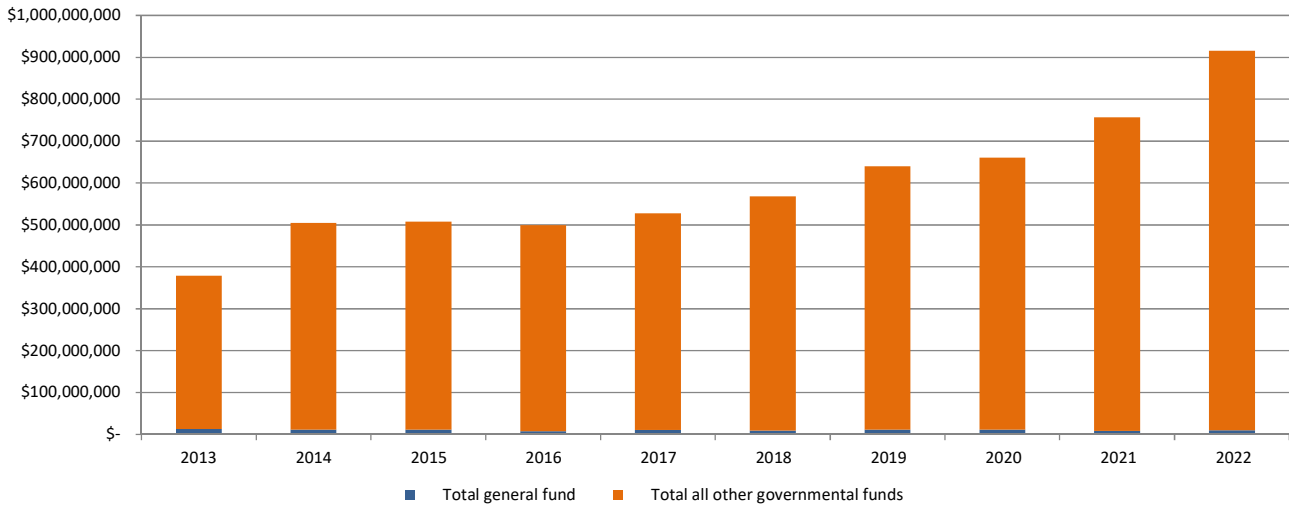


	2018	2019	2020	2021	2022
\$	4,451,810	\$ 5,388,051	\$ 5,889,434	\$ 6,163,146	\$ 3,264,831
	4,100,630	5,992,817	2,343,087	1,198,164	517,273
	6,787,391	6,910,089	7,570,852	7,209,299	5,286,254
	3,063,247	2,803,421	2,691,211	3,385,393	4,501,891
	139,490,342	141,450,567	183,566,697	157,847,110	110,142,376
	119,064,025	194,496,081	200,975,920	286,047,480	273,284,056
	56,315,916	95,419,251	47,437,247	79,892,412	76,656,089
	-	167,101	-	-	-
	7,882,329	7,788,659	7,637,475	7,493,822	3,037,534
	-	-	-	-	-
	<u>341,155,690</u>	<u>460,416,037</u>	<u>458,111,923</u>	<u>549,236,826</u>	<u>476,690,304</u>
	-	-	-	-	350,667
	-	-	-	-	<u>350,667</u>
	873,886	855,693	722,766	866,778	834,214
	134,432,428	124,767,642	120,385,010	146,381,605	129,636,422
	-	79,983,912	206,347,856	257,273,325	103,869,884
	<u>135,306,314</u>	<u>205,607,247</u>	<u>327,455,632</u>	<u>404,521,708</u>	<u>234,340,520</u>
	(205,849,376)	(254,808,790)	(130,656,291)	(144,715,118)	(242,349,784)
	-	-	-	-	<u>(350,667)</u>
	162,945,073	183,621,992	179,016,883	222,320,683	252,227,712
	95,064,513	106,927,206	102,753,612	127,319,839	147,255,418
	5,050,075	16,901,051	15,090,815	1,687,658	(11,652,810)
	(194,724)	101,467	-	(347)	-
	1,318,612	421,971	364,484	304,785	26,384,049
	-	-	-	-	<u>61,157,771</u>
	<u>264,183,549</u>	<u>307,973,687</u>	<u>297,225,794</u>	<u>351,632,618</u>	<u>475,372,140</u>
	-	-	-	-	(61,157,771)
	-	-	-	-	<u>(61,157,771)</u>
	58,334,173	53,164,897	166,569,503	206,917,500	233,022,356
	-	-	-	-	(61,508,438)
\$	<u>58,334,173</u>	<u>53,164,897</u>	<u>166,569,503</u>	<u>206,917,500</u>	<u>171,513,918</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Fund Balances of Governmental Funds
 Last Ten Fiscal Years ⁽¹⁾
 (modified accrual basis of accounting)

	2013	2014	2015	2016	2017
General fund					
Nonspendable	\$ 173,867	\$ 182,068	\$ 120,659	\$ -	\$ 14,569
Committed	24,425	22,211	24,046	20,576	2,788,309
Assigned	12,819,740	11,283,052	11,069,579	7,478,672	7,994,915
Unassigned	-	-	-	-	-
Total general fund	\$ 13,018,032	\$ 11,487,331	\$ 11,214,284	\$ 7,499,248	\$ 10,797,793
All other governmental funds					
Restricted	\$ 383,102,734	\$ 508,391,977	\$ 511,144,916	\$ 520,416,463	\$ 544,917,503
Nonspendable	-	-	-	-	21,995
Committed	-	-	-	-	-
Unassigned	(17,524,771)	(15,058,847)	(14,693,201)	(28,319,694)	(28,537,883)
Total all other governmental funds	\$ 365,577,963	\$ 493,333,130	\$ 496,451,715	\$ 492,096,769	\$ 516,401,615

⁽¹⁾ 2020 Restated due to Implementation Guide 2019-1, revenue recognition based on executed agreement(s).



	2018	2019	2020	2021	2022
\$	18,776	\$ 3,302,408	\$ 5,698,586	\$ 147,658	\$ 87,075
	-	-	-	-	-
	9,020,978	7,267,165	5,455,831	7,665,107	9,513,241
	-	500,000	500,000	500,000	500,000
\$	<u>9,039,754</u>	<u>\$ 11,069,573</u>	<u>\$ 11,654,417</u>	<u>\$ 8,312,765</u>	<u>\$ 10,100,316</u>
\$	586,225,728	\$ 643,327,781	\$ 692,204,990	\$ 802,012,580	\$ 926,554,698
	20,788	-	5,000	-	54,608
	2,447,646	2,346,780	2,211,154	1,828,594	1,501,618
	(29,647,825)	(16,923,844)	(45,794,058)	(55,082,060)	(22,527,110)
\$	<u>559,046,337</u>	<u>\$ 628,750,717</u>	<u>\$ 648,627,086</u>	<u>\$ 748,759,114</u>	<u>\$ 905,583,814</u>

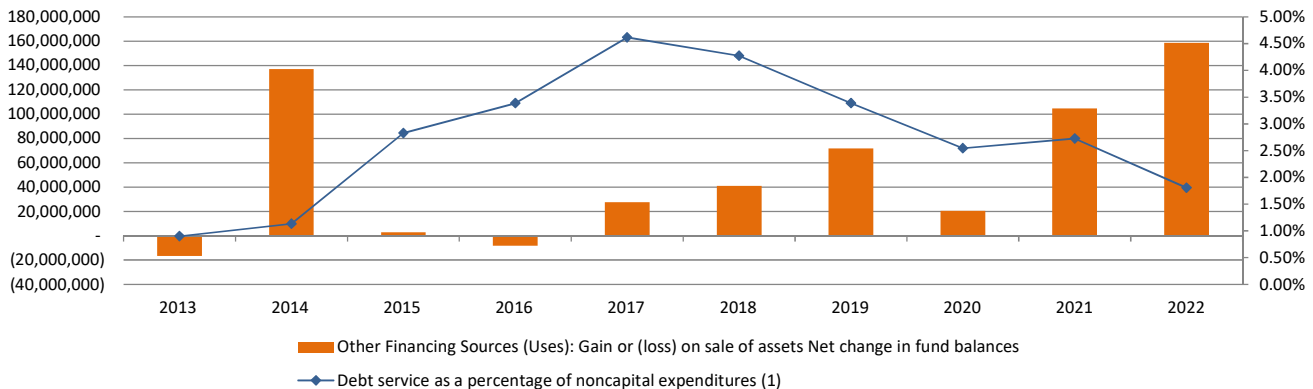
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Changes in Fund Balances of Governmental Funds
 Last Ten Fiscal Years ⁽¹⁾
 (modified accrual basis of accounting)

	2013	2014	2015	2016	2017
Revenues					
Sales tax-Measure I	\$ 138,482,732	\$ 145,407,342	\$ 152,342,401	\$ 160,848,014	\$ 163,814,528
Sales tax-local transportation fund	75,100,102	79,559,209	85,531,625	97,002,999	87,040,490
Intergovernmental	193,721,364	173,396,397	143,867,243	84,373,453	74,863,975
Charges for services	257,204	483,490	473,282	425,936	387,841
Special assessments	135,849	129,051	118,705	113,886	152,547
Investment earnings	2,824,825	165,733	1,906,662	4,876,204	2,160,355
Miscellaneous	479,987	1,075,059	1,977,411	2,103,662	2,164,487
Total revenues	411,002,063	400,216,281	386,217,329	349,744,154	330,584,223
Expenditures					
Current:					
General government	2,188,545	3,479,317	2,400,945	4,226,244	3,969,427
Environment and energy conservation	-	-	-	1,426,771	2,191,718
Commuter and motorist assistance	-	-	-	5,383,571	4,969,483
Regional and subregional planning	1,723,173	1,810,171	1,967,660	2,163,876	2,850,647
Transit	48,249,719	39,297,811	59,395,144	48,908,424	56,879,195
Project delivery	236,573,382	198,290,514	168,147,585	107,474,538	65,950,533
Fund administration	126,375,756	136,900,621	133,588,823	150,423,969	129,081,711
Express lanes	-	-	-	-	-
Air quality and traveler services	8,720,281	5,626,177	4,191,009	-	-
Debt Service:					
Principal	-	-	1,910,000	1,990,000	2,845,000
Interest and fiscal charges	3,851,087	4,421,182	8,862,406	9,226,716	9,131,336
Capital outlay	60,607	5,001,633	2,908,219	26,590,027	25,111,782
Total expenditures	427,742,550	394,827,426	383,371,791	357,814,136	302,980,832
Transfers in	44,505,326	43,369,783	43,631,095	48,366,242	58,188,088
Transfers out	(44,505,326)	(43,369,783)	(43,631,095)	(48,366,242)	(58,188,088)
Commercial Paper Proceeds	-	-	-	-	-
Sales tax revenue bonds issued	-	110,135,000	-	-	-
Premium on sales tax revenue bonds issued	-	10,700,611	-	-	-
Payment of sales tax revenue bonds	-	10,700,611	-	-	-
Gain or (loss) on sale of assets	-	-	-	-	-
Total other financing sources (uses)	-	131,536,222	-	-	-
Net change in fund balances	(16,740,487)	136,925,077	2,845,538	(8,069,982)	27,603,391
Fund balances beginning of year (*as restated) (2)	* 395,336,482	378,595,995	515,521,072	518,366,610	510,296,628
Fund balances end of year	\$ 378,595,995	\$ 515,521,072	\$ 518,366,610	\$ 510,296,628	\$ 537,900,019

Debt service as a percentage of noncapital expenditures	0.90%	1.13%	2.83%	3.39%	4.62%
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(1) Debt service reflects principal and interest.

(2) These restatements occurred during the respective fiscal years, not the result of the current audit.



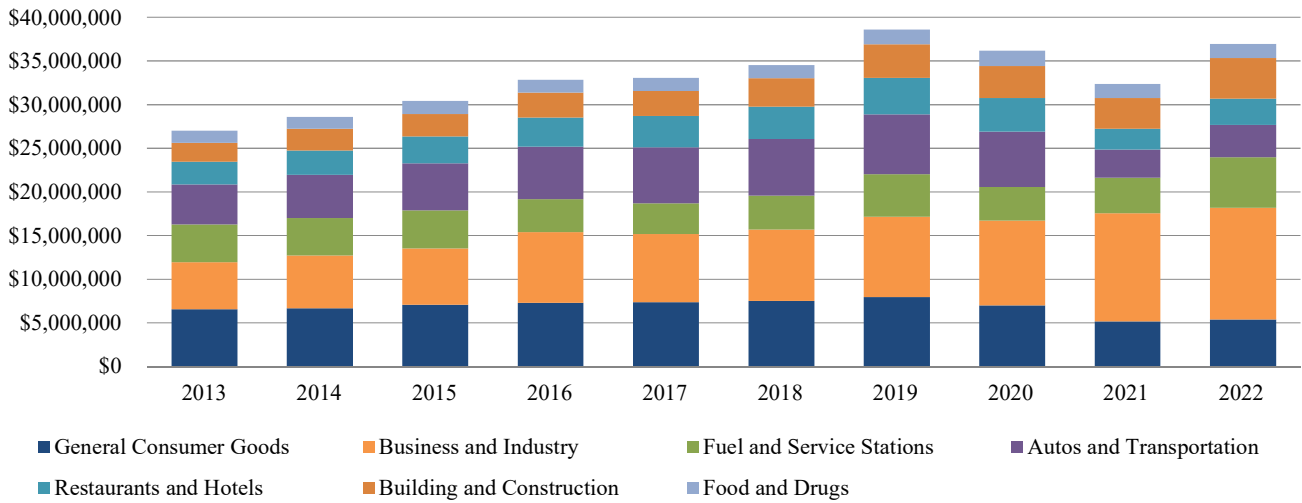
	2018	2019	2020	2021	2022
\$	162,945,073	\$ 183,621,992	\$ 179,016,883	\$ 222,320,683	\$ 252,227,712
	95,064,513	106,927,206	102,753,612	127,319,839	147,255,418
	81,934,515	166,135,084	248,151,643	325,764,000	255,158,111
	673,699	607,148	469,623	609,239	573,523
	200,187	248,545	253,143	257,539	260,691
	5,050,075	16,901,051	15,090,815	1,687,658	(9,190,904)
	1,318,609	668,420	7,374,234	5,575,269	26,384,049
	<u>347,186,671</u>	<u>475,109,446</u>	<u>553,109,953</u>	<u>683,534,227</u>	<u>672,668,600</u>
	3,449,490	8,809,467	9,716,385	10,022,751	9,474,721
	3,955,065	5,360,236	1,323,755	540,313	445,004
	5,702,551	6,082,170	6,217,206	4,713,337	5,020,699
	2,838,747	1,870,217	1,648,691	2,369,693	3,859,767
	132,211,679	128,994,735	178,757,080	139,311,882	107,243,421
	73,108,411	144,354,985	164,736,836	234,102,962	297,850,264
	56,202,549	60,576,825	56,797,347	73,891,608	75,088,776
	-	85,542	-	-	-
	-	-	-	-	-
	3,365,000	3,860,000	4,150,000	4,460,000	2,220,000
	9,026,801	8,914,649	8,740,251	8,573,701	6,955,351
	<u>16,244,971</u>	<u>34,548,505</u>	<u>100,559,657</u>	<u>100,662,812</u>	<u>88,166,593</u>
	<u>306,105,264</u>	<u>403,457,331</u>	<u>532,647,208</u>	<u>578,649,059</u>	<u>596,324,596</u>
	105,160,907	23,523,783	28,850,305	29,423,596	222,462,708
	(105,160,907)	(23,523,783)	(28,850,305)	(29,423,596)	(161,304,937)
	-	-	-	-	26,352,000
	-	-	-	-	60,050,000
	-	-	-	-	13,108,295
	-	-	-	-	(78,399,819)
	<u>(194,724)</u>	<u>82,084</u>	<u>(1,532)</u>	<u>(347)</u>	<u>-</u>
	<u>(194,724)</u>	<u>82,084</u>	<u>(1,532)</u>	<u>(347)</u>	<u>82,268,247</u>
	<u>40,886,683</u>	<u>71,734,199</u>	<u>20,461,213</u>	<u>104,884,821</u>	<u>158,612,251</u>
	<u>537,900,019</u>	<u>568,086,091</u>	<u>631,725,345</u>	<u>652,187,058</u>	<u>757,071,879</u>
\$	<u>578,786,702</u>	<u>\$ 639,820,290</u>	<u>\$ 652,187,058</u>	<u>\$ 757,071,879</u>	<u>\$ 915,684,130</u>
	4.28%	3.39%	2.54%	2.73%	1.81%

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Taxable Sales by Business Group ⁽¹⁾
 Last Ten Fiscal Years
 (In Thousands)

Fiscal	General Consumer Goods	Business and Industry	Fuel and Service Stations	Autos and Transportation	Restaurants and Hotels	Building and Construction	Food and Drugs	Total
2013	\$ 6,572,565	\$ 5,365,583	\$ 4,342,153	\$ 4,572,225	\$ 2,585,174	\$ 2,202,286	\$ 1,348,689	\$ 26,988,675
2014	6,702,525	6,020,854	4,285,736	4,935,894	2,780,587	2,486,172	1,371,210	28,582,978
2015	7,051,392	6,489,782	4,325,966	5,405,745	3,062,985	2,601,797	1,478,121	30,415,788
2016	7,319,419	8,083,843	3,762,442	6,034,921	3,310,748	2,842,895	1,493,229	32,847,497
2017	7,376,923	7,787,136	3,532,294	6,402,945	3,569,755	2,885,786	1,507,108	33,061,947
2018	7,494,134	8,202,417	3,886,311	6,470,286	3,728,275	3,213,382	1,535,514	34,530,319
2019	7,979,160	9,190,121	4,870,259	6,825,868	4,194,986	3,831,818	1,702,785	38,594,997
2020	7,015,085	9,698,459	3,825,702	6,371,303	3,810,119	3,694,221	1,732,193	36,147,082
2021	5,173,652	12,398,034	4,071,133	3,218,905	2,368,664	3,541,254	1,570,734	32,342,376
2022	5,387,207	12,802,047	5,781,719	3,725,689	2,962,344	4,649,030	1,619,464	36,927,500

⁽¹⁾ Excludes transfers and unidentified sources.

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



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Direct and Overlapping Sales Tax Rates
Last Ten Fiscal Years

Fiscal Year	Measure I Direct Rate ⁽¹⁾	County of San Bernardino ⁽²⁾
2013	0.50%	8.00%
2014	0.50%	8.00%
2015	0.50%	8.00%
2016	0.50%	8.00%
2017	0.50%	7.75%
2018	0.50%	7.75%
2019	0.50%	7.75%
2020	0.50%	7.75%
2021	0.50%	7.75%
2022	0.50%	7.75%

⁽¹⁾ In November 1989 San Bernardino County voters approved passage of Measure I imposing a one-half of one percent sales tax for a period not to exceed twenty years. In November 2004, voters extended the Measure I sales tax for a period of thirty years.

⁽²⁾ In April 2009, the State of California increased the state sales tax rate by 1%. In July 2011, the sales tax rate was decreased by 1%. In January 2013, the sales tax rate was increased by .25%. In January 2017, the sales tax rate was decreased by .25%.

Source: California Department of Finance/California Department of Tax and Fee Administration

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Principal Taxable Sales by Business Type
 Current Year and Nine Years Ago
 (In Thousands)

Business Type	2022			2013		
	Taxable Sale	Rank	Percentage of Total Taxable Sales	Taxable Sale	Rank	Percentage of Total Taxable Sales
Service Stations	\$ 5,513,168	1	14.90%	\$ 3,410,457	1	14.80%
Fulfillment Centers	4,220,626	2	11.41%	-		
Drugs/Chemicals	2,718,199	3	7.35%	1,206,812	3	5.24%
Contractors	2,595,011	4	7.01%	958,482	6	4.16%
Building Materials	1,709,014	5	4.62%	591,598	12	2.57%
New Motor Vehicle Dealers	1,526,664	6	4.13%	1,164,992	4	5.05%
Home Furnishings	1,431,488	7	3.87%	529,800	14	2.30%
Casual Dining	1,358,214	8	3.67%	612,253	10	2.66%
Heavy Industrial	1,273,592	9	3.44%	1,059,081	5	4.60%
Warehse/Farm/Const. Equip.	1,160,802	10	3.14%	509,225	17	2.21%
Trailers/Auto Parts	1,058,944	11	2.86%	607,510	11	2.64%
Quick-Service Restaurants	876,933	12	2.37%	500,460	18	2.17%
Discount Dept Stores	805,331	13	2.18%	689,307	9	2.99%
Light Industrial/Printers	804,838	14	2.17%	799,491	8	3.47%
Family Apparel	794,743	15	2.15%	-		
Convenience Stores/Liquor	777,752	16	2.10%	41,645	20	0.18%
Specialty Stores	716,333	17	1.94%	390,786	21	1.70%
Grocery Stores	688,726	18	1.86%	514,581	15	2.23%
Textiles/Furnishings	644,171	19	1.74%	512,910	16	2.23%
Used Automotive Dealers	609,174	20	1.65%	377,535	22	1.64%
Automotive Supply Stores	581,178	21	1.57%	353,978	23	1.54%
Auto Repair Shops	548,739	22	1.48%	468,539	19	2.03%
Transportation/Rentals	411,352	23	1.11%	875,039	7	3.80%
Plumbing/Electrical Supplies	341,502	24	0.92%	-		
Department Stores	309,368	25	0.84%	552,667	13	2.40%
Electronics/Appliance Stores	-			194,017	24	0.84%
Energy/Utilities	-			3,393,936	2	14.73%
Fuel/Ice Dealers	-			179,888	25	0.78%
Total	\$ 33,475,862		90.46%	\$ 20,494,989		88.92%

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

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Measure I Sales Tax Revenue by Program and Subarea
 For the Year Ended June 30, 2022

	Special Revenue		Total
	General Fund	Funds	
Administration			
Administration	\$ 2,522,277	\$ -	\$ 2,522,277
Valley			
Freeway projects	-	59,682,176	59,682,176
Freeway interchanges	-	22,638,067	22,638,067
Major street	-	34,986,103	34,986,103
Local street	-	41,160,121	41,160,121
Metrolink/rail service	-	16,464,048	16,464,048
Express bus/bus rapid transit service	-	10,290,030	10,290,030
Senior and disabled transit	-	16,464,048	16,464,048
Transportation management systems	-	4,116,012	4,116,012
Victor Valley			
Major local highway	-	6,308,273	6,308,273
Local street	-	16,906,171	16,906,171
Senior and disabled transit	-	1,513,985	1,513,985
Project development/traffic management	-	504,662	504,662
North Desert			
Major local highway	-	1,239,313	1,239,313
Local street	-	3,370,931	3,370,931
Senior and disabled transit	-	247,863	247,863
Project development/traffic management	-	99,145	99,145
Colorado River			
Major local highway	-	114,417	114,417
Local street	-	311,213	311,213
Senior and disabled transit	-	22,883	22,883
Project development/traffic management	-	9,153	9,153
Morongo Basin			
Major local highway	-	804,110	804,110
Local street	-	2,187,180	2,187,180
Senior and disabled transit	-	160,822	160,822
Project development/traffic management	-	64,329	64,329
Mountain			
Major local highway	-	723,752	723,752
Local street	-	1,968,606	1,968,606
Senior and disabled transit	-	144,750	144,750
Project development/traffic management	-	57,900	57,900
Cajon Pass			
	-	7,145,372	7,145,372
	<u>\$ 2,522,277</u>	<u>\$ 249,705,435</u>	<u>\$ 252,227,712</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Historical Sales Tax Revenue
Fiscal Years Ended June 30, 2010 through 2022

Fiscal Year	Sales Tax Revenues ⁽¹⁾	% Change From Prior Fiscal Year
2010	\$106,073,764 ⁽²⁾	(7.7) %
2011	117,927,079	11.2 %
2012	132,276,581	12.2 %
2013	138,482,732	4.7 %
2014	145,407,342	5.0 %
2015	152,342,401	4.8 %
2016	160,848,014	5.6 %
2017	163,814,528	1.8 %
2018	162,945,073	(0.5) %
2019	183,621,992	12.7 % ⁽³⁾
2020	179,016,883 ⁽⁴⁾	(2.5) %
2021	222,320,683	24.2 %
2022	252,227,712	13.5 %

(1) Net of State Board of Equalization/CDTFA administrative fee.

(2) Ordinance No. 89-1 imposed the Sales Tax for a period from April 1, 1990 to March 31, 2010. Ordinance No. 04-01 imposes the Sales Tax for the period from April 1, 2010 through March 31, 2040. Thus, amounts shown for Fiscal Year ended June 30, 2010 include receipts of the Sales Tax imposed pursuant to both Ordinance No. 89-1 and Ordinance No. 04-01. Only those amounts collected in connection with the Sales Tax imposed on and after April 1 in such year would have constituted pledged Sales Tax Revenues under the Indenture. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022 BONDS Pledge of Sales Tax Revenues and Certain Funds and Accounts Held by Trustee” herein.

(3) In May 2018, CDTFA implemented a new automated system for processing, reporting and distributing sales tax revenues to agencies throughout the State. As a result, several thousand tax returns were not processed in a timely manner. Approximately \$1,373,405 of Fiscal Year 2018 revenue was recorded in Fiscal Year 2019. Assuming the \$1,373,405 figure was properly accounted for in Fiscal Year 2018, annual sales tax revenues would have been \$164,318,478 for Fiscal Year 2018 and \$182,248,587 in Fiscal Year 2019.

(4) Decrease in the Fiscal Year ended June 30, 2020 largely attributable to the effects of the COVID-19 pandemic. See the captions “—Collection of Sales Tax Revenues” and “RISK FACTORS—COVID-19 Pandemic.”

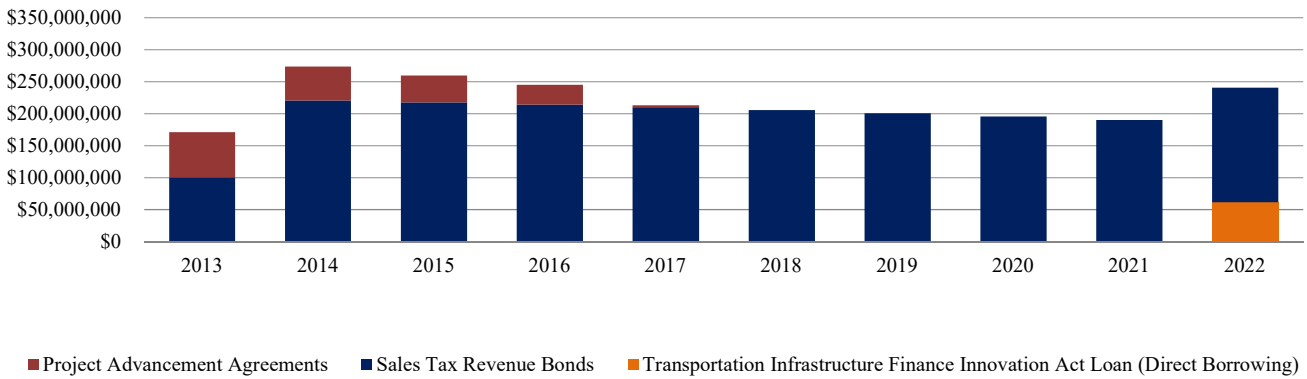
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Ratios of Outstanding Debt by Type
 Last Ten Fiscal Years

Fiscal Year	Sales Tax Revenue Bonds ⁽¹⁾	Project Advancement Agreements	Transportation Infrastructure Finance Innovation Act Loan (Direct Borrowing)	Total	Percentage of Personal Income ⁽²⁾	Per Capita ⁽²⁾
2013	\$ 100,261,590	\$ 71,175,791	\$ -	\$ 171,437,381	0.26%	\$ 82.16
2014	220,407,142	53,267,750	-	273,674,892	0.39%	130.28
2015	217,309,118	42,186,696	-	259,495,814	0.34%	122.34
2016	214,167,404	31,092,352	-	245,259,756	0.31%	114.63
2017	210,191,056	2,835,749	-	213,026,805	0.25%	98.61
2018	205,722,467	-	-	205,722,467	0.23%	94.59
2019	200,787,943	-	-	200,787,943	0.22%	91.59
2020	195,593,851	-	-	195,593,851	0.20%	89.70
2021	190,121,622	-	-	190,121,622	NA	87.38
2022	178,970,060	-	61,422,896	240,392,956	NA	109.89

Note: Details regarding the Agency's outstanding debt can be found in the *notes to the financial statements*.

⁽¹⁾ Includes unamortized premium.

⁽²⁾ See Demographic and Economic Statistics on page 151.

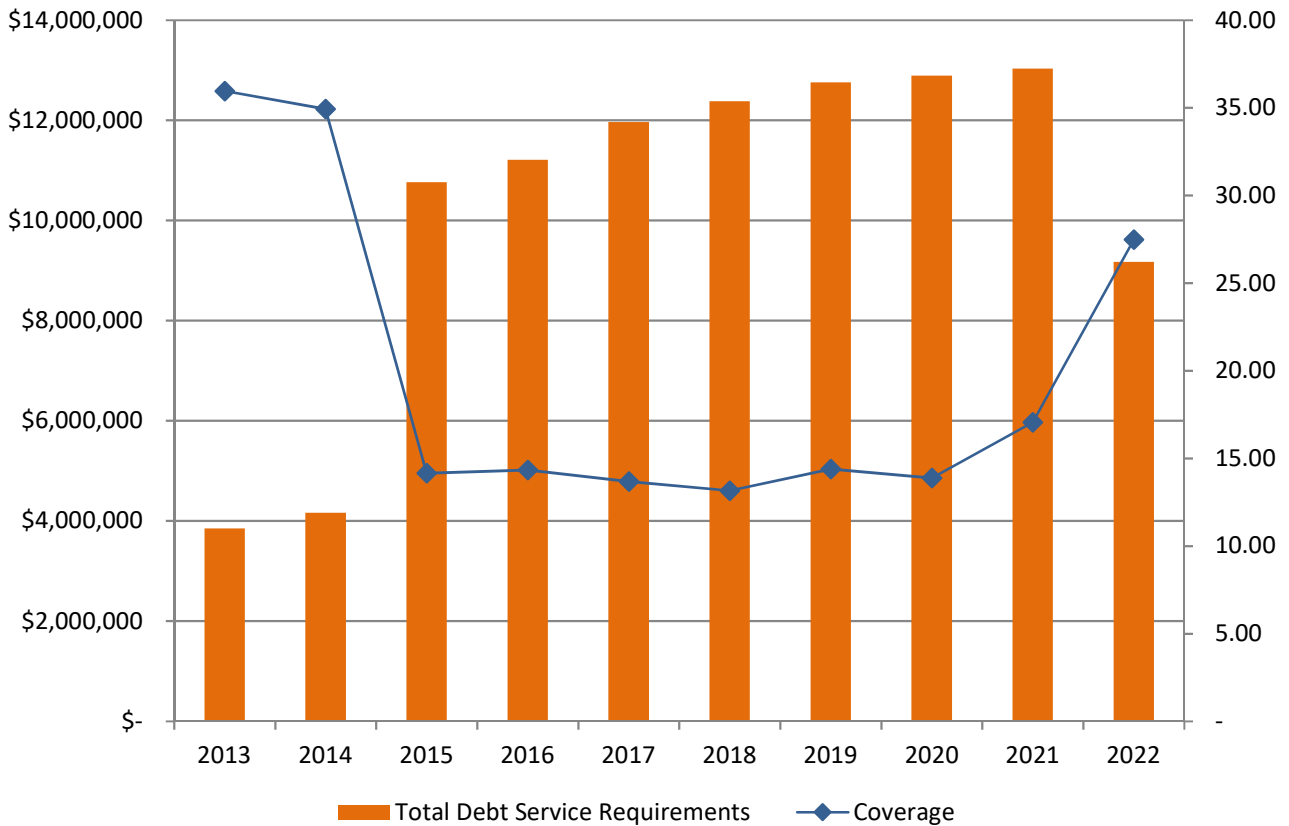


SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Pledged-Revenue Coverage
Last Ten Fiscal Years

Fiscal Year	Measure I Sales Tax Revenues ⁽¹⁾	Debt Service Requirements ⁽²⁾			Coverage
		Principal	Interest	Total	
2013	\$ 138,482,732	\$ -	\$ 3,851,087	\$ 3,851,087	35.96
2014	145,407,342	-	4,163,338	4,163,338	34.93
2015	152,342,401	1,910,000	8,856,259	10,766,259	14.15
2016	160,848,014	1,990,000	9,222,050	11,212,050	14.35
2017	163,814,528	2,845,000	9,122,550	11,967,550	13.69
2018	162,945,073	3,365,000	9,016,301	12,381,301	13.16
2019	183,621,992	3,860,000	8,893,650	12,753,650	14.40
2020	179,016,883	4,150,000	8,739,251	12,889,251	13.89
2021	222,320,683	4,460,000	8,573,701	13,033,701	17.06
2022	252,227,712	2,220,000	6,955,351	9,175,351	27.49

⁽¹⁾ Measure I sales tax revenue net of Board of Equalization fees.

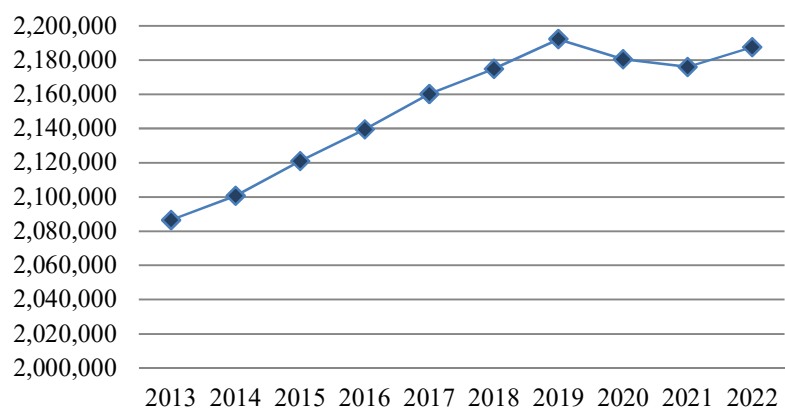
⁽²⁾ Debt service requirement for fiscal year 2012 reflects payment of Sales Tax Revenue Note, 2009A from an established escrow account relating to the issuance of the Sales Tax Revenue Bonds, 2012A.



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Demographic and Economic Statistics

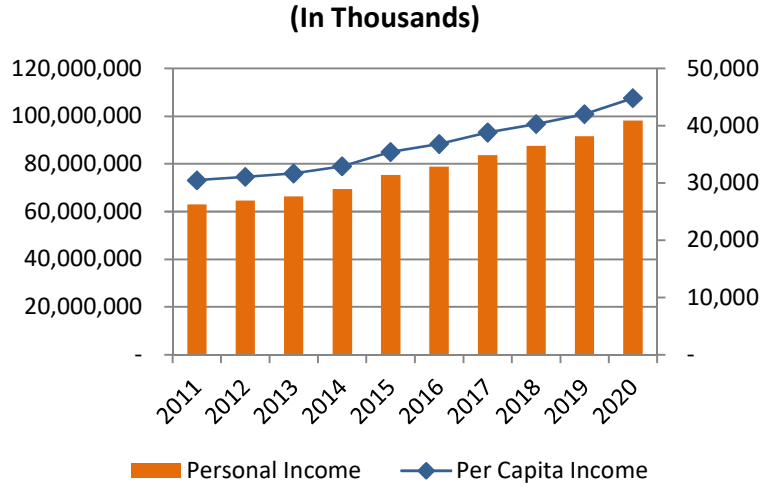
Last Ten Fiscal Years ⁽¹⁾

Year	Population
2013	2,086,559
2014	2,100,700
2015	2,121,088
2016	2,139,570
2017	2,160,256
2018	2,174,938
2019	2,192,203
2020	2,180,537
2021	2,175,909
2022	2,187,665



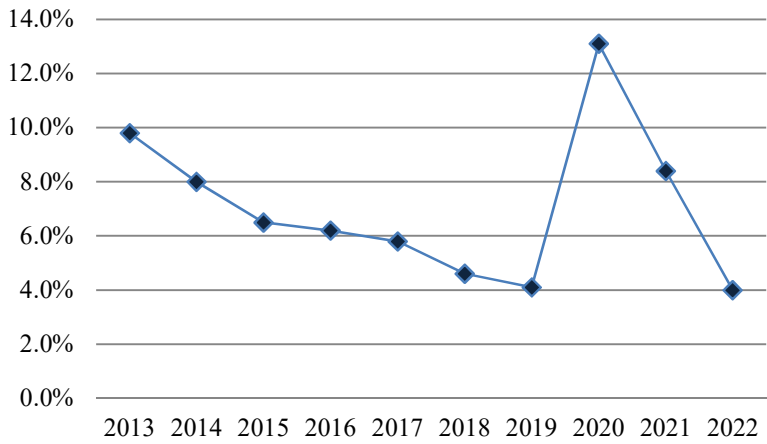
Fiscal Years 2010-2019 ⁽²⁾

Year	Personal Income (In Thousands)	Personal Per Capita Income
2011	62,952,683	30,491
2012	64,633,723	31,064
2013	66,321,591	31,683
2014	69,487,877	32,892
2015	75,402,896	35,431
2016	78,830,801	36,835
2017	83,741,561	38,816
2018	87,550,004	40,316
2019	91,658,300	42,043
2020	98,143,792	44,831



Last Ten Fiscal Years ⁽³⁾

Year	Unemployment Rate
2013	9.8%
2014	8.0%
2015	6.5%
2016	6.2%
2017	5.8%
2018	4.6%
2019	4.1%
2020	13.1%
2021	8.4%
2022	4.0%



⁽¹⁾ California Department of Finance. Population for FY2021 as of January 2022.
⁽²⁾ U.S. Department of Commerce-Bureau of Economic Analysis. Represents most recent information.
⁽³⁾ California Employment Development Department. Unemployment rate for FY2021 as of June 2022.

Attachment: SBCTA ACFR FY 2022 (9169 : Presentation of the Annual Comprehensive Financial Report for Fiscal Year 2021/2022)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 County of San Bernardino Employment Statistics by Industry
 Fiscal Year 2021 and Nine Years Prior ⁽¹⁾

Industry Type	2021	Percentage of Total Employment	2012	Percentage of Total Employment
Agricultural services, forestry and fishing	2,600	0.32%	2,600	0.41%
Mining	1,000	0.12%	800	0.13%
Construction	38,800	4.82%	27,200	4.33%
Manufacturing	51,400	6.38%	47,500	7.56%
Transportation, warehousing and public utilities	121,700	15.11%	51,700	8.22%
Wholesale trade	41,400	5.14%	31,700	5.04%
Retail trade	84,800	10.53%	79,700	12.68%
Professional and business services	90,900	11.29%	74,500	11.85%
Education and health services	128,200	15.93%	93,700	14.90%
Leisure and hospitality	72,100	8.95%	57,900	9.21%
Information	4,400	0.55%	5,400	0.86%
Finance, insurance and real estate	23,500	2.92%	21,400	3.40%
Federal government-civilian	13,700	1.70%	13,700	2.18%
State government	13,100	1.63%	12,600	2.00%
Local government	95,700	11.88%	86,900	13.83%
Other services	22,000	2.73%	21,400	3.40%
Total	<u>805,300</u>	<u>100.00%</u>	<u>628,700</u>	<u>100.00%</u>

⁽¹⁾ Most current information available.

Source: California Employment Development Department.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Full-time Equivalent Employees by Function
Last Ten Fiscal Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
General:										
Executive administration and support	10.0	10.0	10.0	10.0	11.0	12.0	11.0	11.0	12.0	11.0
General counsel	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Financial management	6.5	6.5	8.5	9.5	12.0	14.0	15.0	13.0	11.0	11.0
Management services	3.0	3.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0	4.0
Legislation	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0
Public affairs	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Special Projects	-	-	-	-	-	-	-	2.0	5.0	5.0
Commuter and motorist assistance	3.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	2.0	4.0
Regional and subregional planning	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Transit	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	8.0
Project delivery	5.0	5.0	5.0	5.0	4.0	5.0	6.0	6.0	13.0	14.0
Fund administration	7.0	7.0	8.0	8.0	9.0	8.0	8.0	8.0	7.0	7.0
Council of governments	-	-	-	-	2.0	2.0	1.0	1.0	1.0	1.0
Total full-time equivalent positions	<u>49.5</u>	<u>50.5</u>	<u>53.5</u>	<u>54.5</u>	<u>61.0</u>	<u>64.0</u>	<u>64.0</u>	<u>64.0</u>	<u>76.0</u>	<u>77.0</u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Operating Indicators by Function ⁽¹⁾
Last Ten Fiscal Years

	2013	2014	2015	2016	2017
Environmental and energy conservation					
HERO program ⁽²⁾ :					
Number of projects approved	-	4,433	5,987	8,098	6,805
Number of projects completed	-	3,458	5,128	5,177	4,355
Value of projects completed	\$ -	\$ 59,481,299	\$ 94,925,696	\$ 103,832,407	\$ 87,395,340
GWh saved	-	24	38	12	28
GHG reduction in tons	-	6,514	10,362	10,293	7,589
Commuter and motorist assistance					
Annual rideshare participants	1,213	997	750	1,229	1,383
Park and ride lots	19	19	21	21	20
Motorist assistance by freeway service patrol	30,347	34,141	34,669	35,100	33,369
Call boxes	1,224	1,244	1,048	1,022	1,022
Calls to 511	362,395	306,108	282,180	233,895	201,099
Visits to IE511.org	388,496	471,778	604,799	473,462	618,627
Transit					
Annual rideshare participants ⁽⁴⁾	-	-	-	-	-
Park and ride lots ⁽⁴⁾	-	-	-	-	-
Vanpools ⁽⁵⁾	-	-	-	-	-
Weekly commuter rail trips	12,044	11,159	11,078	10,659	9,721
Annual ridership on commuter rail	3,448,078	3,241,225	3,183,922	3,073,878	2,745,469
Transit operators	7	7	7	5	5
Transit projects	-	3	6	3	4
Passenger rail projects	-	7	5	8	7
Project delivery					
Freeway projects	14	12	9	9	9
Freeway interchange projects	14	19	18	17	20
Grade separation projects	10	8	11	8	8
Miscellaneous Projects	-	-	-	-	-
Fund administration					
Project advancement agreements ⁽³⁾	24	24	24	24	24
Arterial program jurisdiction master agreements	16	16	16	15	15
Measure I Valley Major Street/Arterial allocation	\$ 4,176,710	\$ 2,297,670	\$ 8,292,988	\$ 8,632,276	\$ 10,780,897
Project advancement allocation-Valley interchange	\$ 4,215,200	\$ 2,039,283	\$ -	\$ 966,835	\$ -
Project advancement allocation-Valley arterials	\$ 12,533,250	\$ 15,665,520	\$ 11,361,899	\$ 9,351,584	\$ 8,188,822
Victor Valley Major Local Highway Allocation	\$ 9,029,230	\$ 1,199,345	\$ 4,837,945	\$ -	\$ 2,970,614
Rural Mountain/Desert Local Highway Allocation	\$ 1,975,000	\$ 713,630	\$ 8,770,963	\$ 4,130,572	\$ 6,620,303
Federal obligation authority redistribution received	\$ 2,851,893	\$ 366,977	\$ -	\$ -	\$ -
Advance Expenditure Allocation - Valley Interchange	\$ -	\$ -	\$ -	\$ -	\$ -

⁽¹⁾ Information provided by various departments.

⁽²⁾ The HERO program ended in fiscal year 2017.

⁽³⁾ Project Advancement Agreements were paid in full in fiscal year 2018.

⁽⁴⁾ Programs moved from Commuter and motorist assistance to Transit during fiscal year 2020.

⁽⁵⁾ Programs started during fiscal year 2019.

Note: N/A-information not available for fiscal year.

	2018	2019	2020	2021	2022
	-	-	-	-	-
	580	-	-	-	-
\$ 12,256,788	\$ -	\$ -	\$ -	\$ -	\$ -
	132	-	-	-	-
	120	-	-	-	-
	1,467	1,945	-	-	-
	19	18	-	-	-
	49,644	58,848	70,164	82,539	85,149
	1,022	1,022	754	778	777
	142,287	114,045	95,164	65,046	77,868
	408,021	252,921	328,053	204,259	160,930
	-	-	1,380	1,257	3,766
	-	-	19	18	18
	-	34	57	54	57
	9,559	10,411	8,689	12,471	22,896
2,713,313	2,938,644	2,390,907	648,475	1,180,387	
	5	5	6	6	6
	3	3	2	2	4
	7	10	9	4	2
	9	9	13	13	12
	17	17	16	16	13
	5	5	4	4	3
	-	-	-	-	3
	-	-	-	-	-
	15	15	15	15	15
\$ 20,958,276	\$ 22,027,304	\$ 20,720,517	\$ 41,414,275	\$ 24,515,961	
\$ 1,815,540	\$ -	\$ -	\$ -	\$ 600,399	
\$ 1,020,209	\$ -	\$ -	\$ -	\$ -	
\$ 41,100	\$ 4,859,500	\$ 9,041,218	\$ 9,041,218	\$ 5,820,457	
\$ 53,697	\$ 537,872	\$ 6,231,060	\$ 2,417,470	\$ 4,627,204	
\$ -	\$ -	\$ 15,236,120	\$ 21,124,030	\$ 7,992,526	
\$ -	\$ -	\$ -	\$ 533,211	\$ -	

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 Capital Asset Statistics by Function
 Last Ten Fiscal Years

	2013	2014	2015	2016	2017
General government					
Building-santa fe depot	1	1	1	1	1
Sport utility vehicle	1	1	1	1	1
Santa fe depot parking lot -employee/visitor	2	2	2	2	2
Environment and energy conservation					
Electric vehicle charging stations	-	-	-	-	-
Transit					
Acres of commuter rail land	591	592	608	621	621
Acres of commuter rail parking land	3	3	*16.9	*16.9	*21.9
Building-downtown san bernardino crew house	-	-	-	-	-
Downtown san bernardino crew house parking lot	-	-	-	-	-
Santa fe depot station parking lot	1	1	1	1	1

* Although agreed to in Co-op agreements with various cities, some realty has not yet been transferred to SBCTA or from SBCTA to the cities.

2018	2019	2020	2021	2022
1	1	1	1	1
1	1	1	1	1
2	2	2	2	2
2	2	2	14	14
621	621	604	598	598
*21.9	*21.9	*47.86	*54.28	*54.28
1	1	1	1	1
1	1	1	1	1
1	1	1	1	1



Early morning crews excavate a slope to allow for the widening of ramps at State Route 60 and Central Avenue in Chino.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

SINGLE AUDIT

Year ended June 30, 2022

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
San Bernardino, California

SINGLE AUDIT
Year ended June 30, 2022

CONTENTS

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*..... 1

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE..... 3

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS..... 6

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS 7

SCHEDULE OF FINDINGS AND QUESTIONED COSTS 8



Crowe LLP
Independent Member Crowe Global

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise SBCTA's basic financial statements, and have issued our report thereon dated November 16, 2022.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered SBCTA's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the SBCTA's internal control. Accordingly, we do not express an opinion on the effectiveness of the SBCTA's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2022-001 that we consider to be a significant deficiency.

(Continued)

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether SBCTA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

SBCTA's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on SBCTA's response to the finding identified in our audit and described in the accompanying schedule of findings and questioned costs. SBCTA's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
November 16, 2022



Crowe LLP
Independent Member Crowe Global

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF
EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE**

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

We have audited San Bernardino County Transportation Authority's (SBCTA) compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on SBCTA's major federal program for the year ended June 30, 2022. SBCTA's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, SBCTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended June 30, 2022.

Basis for Opinion on Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of SBCTA and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of SBCTA's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to SBCTA's federal programs.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on SBCTA's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about SBCTA's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding SBCTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of SBCTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of SBCTA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

(Continued)

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of SBCTA as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise SBCTA's basic financial statements. We issued our report thereon dated November 16, 2022, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



Crowe LLP

Costa Mesa, California
November 16, 2022

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2022

Federal Grantor/Pass-through Entity Program or Cluster Title	Federal Assistance Listing Number	Pass-through Entity Identifying Number	Federal Expenditures
Department of Transportation			
Federal Highway Administration			
Highway Planning and Construction Cluster			
Pass-through California Department of Transportation:			
Highway Planning and Construction	20.205	BRLS-6507(003) - HBP	\$ 61,812,469
Highway Planning and Construction	20.205	CML-6507(017)	703,489
Highway Planning and Construction	20.205	CML-6507(022)	286,496
Highway Planning and Construction	20.205	CML-6507(029)	156,000
Highway Planning and Construction	20.205	STPLN-6053(130) - CMAQ	12,170,111
Highway Planning and Construction	20.205	STPLN-6053(130) - STP	5,062,848
Highway Planning and Construction	20.205	DEM08STP-6053(125) - STP	93,388
Highway Planning and Construction	20.205	PNRSLN-6507(013) - PNRS	(28,959)
Highway Planning and Construction	20.205	STPLN-6053(127) - STP	18,602
Highway Planning and Construction	20.205	STPLN-6507(011) - STP	1,436,724
Highway Planning and Construction	20.205	STPLULN-6053(122) - STP	14,020
Highway Planning and Construction	20.205	STPLULN-6053(122) - RE	<u>7,679</u>
Total Highway Planning and Construction Cluster			<u>81,732,867</u>
Federal Transit Administration			
Federal Transit Cluster			
Pass-through Omnitrans			
Federal Transit - Formula Grant	20.507	CA-2020-057-00 / 01 / 02	\$ 11,019,332
Federal Transit - Formula Grant	20.507	CA-2018-040-00	<u>385,687</u>
Total Federal Transit Cluster			<u>11,405,019</u>
National Infrastructure Investments			
Pass-through Omnitrans			
TIGER Grant - Redlands Passenger Rail Project	20.933	CA-2019-156-00	\$ 517,977
Transportation Infrastructure Finance and Innovation Act (TIFIA) Program			
TIFIA Cluster			
Direct: TIFIA I-10 Corridor Contract 1 Project	20.223	TIFIA-20211004A	<u>\$ 61,072,229</u>
Total Expenditures of Federal Awards			<u>\$ 154,728,092</u>

*The \$61,072,229 of federal expenditures in TIFIA cluster does not include the portion of the expenditures that have been incurred that will be funded from TIFIA loan proceeds, but not drawn down as of June 30, 2022.

** The negative amount of (\$28,959) reflects the reversal of an overestimate of expense pertaining to Grant PNRSLN-607(013).

See accompanying notes to schedule of expenditures of federal awards.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2022

NOTE 1 - BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of SBCTA for the year ended June 30, 2022. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of SBCTA operations, it does not present the financial position, changes in net position, or cash flows of SBCTA.

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments* or the principles contained in Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. SBCTA has elected not to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 2 - MATCHING COSTS

The nonfederal share of program costs (matching costs) are not included in the accompanying Schedule of Expenditure of Federal Awards.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 Year ended June 30, 2022

SECTION I - SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?	_____	Yes	___X___	No
Significant deficiency(ies) identified?	___X___	Yes	_____	None reported
Noncompliance material to <u>financial</u> statements noted?	_____	Yes	___X___	No

Federal Awards

Internal control over major federal programs:

Material weakness(es) identified?	_____	Yes	___X___	No
Significant deficiencies identified not considered to be material weaknesses?	_____	Yes	___X___	None reported

Type of auditor's report issued on compliance for major federal programs:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

_____ Yes ___X___ No

Identification of major federal programs:

Federal Assistance Listing Number

Name of Federal Program or Cluster

20.223

Transportation Infrastructure Finance and Innovation Act Cluster

Dollar threshold used to distinguish between type A and type B programs:

\$ 3,000,000

Auditee qualified as low-risk auditee?

___X___ Yes _____ No

(Continued)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2022

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2022-001 – Preparation of the Schedule of Expenditures of Federal Awards (Significant Deficiency)

Criteria: Title 2 CFR 200.510 (b) requires "...the auditee to prepare a schedule of expenditures of federal awards (SEFA) for the period covered by the financial statements which must include the total federal awards expended. At a minimum, the schedule must provide total federal awards expended for each individual federal program and the [related] Assistance Listings Number." In addition, 2 CFR 200.502 *Basis for determining Federal awards expended* stated that the determination of when a Federal award is expended must be based on when the activity related to the Federal award occurs. Generally, the activity pertains to events that require the non-Federal entity to comply with Federal statutes, regulations, and the terms and conditions of Federal awards, such as when the use of loan proceeds under loan and loan guarantee programs. The auditee should also ensure they have proper internal controls to ensure that the SEFA is fairly stated in relation to the financial statements.

Condition/Context: During our review of the SEFA reconciliation to the SBCTA financial statements, management overreported expenditures on the SEFA in the amount of \$32.1M, related to the Transportation Infrastructure Finance Innovation Act (TIFIA) Cluster. San Bernardino County Transportation Authority (SBCTA) drew down approximately \$61 million from the TIFIA loan to partially cover their ongoing I-10 Freeway Corridor Project. However, approximately \$93.1 million of expenditures incurred for the project were inadvertently included on the SEFA, rather than just the amount drawn. Crowe proposed and management reflected an \$32.1 million adjustment to decrease the expenditures on the SEFA.

Cause: The error was due to the misinterpretation of the determination of what expenditures should be included in the SEFA. The process for preparing and reviewing the SEFA did not include ensuring that the total expenditures of federal awards was consistent with the loan proceeds received.

Effect: As a result, the expenditures on the SEFA for the TIFIA cluster were overstated by approximately \$32.1 million.

Recommendation: We recommend that authoritative guidance be obtained and reviewed to ensure the proper accounting treatment for significant transactions. We also recommend that management reconciles the SEFA to the financial statements to ensure that when determining the value of federal financial assistance expended, management only includes the amounts equal to the value of loans received during the audit period.

Views of responsible officials and planned corrective actions: The Finance department has a process to reconcile and agree federal expenditures in the general ledger to the SEFA. SBCTA commenced draws on the US DOT loan in January 2022 to cover expenditures on the I-10 contract 1 project. Management was not aware of the requirement for the loan proceeds from US DOT loan must match the amount reported on the SEFA. The initial expenditure amount reported on the SEFA was overstated since the recorded draws on the loan did not cover all the expenditures incurred for the fiscal year. Management has instituted a process of verifying that expenditures that will be covered by draws from the US DOT loan reported on the SEFA agree with the loan proceeds received. Also, staff will review the code of federal regulations to ensure compliance with changes or new requirements.

(Continued)

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2022

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None.

**LOCAL TRANSPORTATION FUND
OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO
COUNTY TRANSPORTATION AUTHORITY**

FINANCIAL STATEMENTS

June 30, 2022

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

FINANCIAL STATEMENTS
June 30, 2022

CONTENTS

INDEPENDENT AUDITOR'S REPORT	1
FINANCIAL STATEMENTS	
BALANCE SHEET	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE.....	5
NOTES TO FINANCIAL STATEMENTS	6
SUPPLEMENTARY INFORMATION	
SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS	9
SCHEDULE OF UNALLOCATED APPORTIONMENTS (Articles 3, 4 and 8).....	10
SCHEDULE OF APPORTIONMENTS	11
SCHEDULE OF UNCLAIMED ALLOCATIONS	12
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i>	13



Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Local Transportation Fund (the Fund) of the County of San Bernardino, a special revenue fund of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprises the Fund's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Fund of SBCTA, as of June 30, 2022, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Fund and do not purport to, and do not, present fairly the financial position of the SBCTA, or the County of San Bernardino, California, as of June 30, 2022, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

(Continued)

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Fund's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibility for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements of the Fund. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 16, 2022 on our consideration of the Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Fund's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Fund's internal control over financial reporting and compliance.



Crowe LLP

Costa Mesa, California
November 16, 2022

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
June 30, 2022

ASSETS

Cash and investments in San Bernardino County Treasury Pool	\$ 264,583,900
Accrued interest receivable	1,001,073
Intergovernmental receivable	<u>26,282,451</u>
Total assets	<u>\$ 291,867,424</u>

LIABILITIES

Due to other funds	\$ 3,011,687
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FUND BALANCE

Restricted:

Unapportioned local transportation funds reserve	23,181,333
Unclaimed allocations	15,335,139
Bicycle and pedestrian projects	9,896,570
Rail and bus transit and local street and road, apportioned and unallocated	176,811,197
Unapportioned local transportation funds	<u>63,631,498</u>
	<u>288,855,737</u>

Total liabilities and fund balance	<u>\$ 291,867,424</u>
------------------------------------	-----------------------

See accompanying notes to financial statements.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCE
Year ended June 30, 2022

Revenues	
Sales tax - local transportation fund	\$ 147,255,418
Investment earnings	<u>(2,777,180)</u>
Total revenues	144,478,238
Expenditures	
Transit	<u>41,091,108</u>
Total expenditures	41,091,108
Excess of Revenues over Expenditures	103,387,130
Other financing sources (uses)	
Transfers out	<u>(9,159,451)</u>
Net change in fund balance	94,227,679
Fund balance, beginning of year	<u>194,628,058</u>
Fund balance, end of year	<u><u>\$ 288,855,737</u></u>

See accompanying notes to financial statements.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The San Bernardino County Transportation Authority (SBCTA), in its capacity as the transportation planning agency for the County of San Bernardino, California (the County), is responsible for administering funds provided through the Local Transportation Fund (the Fund), which was created in accordance with the provisions of the Transportation Development Act of 1971. The Fund's revenue is derived from 0.25% of the 7.50% statewide sales tax collected in the County by the State Board of Equalization (the State).

The accounting policies of the Fund conform to accounting principles generally accepted in the United States of America as applicable to governmental funds of governmental entities.

A summary of the Fund's significant accounting policies is as follows:

Presentation: The accompanying financial statements of the Fund are intended to present the financial position and the change in financial position of only the governmental fund of SBCTA that is attributable to the transactions of the Fund. They do not purport to, and do not, present fairly the financial position of the County or SBCTA as of June 30, 2022, or the changes in its financial position for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

Basis of Accounting: In accordance with the requirements for governmental funds, the modified accrual basis of accounting is followed. Under the modified accrual basis of accounting, expenditures are recorded when they are expected to be liquidated with expendable available resources, and revenue is recorded when it becomes both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Sales taxes and intergovernmental revenues are recognized as revenues when measurable, a sale occurs or eligibility requirements are met, if available. SBCTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period for all revenue types except sales tax. Sales tax are accrued when receipt occurs within 60 days after the end of the accounting period and recognized as revenue. Investment earnings are recognized when earned.

Funding for Recipients: There is a three-step process for obtaining funds from the Fund: apportionment, allocation and payment. Annually, SBCTA determines the share of the anticipated Fund balance for each geographical area within the County. This share is the area apportionment. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by SBCTA, which designates funds for a specific claimant for a specific purpose. Payment is authorized by disbursement instructions issued by SBCTA.

Expenditures: Expenditures represent disbursements to the Southern California Association of Governments (SCAG), cities, County and transit operators that have met the claimant eligibility requirements to receive Fund allocations that are approved by SBCTA per various Public Utilities Code Sections. All disbursements are to be used for transportation purposes.

Intergovernmental Receivable: Sales taxes receivable consist primarily of unremitted sales tax collected by the State for taxable sales within the County through June 30, 2022.

Fund Balance Restrictions: The Fund reports restricted fund balances to show the level of constraint governing the use of the funds. Restricted fund balances are restricted for specific purposes by enabling legislation.

(Continued)

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 2 - POOLED CASH AND INVESTMENTS

The funds in the San Bernardino County Treasury Pool are pooled with those of other entities in the County and invested in accordance with the County's investment policy. These pooled funds are carried at fair value. Fair value is based on quoted market prices and/or direct bids, when needed, from government dealers on some variable or floating rate items. Monies in the Fund are legally required to be deposited in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as a regulator of the pool. The San Bernardino County Treasury Pool is Rated AA+ by national rating services.

Other investment policies and related credit, concentration of credit, interest rate and foreign currency risks applicable to the Fund's cash and investments are those of the County and are disclosed in the County's Annual Comprehensive Financial Report (ACFR). A copy of the report can be obtained from the San Bernardino County Auditor-Controller Office at 268 West Hospitality Lane, San Bernardino, CA 92415; or online at www.sbcounty.gov.

NOTE 3 - FUND BALANCE

Restricted fund balance represents the apportionments related to transit programs by geographic area, bicycle and pedestrian projects, planning and programming, and unapportioned Local Transportation Funds. For commuter rail and bus allocations are in accordance with SBCTA's policy.

(Continued)

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 3 - FUND BALANCE (Continued)

At June 30, 2022, amounts in the fund balance are restricted as follows:

Rail and bus transit and local street and road apportionments:

Apportioned and unallocated

City of Adelanto	\$ 61,333
Town of Apple Valley	432,256
City of Barstow	63,641
City of Big Bear Lake	3
City of Hesperia	872,556
City of Needles	1
City of Victorville	1,135,101
County - unincorporated	263,550
Valley	<u>173,982,756</u>
Total for rail and bus transit and local street and road allocation balance	<u>\$ 176,811,197</u>

Bicycle and pedestrian projects:

Allocated and unclaimed	\$ 9,091,543
Unallocated	<u>805,027</u>
Total for bicycle and pedestrian projects	<u>\$ 9,896,570</u>

Unapportioned local transportation funds reserve \$ 23,181,333

Unclaimed allocations \$ 15,335,139

Unapportioned local transportation funds \$ 68,041,103

Unrealized gain on investments (4,409,605)

Total Unapportioned local transportation funds \$ 63,631,498

Total fund balance \$ 288,855,737

NOTE 4 - TRANSFERS

Transfers out are used to move funds from the Fund to the general fund of SBCTA for reimbursement of certain general administrative, planning and transportation expenditures.

SUPPLEMENTARY INFORMATION

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS
Year ended June 30, 2022

	SB 821 Article 3		Article 4		Article 3 & 4		Article 8				Article 3		Total		Unclaimed Amount
	Bicycle/Pedestrian & Transit Stop Access		Operating/Capital		Commuter Rail		Purchased Transportation		Local Streets/Roads		Planning, Programming & Administration		Allocations	Disbursements	
	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements	Allocations	Disbursements			
City of Adelanto	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,134	\$ 590,134	\$ -	\$ -	\$ 590,134	\$ 590,134	\$ -
Town of Apple Valley	594,118	-	-	-	-	-	-	-	30,535	30,535	-	-	624,653	30,535	594,118
City of Barstow	-	-	-	-	-	-	-	-	58,027	58,027	-	-	58,027	58,027	-
City of Big Bear Lake	-	692,822	-	-	-	-	-	-	-	-	-	-	692,822	(692,822)	-
City of Chino	-	81,408	-	-	-	-	-	-	-	-	-	-	81,408	(81,408)	-
City of Chino Hills	248,954	-	-	-	-	-	-	-	-	-	-	-	248,954	248,954	-
City of Colton	223,200	-	-	-	-	-	-	-	-	-	-	-	223,200	223,200	-
City of Fontana	197,580	83,523	-	-	-	-	-	-	-	-	-	-	197,580	83,523	114,057
City of Grand Terrace	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Hesperia	-	-	-	-	-	-	-	-	82,465	82,465	-	-	82,465	82,465	-
City of Highland	77,989	27,463	-	-	-	-	-	-	-	-	-	-	77,989	27,463	50,526
City of Loma Linda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Montclair	327,545	-	-	-	-	-	-	-	-	-	-	-	327,545	-	327,545
City of Needles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Ontario	67,050	233,387	-	-	-	-	-	-	-	-	-	-	67,050	233,387	(166,337)
City of Rancho Cucamonga	311,607	-	-	-	-	-	-	-	-	-	-	-	311,607	-	311,607
City of Redlands	46,340	-	-	-	-	-	-	-	-	-	-	-	46,340	46,340	-
City of Rialto	1,168,518	-	-	-	-	-	-	-	-	-	-	-	1,168,518	-	1,168,518
City of San Bernardino	50,800	-	-	-	-	-	-	-	-	-	-	-	50,800	-	50,800
City of Twentynine Palms	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Upland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City of Victorville	249,640	-	-	-	-	-	-	-	545,575	545,575	-	-	795,215	545,575	249,640
City of Yucaipa	13,200	-	-	-	-	-	-	-	-	-	-	-	13,200	-	13,200
Town of Yucca Valley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County of San Bernardino	154,800	161,006	-	-	-	-	-	-	71,561	71,561	-	-	226,361	232,567	(6,206)
County of San Bernardino- Dept of Public Health	-	92,616	-	-	-	-	-	-	-	-	-	-	-	92,616	(92,616)
Morongo Basin Transit Authority	30,181	28,164	3,834,010	3,834,010	-	-	-	-	-	-	-	-	3,864,191	3,862,174	2,017
Mountain Area Reg Transit Authority	-	-	2,832,613	3,222,544	-	-	-	-	-	-	-	-	2,832,613	3,222,544	(389,931)
OMNITRANS	79,784	72,502	12,000,000	7,000,000	-	-	-	-	-	-	-	-	12,079,784	7,072,502	5,007,282
Victor Valley Transit Authority	153,613	-	20,417,909	22,010,526	-	-	-	8,616	-	-	-	-	20,571,522	22,019,142	(1,447,620)
City of Needles-Transit	-	-	-	-	-	-	261,902	261,902	-	-	-	-	261,902	261,902	-
Auditor/Controller, County of San Bernardino	-	-	-	-	-	-	-	-	-	-	34,272	34,272	34,272	34,272	-
San Bernardino County Transportation Authority	-	-	36,000	-	6,321,587	5,498,908	-	-	-	-	4,653,999	4,653,999	11,011,586	10,152,907	858,679
Southern California Association of Governments	-	-	-	-	-	-	-	-	-	-	874,594	874,594	874,594	874,594	-
	<u>\$ 3,994,919</u>	<u>\$ 1,472,891</u>	<u>\$ 39,120,532</u>	<u>\$ 36,067,080</u>	<u>\$ 6,321,587</u>	<u>\$ 5,498,908</u>	<u>\$ 261,902</u>	<u>\$ 270,518</u>	<u>\$ 1,378,297</u>	<u>\$ 1,378,297</u>	<u>\$ 5,562,865</u>	<u>\$ 5,562,865</u>	<u>\$ 56,640,102</u>	<u>\$ 50,250,559</u>	<u>\$ 6,389,543</u>

Attachment: SBCTA Compliance Reports FY 2022 (9169) : Presentation of the Annual Comprehensive

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF UNALLOCATED APPORTIONMENTS (ARTICLES, 3, 4 AND 8)
Year ended June 30, 2022

	Prior Year Unallocated Apportionment	Allocation Returned	Current Year Apportionment	Current Year Allocated	Unallocated Apportionment
Administration and planning					
Auditor/controller	\$ -	\$ -	\$ 34,272	\$ 34,272	\$ -
SBCTA administration	-	-	1,166,125	1,166,125	-
SBCTA planning	-	-	3,498,376	3,498,376	-
SCAG planning	-	-	874,594	874,594	-
Total administration and planning	-	-	5,573,367	5,573,367	-
Bicycle and pedestrian Program SB 821	2,485,363	93,798	2,220,783	3,994,918	805,027
Transportation:					
Valley	97,706,914	3,989,921	78,906,258	6,620,337	173,982,756
Adelanto	590,134	-	1,779,766	2,308,567	61,333
Apple Valley	30,535	-	3,712,640	3,310,919	432,256
Barstow	58,027	-	1,211,097	1,205,483	63,641
Big Bear Lake	3	-	259,806	259,806	3
Hesperia	82,465	-	4,810,503	4,020,412	872,556
Needles	1	-	261,902	261,902	1
Twentynine Palms	-	-	1,460,124	1,460,124	-
Victorville	545,574	-	6,309,602	5,720,075	1,135,101
Yucca Valley	-	-	1,109,690	1,109,690	-
County - unincorporated	71,561	-	8,996,992	8,794,502	263,550
Total transportation	99,085,214	3,989,921	108,818,380	35,071,817	176,811,197
Total apportionments	<u>\$ 101,570,577</u>	<u>\$ 4,083,719</u>	<u>\$ 116,612,530</u>	<u>\$ 44,640,102</u>	<u>\$ 177,616,224</u>

Current Year Allocated: The total amount of \$44,640,102 did not include \$12million of Reserves allocated to Omnitrans for cashflow since reserves were not apportioned funds.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF APPORTIONMENTS
Year ended June 30, 2022

	<u>Apportionment</u>
Prior year audited unrestricted fund balance	\$ 16,633,348
Estimated annual LTF receipts	114,783,337
Returned fiscal year 2020/2021 fund reserve	8,377,178
Proposed fiscal year 2021/2022 fund reserve	(11,478,334)
Proposed Additional Fund Reserve	<u>(11,702,999)</u>
Total estimated funds available	116,612,530
Auditor's administrative costs	34,272
SBCTA's administrative costs	1,166,125
County transportation commission planning	3,498,376
SCAG planning	<u>874,594</u>
Resulting balance	111,039,163
Article 3 (SB 821) program	<u>2,220,783</u>
Balance available for apportionment	<u><u>\$ 108,818,380</u></u>

<u>Apportionment Area</u>	<u>Population</u>	<u>Percentage</u>	<u>Apportionment</u>
Valley	1,581,126	72.51% %	\$ 78,906,258
Adelanto	35,663	1.64%	1,779,766
Apple Valley	74,394	3.41%	3,712,640
Barstow	24,268	1.11%	1,211,097
Big Bear Lake	5,206	0.24%	259,806
Hesperia	96,393	4.42%	4,810,503
Needles	5,248	0.24%	261,902
Twentynine Palms	29,258	1.34%	1,460,124
Victorville	126,432	5.80%	6,309,602
Yucca Valley	22,236	1.02%	1,109,690
County - unincorporated	<u>180,282</u>	<u>8.27%</u>	<u>8,996,992</u>
Total	<u><u>2,180,506</u></u>	<u><u>1.00 %</u></u>	<u><u>\$ 108,818,380</u></u>

Population Source: California Department of Finance and County Demographic Research Unit January 2020.

SBCTA's Administrative Cost set-aside is 1% of Total Estimated Funds Available. Expenditures includes staff time associated with administration of TDA funds, audits, TDA update work, unmet needs hearings and a portion of agency indirect costs.

SCAG Planning set-aside is 3/4% of Total Estimated Funds Available.

Estimate provided by County Auditor on January 26, 2021.

LOCAL TRANSPORTATION FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF UNCLAIMED ALLOCATIONS
Year ended June 30, 2022

<u>Transportation Operators</u>	<u>Unclaimed Allocations</u>
MARTA	\$ 306,744
MBTA	291,568
Omnitrans	6,195,723
SBCTA	4,494,906
VVTA	<u>4,046,198</u>
 Total unclaimed allocations	 <u>\$ 15,335,139</u>
<u>Bicycle, Pedestrian, and Transit Stop Access Projects</u>	<u>Unclaimed Allocations</u>
City of Adelanto	\$ 53,897
City of Big Bear Lake	375,072
City of Chino	486,321
City of Chino Hills	498,951
City of Colton	223,200
City of Fontana	345,973
City of Highland	373,636
City of Loma Linda	31,497
City of Ontario	67,050
City of Montclair	327,544
City of Rancho Cucamonga	714,607
City of Redlands	1,180,448
City of Rialto	1,433,950
City of San Bernardino	124,523
City of Victorville	743,240
City of Yucaipa	479,430
County of San Bernardino	461,439
County of San Bernardino- Dept of Public Health	-
OMNITRANS	334,378
Town of Apple Valley	648,015
Victor Valley Transit Authority	<u>188,372</u>
 Total unclaimed allocations	 <u>\$ 9,091,543</u>



Crowe LLP
Independent Member Crowe Global

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Local Transportation Fund (the Fund) of the County of San Bernardino, a special revenue fund of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Fund's basic financial statements, and have issued our report thereon dated November 16, 2022. As discussed in Note 1, the financial statement present only the fund and do not purport to, and do not, present fairly the financial position of SBCTA or the County of San Bernardino, California, as of June 30, 2022 or the changes in its financial position for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Funds internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the Fund's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

(Continued)

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Fund's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
November 16, 2022

**STATE TRANSIT ASSISTANCE FUND
OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO
COUNTY TRANSPORTATION AUTHORITY**

FINANCIAL STATEMENTS

June 30, 2022

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

FINANCIAL STATEMENTS
June 30, 2022

CONTENTS

INDEPENDENT AUDITOR'S REPORT 1

FINANCIAL STATEMENTS

 BALANCE SHEET 4

 STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE..... 5

 NOTES TO FINANCIAL STATEMENTS 6

SUPPLEMENTARY INFORMATION

 SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS
 APPROVED DURING THE YEAR 9

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*..... 10



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INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the State Transit Assistance Fund (the Fund) of the County of San Bernardino, a special revenue fund of the San Bernardino County Transportation Authority (SBCTA), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Fund's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Fund of SBCTA, as of June 30, 2022, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of SBCTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Fund and do not purport to, and do not, present fairly the financial position of the SBCTA or the County of San Bernardino, California, as of June 30, 2022, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

(Continued)

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Fund's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibility for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements of the Fund. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

(Continued)

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 16, 2022 on our consideration of the Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Fund's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Fund's internal control over financial reporting and compliance.



Crowe LLP

Costa Mesa, California
November 16, 2022

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
June 30, 2022

ASSETS

Cash and investments in San Bernardino County Treasury Pool	\$ 83,219,613
Accrued interest receivable	369,785
Intergovernmental receivable	<u>6,771,942</u>

Total assets \$ 90,361,340

LIABILITIES

Due to other funds	\$ 763,593
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FUND BALANCE

Restricted:

Restricted allocations available for operators	9,845,575
Restricted for unclaimed allocations	37,745,985
Unallocated restricted balance	<u>42,006,187</u>
	<u>89,597,747</u>

Total liabilities and fund balance \$ 90,361,340

See accompanying notes to financial statements.

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCE
Year ended June 30, 2022

Revenues	
Intergovernmental	\$ 23,839,098
Investment earnings	<u>(1,544,289)</u>
Total revenues	22,294,809
 Expenditures	
Transit	<u>6,410,403</u>
Total expenditures	6,410,403
 Change in fund balance	 15,884,406
Fund balance, beginning of year	<u>73,713,341</u>
 Fund balance, end of year	 <u><u>\$ 89,597,747</u></u>

See accompanying notes to financial statements.

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The San Bernardino County Transportation Authority (SBCTA), in its capacity as the San Bernardino County Transportation Commission, is the transportation planning agency for the County of San Bernardino, California (the County). SBCTA is responsible for administering funds provided through the State Transit Assistance Program, which was created in 1979 under Chapter 161 (SB 620) of the California statutes to provide a second source of Transportation Development Act funding for the development of transit systems. The funds are derived from a statewide sales tax on gasoline and diesel fuel and are budgeted through legislation and appropriated to the State Controller's Office for allocation to local agencies. The State Transit Assistance Fund (the Fund), serves as a depository for the State Development Act revenue to be disbursed to local transit agencies and operators based on Public Utilities Code Sections 99313 and 99314. Distribution of funds is based on annual adopted apportionments.

The accounting policies of the Fund conform to accounting principles generally accepted in the United States of America as applicable to governmental funds of governmental entities.

A summary of the Fund's significant accounting policies is as follows:

Presentation: The accompanying financial statements of the Fund are intended to present the financial position and the changes in financial position of only the governmental fund of SBCTA that is attributable to the transactions of the Fund. They do not purport to, and do not, present fairly the financial position of the San Bernardino County or SBCTA as of June 30, 2022, or the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Basis of Accounting: In accordance with the requirements for governmental funds, the modified accrual basis of accounting is followed. Under the modified accrual basis of accounting, expenditures are recorded when they are expected to be liquidated with expendable available resources, and revenue is recorded when it becomes both measurable and available. "Measurable" means the amount of the transaction can be determined, and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. SBCTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period for all revenue types except sales tax. Sales tax are accrued when receipt occurs within 60 days after the end of the accounting period, and recognized as revenue. Investment earnings are recognized when earned.

Allocations to Local Agencies: State transit assistance funds are allocated to the public operators and public transit providers within the County. Public Utilities Code (PUC) Section 99313 allocates funds to regional transportation planning agencies based on the ratio of area population to state population. PUC Section 99314 allocates funds to public transit operators based on their share of fares and local support to other public transit operators in the state. The allocations must be made in a resolution adopted by SBCTA's Board of Directors.

Fund Balance Restrictions: The Fund reports restricted fund balances to show the level of constraint governing the use of the funds. Restricted fund balances are restricted for specific purposes by enabling legislation. The restricted fund balance for allocations available for operators represents amounts apportioned by SBCTA but not allocated to claimants. The restricted fund balance for unclaimed allocations represents amounts allocated by SBCTA and due to claimants but not yet paid, as claimants have not yet provided the appropriate claim documentation to SBCTA as of June 30, 2022. The unallocated restricted fund balance represents amounts that have not been apportioned or allocated by SBCTA.

(Continued)

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Expenditures to Claimants: Disbursements to claimants represent funds disbursed to transit operators that have met the eligibility requirements to receive State Transit Assistance Program funds per PUC Sections 99313 and 99314. All disbursements are to be used for transit purposes.

Intergovernmental Receivable: The intergovernmental receivable reflects the accrual of state transit assistance fund for the fourth quarter of fiscal year 2022. The funds will cover expenditures for transit projects for SBCTA and pass-through funds to transit operators.

NOTE 2 - POOLED CASH AND INVESTMENTS

The funds in the San Bernardino County Treasury Pool are pooled with those of other entities in the County and invested in accordance with the County's investment policy. These pooled funds are carried at fair value. Fair value is based on quoted market prices and/or direct bids, when needed, from government dealers on some variable or floating rate items. Monies in the Fund are legally required to be deposited in the San Bernardino County Treasury Pool. An Investment Oversight Committee has been established by the County, which acts as a regulator of the pool. The San Bernardino County Treasury Pool is Rated AA+ by national rating services.

Other investment policies and related credit, concentration of credit, interest rate and foreign currency risks applicable to the Fund's cash and investments are those of the County and are disclosed in the County's Annual Comprehensive Financial Report (ACFR). A copy of the report can be obtained from the San Bernardino County Auditor-Controller Office at 268 West Hospitality Lane, San Bernardino, CA 92415; or online at www.sbcounty.gov.

(Continued)

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
NOTES TO FINANCIAL STATEMENTS
June 30, 2022

NOTE 3 - FUND BALANCE

At June 30, 2022, amounts are restricted for apportioned and unallocated amounts and for unpaid allocations by claimants.

Restricted apportionments available to operators:	
SBCTA Commuter Rail Program	5,135,654
City of Needles	1,071
Mountain Area Regional Transit Authority	64,373
Morongo Basin Transit Authority	54,967
Omnitrans	4,525,997
Victor Valley Transit Authority	63,513
	<u>9,845,575</u>
Restricted for unclaimed allocations:	
Commuter Rail	29,056,665
City of Needles	223,149
Mountain Area Regional Transit Authority	3,817,570
Morongo Basin Transit Authority	564,352
Omnitrans	3,095,308
Victor Valley Transit Authority	988,941
	<u>37,745,985</u>
Unallocated restricted balance:	
Unallocated restricted balance	42,714,546
Unapportioned fund reserve	1,505,465
Unrealized gain on investment	(2,213,824)
	<u>42,006,187</u>
 Total restricted fund balance	 <u><u>89,597,747</u></u>

*The negative amount resulted from the estimate amount received from the State Controller in the prior year being higher than the actual revenue received.

SUPPLEMENTARY INFORMATION

STATE TRANSIT ASSISTANCE FUND OF THE COUNTY OF SAN BERNARDINO,
AS ADMINISTERED BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF ALLOCATIONS AND DISBURSEMENTS APPROVED DURING YEAR
Year ended June 30, 2022

<u>Recipient</u>	<u>Prior Year Unclaimed Allocations Balance</u>	<u>Current Year Allocation</u>	<u>Total Expenditures</u>	<u>Returned Allocations</u>
SBCTA Commuter Rail Program	\$ 12,465,071	\$ 23,883,104	\$ 5,812,340	\$ 1,479,170
City of Needles	235,648	8,386	20,885	-
Mountain Area Regional Transit Authority	812,121	3,117,229	111,781	-
Morongo Basin Transit Authority	485,575	257,104	178,326	-
Omnitrans	3,108,286	-	12,978	-
Victor Valley Transit Authority	1,078,454	184,580	274,093	-
	<u>\$ 18,185,155</u>	<u>\$ 27,450,403</u>	<u>\$ 6,410,403</u>	<u>\$ 1,479,170</u>



**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the State Transit Assistance Fund (the Fund) of the County of San Bernardino, a special revenue fund of San Bernardino County Transportation Authority (SBCTA) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Fund's basic financial statements and have issued our report thereon dated November 16, 2022. As discussed in Note 1, the financial statement present only the fund and do not purport to, and do not, present fairly the financial position of SBCTA or the County of San Bernardino, California, as of June 30, 2022 or the changes in its financial position for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Funds internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the Fund's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

(Continued)

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Fund's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
November 16, 2022



INDEPENDENT AUDITOR'S REPORT
APPLYING AGREED-UPON PROCEDURES

Management of
San Bernardino County Transportation Authority
San Bernardino, California

We have performed the procedures enumerated below related to the San Bernardino County Transportation Authority's ("SBCTA" or "the Authority") compliance with Appropriations Limit under Section 1.5 of Article XIII B of the California Constitution during the year ended as of June 30, 2022. San Bernardino County Transportation Authority's management is responsible for its compliance with those requirements.

The Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the Authority. We make no representation regarding the appropriateness of the procedures either for the purpose for which this report has been requested or for any other purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes. An agreed-upon procedures engagement involves performing specific procedures that the engaging party has agreed to and acknowledged to be appropriate for the intended purpose of the engagement and reporting on findings based on the procedures performed.

The procedures performed and our findings are as follows:

1. We obtained the completed internal calculations from management and compared the limit and annual adjustment factors included in those calculations to the limit and annual adjustment factors that were adopted by a resolution of the Board of Directors. We also compared the population and inflation options included in the aforementioned calculations to those that were selected by a recorded vote of the Board of Directors.

Finding: No exceptions were noted as a result of our procedures.

2. For the accompanying Appropriations Limit Calculation, we added line A, last year's limit, to line C, annual adjustment, and compared the resulting amount to line D, this year's limit.

Finding: No exceptions were noted as a result of our procedures.

3. We compared the current year information presented in the accompanying Appropriations Limit Calculation to the supporting calculations described in item 1 above.

Finding: No exceptions were noted as a result of our procedures.

(Continued)

4. We compared the prior year Appropriations Limit presented in the accompanying Appropriations Limit Calculation to the prior year Appropriations Limit adopted by the Board of Directors during the prior year.

Finding: No exceptions were noted as a result of our procedures.

We were engaged by SBCTA to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with Section 1.5 of Article XIII B of the California Constitution. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of Management is not intended to be, and should not be, used by anyone other than the specified parties.


Crowe LLP

Costa Mesa, California
November 16, 2022

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
 APPROPRIATIONS LIMIT CALCULATION
 Year ended June 30, 2022

	<u>Amount</u>	<u>Source</u>
A. Last year's limit	\$1,350,154,049	
B. Adjustment factors:		
1. Population change	1.0573	State Finance
2. Per capital change	1.0017	State Finance
Total adjustments [(B.1 x B.2)] – 1.0]	0.059097	
C. Annual adjustment	79,790,608	A x B
D. This year's limit	\$1,429,944,657	A + C



Crowe LLP
Independent Member Crowe Global

INDEPENDENT ACCOUNTANT'S REPORT

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

We have examined management of San Bernardino County Transportation Authority's (SBCTA) assertion that SBCTA complied with the requirements of the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement PPM22-6507(028) (the Report) for amounts received under the PPM Program Fund Transfer Agreement Number PPM22-6507(028) during the contract period July 1, 2021 to June 30, 2022. SBCTA's management is responsible for its assertion. Our responsibility is to express an opinion on management's assertion about SBCTA's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether management's assertion is fairly stated, in all material respects. An examination involves performing procedures to obtain evidence about management's assertion. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material misstatement of management's assertion, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination on SBCTA's compliance with the specified requirements.

In our opinion, management's assertion that SBCTA complied with the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement PPM22-6507(028) is fairly stated, in all material respects.

This report is intended solely for the information and use of the Board of Directors of SBCTA, management, of SBCTA, and the State of California Department of Transportation, and is not intended to be, and should not be used by anyone other than the specified parties.

Crowe LLP
Crowe LLP

Costa Mesa, California
November 16, 2022

**REPORT OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY'S
COMPLIANCE DECLARATIONS**

In connection with the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program Fund Transfer Agreement No. PPM22-6507(028), Project No. PPM22-6507(028), for the contract period July 1, 2021 through June 30, 2022, SBCTA's management makes the following declarations:

1. Reimbursement claims for the STIP PPM Program grant submitted to the State of California (the State) were for expenditures for transportation purposes used in conformance with Article XIX of the California State Constitution.
2. Reimbursement claims were for eligible STIP PPM projects as defined in Attachment A of the aforementioned agreement, which identified and summarizes all anticipated plan costs submitted to the State.
3. Charges for various eligible costs incurred by SBCTA are fully supported. Ineligible costs were not claimed as reimbursable. All reimbursable costs were expended within the time period allowed by each agreement.
4. SBCTA has complied with all reporting and timing condition required by the aforementioned agreement.
5. Total reimbursable costs associated with the STIP PPM Program for the 12 months ended June 30, 2022 were \$1,068,000.



Hilda Flores, Chief Financial Officer



Date



INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT ACT AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Board of Directors
San Bernardino County Transportation Authority
San Bernardino, California

Report on Compliance with the Transportation Development Act

We have audited San Bernardino County Transportation Authority's (SBCTA) compliance with the types of compliance requirements described in the Transportation Development Act (TDA) Conformance Auditing Guide, the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Guidelines, and the Low Carbon Transit Operations Program (LCTOP) Final Guidelines published by the State of California Department of Transportation (collectively, "Transportation Development Act"), that could have a direct and material effect on SBCTA's compliance with the Transportation Development Act for the year ended June 30, 2022.

In our opinion, SBCTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the Transportation Development Act program for the year ended June 30, 2022.

Basis for Opinion on the Transportation Development Act

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Transportation Development Act. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of SBCTA and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of SBCTA's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Transportation Development Act.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on SBCTA's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Transportation Development Act will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about SBCTA's compliance with the requirements of the Transportation Development Act as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Transportation Development Act, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding SBCTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of SBCTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Transportation Development Act, but not for the purpose of expressing an opinion on the effectiveness of SBCTA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the Transportation Development Act on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the Transportation Development Act will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Transportation Development Act that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

(Continued)

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Transportation Development Act. Accordingly, this report is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
November 16, 2022

Minute Action

AGENDA ITEM: 38

Date: January 4, 2023

Subject:
ZEMU Vehicle Update

Recommendation:
Receive a video presentation of the Zero Emission Multiple Unit vehicle.

Background:
Dynamic testing on the Zero Emission Multiple Unit (ZEMU) vehicle began in November 2022 in Switzerland. This item is an update to the Board on the vehicle testing. The video presentation shows the train operating on hydrogen power.

Financial Impact:
This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:
This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:
Raymond Wolfe, Executive Director

Approved
Board of Directors
Date: January 4, 2023
Witnessed By:

Entity: San Bernardino County Transportation Authority

ADDITIONAL INFORMATION

BOARD OF DIRECTORS ATTENDANCE RECORD – 2022

Name	Jan	Feb	March	April	May	June	June 29 Workshop	July	Aug DARK	Sept	Oct	Nov	Dec
Paul Cook Board of Supervisors	X	X	X	X	X	X		X			X		X
Janice Rutherford Board of Supervisors		X	X	X	X	X	X	X		X	X	X	X
Dawn Rowe Board of Supervisors	X	X	X	X	X	X	X	X		X	X		X
Curt Hagman Board of Supervisors	X	X	X	X	X	X		X		X	X	X	X
Joe Baca, Jr. Board of Supervisors	X	X	X	X	X	X	X	X		X		X	X
Daniel Ramos City of Adelanto		X	X				X	X			X		
Art Bishop Town of Apple Valley	X	X	X	X	X	X	X	X		X	X	X	X
Paul Courtney City of Barstow	X	X	X		X					X	X	X	X
Rick Herrick City of Big Bear Lake		X	X		X	X	X	X			X	X	X
Eunice Ulloa City of Chino	X	X	X	X		X	X	X		X	X	X	X
Ray Marquez City of Chino Hills		X	X	X	X	X	X	X		X	X		X
Frank Navarro City of Colton	X	X	X	X	X	X	X	X		X			X
Acquanetta Warren City of Fontana	X	X	*	X	X	X	X	X		X	X	X	X
Darcy McNaboe City of Grand Terrace	X	X	X	X	X	X		X		X	*	X	X
Rebekah Swanson City of Hesperia	X	X	X	X	X	X	X			X	X	X	X
Larry McCallon City of Highland	X	X	X	X	X	X	X	X		X	X	X	X

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

BOARD OF DIRECTORS ATTENDANCE RECORD – 2022

Name	Jan	Feb	March	April	May	June	June 29 Workshop	July	Aug DARK	Sept	Oct	Nov	Dec
Rhodes ‘Dusty’ Rigsby City of Loma Linda	X		X	X	X	X		X		X		X	
John Dutrey City of Montclair	X	X	X	X	X	X	X	X		X	X	X	X
Edward Paget City of Needles	X	X	X		X	X		X		X	X	X	X
Alan Wapner City of Ontario	X	X	X		X	X	X	X		X		X	X
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X	*	X	X	X			X	X	X
Paul Barich City of Redlands		X	X	X	X	X				X		X	
Deborah Robertson City of Rialto	X	X	X	X		X	X	X				X	X
John Valdivia City of San Bernardino	X	X	X *	X	X	X	X	X		X	X	X	X
Joel Klink City of Twentynine Palms	X	X	X	X	X	X		X				X	X
Carlos A. Garcia City of Upland		X	X		X	X				*			
Debra Jones City of Victorville	X	X	X	X	X	X	*	X			X	X	X
David Avila City of Yucaipa	X	X	X	X	X	X	X	X			X	X	X
Rick Denison Town of Yucca Valley	X	X	X	X	X	X	X	*		X	X	X	*
Michael Beauchamp Ex-Official Member	Diane Morales	X	X	X	X								
Diane Morales Interim Ex-Official Member						Ray Desselle		Jamal Elsaleh		Ray Desselle	X	Bassem Barsoum	
Rebecca Guirado Interim Ex-Official Member													X

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

COMMITTEE MEMBERSHIP

**San Bernardino County Transportation Authority (SBCTA)
Representatives on SCAG Committees**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:15 p.m.)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County † Community of Concern Appointee	F. Navarro L. McCallon D. Robertson L. Michael R. Marquez R. Putz L. Becerra C. Hagman G. Reyes	G. Reyes	D. Robertson R. Putz	F. Navarro L. McCallon L. Michael R. Marquez L. Becerra C. Hagman
†† San Bernardino County Transportation Authority Appointee	A. Wapner			A. Wapner
SBCTA Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SBCTA has a total of seven subregional appointees to the policy committees. Terms of appointment expire December 31 of odd-numbered years.		Acquanetta Warren Vacant Vacant	Cynthia Moran Rick Denison Vacant	John Dutrey

Communication: Representatives on SCAG Committees (Committee Membership)

Rules of Appointment

1) SBCTA policy stipulates that all SBCTA appointees be SBCTA Board Members. 2) SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. † Community of Concern appointee, appointed by the County Regional Council representative for a two-year term. †† SBCTA Regional Council Representative serves a two-year term from the date of appointment.

Stipend Summary

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

Meeting Information

The regular meetings of SCAG Regional Council and Policy Committees are on the 1st Thursday of each month at the SCAG offices located at 900 Wilshire Blvd., Ste. 700, Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

Transportation: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

Appointments to External Agencies

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) work closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SBCTA Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SBCTA and SBCOG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.	12/31/24
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$100 payment from Gold Line Authority for participation.	12/31/23 12/31/24
Inland Empire Economic Partnership (IEEP)	Dennis Michael, Rancho Cucamonga	President	The IEEP is a partnership that includes business, government and academic leaders to develop and carry out initiatives to benefit the region.	
Inland Regional Energy Network (I-REN) Program Executive Committee	Curt Hagman, County Supervisor Deborah Robertson, Rialto Art Bishop, Apple Valley	President	The I-REN Executive Committee consists of three representative votes from SANBAG, WRCOG, and CVAG. The committee will meet quarterly and make executive decisions regarding the overall program. Stipends for the Executive Committee are not an allowable expense under the CPUC rules.	12/31/24 12/31/24 12/31/24
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary John Dutrey, Montclair, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and fourth Wednesday of the month at 12:00 p.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/24 12/31/24
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Dutrey, Montclair, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/24 12/31/24

Communication: Appointments to External Agencies (Committee Membership)

Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Deborah Robertson, Rialto	Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River. The term of the appointment is for four years for a city representative from San Bernardino County. Officers leaving elected office after appointment are still eligible to serve. Beginning January 2016, the OWOW meets on the 4 th Thursday of every other month at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA). Members of the Steering Committee do not receive a stipend.	12/31/26
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties. Members receive payment of \$100 per day from SCRRA for participation.	Indefinite
SR 91 Advisory Committee	Ray Marquez, Chino Hills, Ex-Officio Member	Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways. SBCTA has not authorized payment of stipend for participation.	12/31/24
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	Vacant	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/23

Communication: Appointments to External Agencies (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors. (Brown Act)</p>	<p><u>West Valley</u> Ray Marquez, Chino Hills (Chair TC) Acquanetta Warren, Fontana Alan Wapner, Ontario Curt Hagman, Supervisor (Past President) <u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Joe Baca, Jr., Supervisor Vacant <u>Mountain/Desert</u> Art Bishop, Apple Valley (Vice Chair/President/MDC Chair) Debra Jones, Victorville Dawn Rowe, Supervisor (Chair/Vice President/MVSS Chair) Vacant Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.</p>	<p>6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023 6/30/2023</p>
<p>Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member (Brown Act)</p>	<p>Ray Marquez, Chino Hills** (Chair) Frank Navarro, Colton Acquanetta Warren, Fontana Larry McCallon, Highland* John Dutrey, Montclair** Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley Dawn Rowe, Supervisor Joe Baca, Jr., Supervisor Vacant Vacant</p>	<p>Indeterminate (6/30/2023) 12/31/2023 12/31/2023 Indeterminate Indeterminate Indeterminate 12/31/2023 12/31/2024 12/31/2024 12/31/2024</p>

Communication : Committee Membership (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Mountain/Desert Committee Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> <p>(Brown Act)</p>	<p>Art Bishop, Apple Valley (Chair) Paul Cook, Supervisor (Vice Chair) Daniel Ramos, Adelanto Paul Courtney, Barstow Rick Herrick, Big Bear Lake Rebekah Swanson, Hesperia Vacant, Needles Joel Klink, Twentynine Palms Debra Jones, Victorville Rick Denison, Yucca Valley Dawn Rowe, Supervisor</p>	<p>Indeterminate (6/30/20 Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>
<p>Legislative Policy Committee Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President.</p> <ul style="list-style-type: none"> - 1 East Valley member - 1 West Valley member - 1 Mountain/Desert member - 1 County member <p>Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.</p>	<p>Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.</p> <p>Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.</p> <p>(Brown Act)</p>	<p>Art Bishop, Town of Apple Valley (President) Dawn Rowe, Supervisor (Vice President) Curt Hagman, Supervisor (Past President) Larry McCallon, Highland Alan Wapner, Ontario Rick Denison, Yucca Valley Paul Cook, Supervisor</p>	<p>Indeterminate Indeterminate Indeterminate 12/31/2024 12/31/2024 12/31/2024 12/31/2024</p>

Communication: Committee Membership (Committee Membership)

<u>Policy Committee Meeting Times</u>	General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
	Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
	Transit Committee	Second Thursday, 9:00 a.m., SBCTA Office
	Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p> <p>(Brown Act)</p>	<p>Board of Directors Dawn Rowe, Supervisor (Chair) Vacant (Vice Chair)</p>	<p>6/30/2023 6/30/2023</p>

Meeting Time: Second Thursday, 9:30 a.m., SBCTA Office

I-10 and I-15 Corridor Joint Sub-Committee

Joint Sub-Committee	PURPOSE	MEMBERSHIP	TERMS
<p>I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee</p> <p>Members of the committee will be members of the SBCTA Board of Directors and will be appointed by the SBCTA Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SBCTA Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.</p>	<p>The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors.</p> <p>(Brown Act)</p>	<p>Alan Wapner, Ontario (Chair) Art Bishop, Town of Apple Valley (Vice Chair) Joe Baca Jr., Supervisor Paul Cook, Supervisor Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Deborah Robertson, Rialto Acquanetta Warren, Fontana</p>	<p>12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024</p>

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers 1 representing County Dept. of Public Works 2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively. 5 At Large Members representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings (2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications (3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan (4) Review call for projects for Federal Transit Administration Section 5310 grant applications (5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit (6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit (7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I (8) Identify regional or county level areas of unmet needs (9) Address special grant or funding opportunities (10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership – Morongo Basin Transit Authority Mountain Transit City of Needles Transit Services Omnitrans Victor Valley Transit Authority County of San Bernardino Dept. of Public Works</p> <p>At Large Membership – San Bernardino Dept. of Aging and Adult Services Foothill Aids OPARC Reach Out Morongo Basin Loma Linda University Health</p>	<p>On-going On-going On-going On-going On-going On-going</p> <p>5/31/2024 9/30/2023 9/30/2023 6/30/2025 5/31/2024</p>

Communication: Committee Membership (Committee Membership)

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <ul style="list-style-type: none"> A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector. B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding. C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC. <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A) Gerry Newcombe (B) Vacant (C) Vacant (D) Vacant (E) Art Bishop, Ex-Officio Ray Wolfe, Ex-Officio</p>	<p>10/31/24 12/31/24</p>

Communication: Committee Membership (Committee Membership)

SBCTA Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Emerging Technology Ad Hoc Committee On October 6, 2021, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To look broadly at Transportation Technology. This ad hoc has a term ending December 31, 2023.</p>	<p>Art Bishop, Apple Valley Frank Navarro, Colton Acquanetta Warren, Fontana Carlos A. Garcia, Upland John Dutrey, Montclair L. Dennis Michael, Rancho Cucamonga Curt Hagman, Supervisor Vacant</p>

<p>Measure I (3) Ad Hoc Committee On June 29, 2022 the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To look at future Measure options and make recommendations relating to any future local measure. This ad hoc has a term end date of December 31, 2023.</p>	<p>Art Bishop, Apple Valley Larry McCallon, Highland Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Joel Klink, Twentynine Palms Debra Jones, Victorville Vacant</p>
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SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.</p>	<p>SBCTA’s Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.</p>
<p>City/County Manager’s Technical Advisory Committee (CCM TAC) The committee is composed of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SBCTA’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG’s member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.</p>	<p>Meets on the first Thursday of each month at 10:00 AM, at SBCTA.</p>
<p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).</p>
<p>Project Development Teams</p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff. Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project. PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions. PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development. The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT.</p>

Communication: Committee Membership (Committee Membership)



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