

AGENDA

General Policy Committee Meeting

March 13, 2024

*****Start Time 9:00 AM (CLOSED SESSION)*****

1170 W. 3rd St., 2nd Fl. (El Capitan), San Bernardino, CA 92410

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

Location

San Bernardino County Transportation Authority

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

General Policy Committee Membership

Chair – Vice President

Ray Marquez, Council Member
City of Chino Hills

President

Dawn Rowe, Supervisor
County of San Bernardino

Past President

Art Bishop, Mayor Pro Tem
Town of Apple Valley

West Valley Representatives

Acquanetta Warren, Mayor
City of Fontana

Alan Wapner, Council Member
City of Ontario

Curt Hagman, Supervisor
County of San Bernardino

Mt./Desert Representatives

Debra Jones, Council Member
City of Victorville

Rick Denison, Council Member
Town of Yucca Valley

Paul Cook, Supervisor
County of San Bernardino

East Valley Representatives

Frank Navarro, Mayor
City of Colton

Larry McCallon, Mayor Pro Tem
City of Highland

Joe Baca, Jr., Supervisor
County of San Bernardino

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

AGENDA

General Policy Committee Meeting

March 13, 2024

*****9:00 AM (CLOSED SESSION)*****

1170 W. 3rd St., 2nd Fl. (El Capitan), San Bernardino, CA 92410

CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Pursuant to Government Code Section 54957

Title: General Counsel

2. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6

Agency Designated Representative: Dawn Rowe, Board President

Unrepresented Employee: General Counsel

3. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Pursuant to Government Code Section 54957

Title: Executive Director

4. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6

Agency Designated Representative: Dawn Rowe, Board President

Unrepresented Employee: Executive Director

5. CONFERENCE WITH LABOR NEGOTIATORS

Pursuant to Government Code Section 54957.6

Agency Designated Representative: Colleen Franco

Unrepresented Employee: All Unrepresented Employees of SBCTA

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

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

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 ***“Meeting Procedures”*** and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Ashley Izard

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

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. 12

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

This item is prepared monthly for review by Board and Committee members.

INFORMATIONAL ITEMS

Items listed are receive and file items and are expected to be routine and non-controversial. Unlike the Consent Calendar, items listed as Informational Items do not require a vote.

Administrative Matters

2. Measure I Revenue

Pg. 13

Receive report on Measure I receipts for Measure I 2010-2040.

Presenter: Hilda Flores

This item is not scheduled for review by any other policy committee or technical advisory committee.

3. February 2024 Procurement Report

Pg. 15

Receive the February 2024 Procurement Report.

Presenter: Shaneka Morris

This item is not scheduled for review by any other policy committee or technical advisory committee.

DISCUSSION ITEMS

Discussion - Administrative Matters

4. Measure I Compliance Audits for Fiscal Year 2022/2023

Pg. 23

Review and make a finding that the Measure I expenditures for Fiscal Year 2022/2023 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

Presenter: Lisa Lazzar

This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on March 5, 2024. The ITOC made a finding that SBCTA is in compliance with Ordinance 04-01 and the Measure I Expenditure Plan.

5. Measure I Revenue Estimate for Fiscal Year 2024/2025 Allocation Planning

Pg. 36

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve a Measure I 2010-2040 revenue estimate of \$251.9 million for Fiscal Year 2024/2025 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2024/2025.

Presenter: Lisa Lazzar

This item is not scheduled for review by any other policy committee or technical advisory committee.

6. SBCTA Fiscal Year 2024/2025 Budget – General Policy Committee Task Review

Pg. 38

Review the proposed task and budgetary information to be included in the Fiscal Year 2024/2025 Budget, and provide direction as appropriate

Presenter: Hilda Flores

This item is not scheduled for review by any other policy committee or technical advisory committee.

7. Memberships to Regional, State and National Organizations

Pg. 129

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation authority (SBCTA) and San Bernardino Council of Governments (SBCOG):

Approve the SBCTA and SBCOG memberships to regional, state and national organizations as listed below.

Presenter: Carrie Schindler

This item is not scheduled for review by any other policy committee or technical advisory committee.

8. Fiscal Year 2023/2024 Budget Action Plan - Third Quarter Report

Pg. 133

Receive the Fiscal Year 2023/2024 Budget Action Plan – Third Quarter Report.

Presenter: Raymond Wolfe

This item is not scheduled for any other policy committee or technical advisory committee review.

Discussion - Air Quality/Traveler Services

9. Amendment No. 1 to Agreement with California Highway Patrol for Freeway Service Patrol and Construction Extra Time Oversight Services Pg. 145

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Amendment No. 1 to Agreement No. 21-1002547 with the California Highway Patrol (CHP) to extend the contract term from June 30, 2024, to October 31, 2024, and to increase the agreement amount by \$215,000 for a new total contract not-to-exceed amount of \$1,878,614. The extension of Agreement No. 21-1002547 will allow for on-going Freeway Service Patrol (FSP) field supervision support provided by CHP for overtime services related to regular and construction FSP tow services.

Presenter: Rana Semaan

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and the Risk Manager have reviewed this item and the draft amendment.

Discussion - Regional/Subregional Planning

10. 2023 Update of the Development Mitigation Nexus Study

Pg. 149

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve the 2023 Update to the San Bernardino County Transportation Authority Development Mitigation Nexus Study.

Presenter: Ginger Koblasz

This item was reviewed by the Transportation Technical Advisory Committee on March 4, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

11. Development Mitigation Annual Report for Fiscal Year Ending June 30, 2023

Pg. 214

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2023.

Presenter: Ginger Koblasz

This item was reviewed by the Transportation Technical Advisory Committee on March 4, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

12. Carbon Reduction Program - Amendment No. 2 Priority Project List Submittal to Southern California Association of Governments

Pg. 218

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve submittal of the following priority project nomination list to Southern California Association of Governments for Carbon Reduction Program funding:

1. \$677,340 to Redlands for the Redlands Regional Connector Project – already allocated.
2. \$701,913 to Highland for the Highland Regional Connector Project – already allocated.
3. \$2,721,400 to Fontana for the San Sevaine Trail Project (Gap Funding Project) – already allocated.
4. \$1,500,000 to Fontana for the San Sevaine Trail Project Cost of Bid in Excess of Estimate.
5. \$975,000 to Montclair for the Fremont Avenue / Arrow Highway Improvements Project.
6. \$1,382,200 to Apple Valley for the Bear Valley Road Bridge Rehabilitation and Widening Project (Gap Funding Project).
7. \$3,000,000 to Rancho Cucamonga for the Design of Haven Avenue Complete Streets Project – replacement project.
8. \$961,000 to San Bernardino County for the Del Rosa Avenue Sidewalk Improvements – replacement project.
9. \$1,405,800 to the City of San Bernardino for Arrowhead Grove Charging Infrastructure.
10. \$2,000,000 to SBCTA for the development of a Vehicle Miles Traveled Mitigation Bank.

B. Authorize the SBCTA staff to modify funding totals to the existing projects as ranked above if needed.

Presenter: Ginger Koblasz

This item was not scheduled for review by any policy committee or technical advisory committee. This is an update to an item in the January 3, 2024 SBCTA Board meeting agenda on Carbon Reduction Program funding.

Discussion - Council of Governments

13. Award Contract No. 24-1003033 for San Bernardino County Transportation Authority / San Bernardino Council of Governments Equity Policy Framework

Pg. 231

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Award Contract No. 24-1003033 for the Equity Policy Framework to Raimi & Associates, Inc., in the amount of \$199,934, to be funded with the Indirect Cost Fund with a term effective until August 31, 2025.

Presenter: Monique Reza-Arellano

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Risk Manager, and Procurement Manager have reviewed this item and the draft contract.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next General Policy Committee Meeting is scheduled for April 10, 2024.

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 & Language Assistance - The meeting facility is accessible to persons with disabilities. If assistive listening devices, other auxiliary aids or language assistance 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.

Accesibilidad y asistencia en otros idiomas - Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Si se necesitan dispositivos de escucha asistida, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben ser presentados a la Secretaria de la Junta al no menos de tres (3) días de apertura antes de la reunión de la Junta. La Secretaria esta disponible por teléfono al (909) 884-8276 o por correo electrónico a clerkoftheboard@gosbcta.com y la oficina se encuentra en 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 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 President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall 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, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name 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 President 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. Any individual who wishes to share written information with the Board may provide copies to

the Clerk of the Board for distribution. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board’s jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See, “Public Testimony on an Item,” above.

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 President 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 President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. 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.
- 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.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and 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. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

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 Chair shall ask the maker of the original motion if he or she would like to amend the 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 may require deviation from general practice (but not from the Brown Act or agency policy).
- 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

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: March 13, 2024

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 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:

Item No.	Contract No.	Principals & Agents	Subcontractors
9	21-1002547-01	California Highway Patrol	None
12	N/A	City of Redlands	None
	N/A	City of Highland	None
	N/A	City of Fontana	None
	N/A	City of Montclair	None
	N/A	Town of Apple Valley	None
	N/A	City of Rancho Cucamonga	None
	N/A	San Bernardino County	None
	N/A	City of San Bernardino	None
13	24-1003033	Raimi & Associates, Inc. <i>Matthew Raimi</i>	None

Financial Impact:

This item has no direct impact on the Budget.

Reviewed By:

This item is prepared monthly for review by Board and Committee members.

Responsible Staff:

Carrie Schindler, Deputy Executive Director

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: March 13, 2024

Subject:

Measure I Revenue

Recommendation:

Receive report on Measure I receipts for Measure I 2010-2040.

Background:

Sales tax revenue collections for Measure I 2010 through 2040 began on April 1, 2010. Cumulative total receipts as of December 31, 2023, were \$2,382,171,127.

Included is a summary of the current Measure I receipts by quarter and cumulative total since its inception. The quarterly receipts represent sales tax collection from the previous quarter taxable sales. For example, receipts for October through December represent sales tax collections from July through September.

Measure I revenue for the 2023/2024 Fiscal Year Budget was estimated to be \$257,000,000. Actual Measure I receipts for Fiscal Year 2023/2024 October through December are \$62,247,797, in comparison to \$66,271,275 received during the quarter ending December 2022/2023, with a decrease of 6.07% due to decrease in spending in the County.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Summary of SANBAG Measure I Receipts 2010-2040

Fiscal Year	July- September	October- December	January- March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 2010/11						\$7,158,800
Fiscal Year 2010/11	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	\$122,761,879
Fiscal Year 2011/12	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	\$253,570,624
Fiscal Year 2012/13	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	\$391,572,794
Fiscal Year 2013/14	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	\$535,038,944
Fiscal Year 2014/15	37,253,007	38,007,716	38,225,122	37,132,591	150,618,437	\$685,657,380
Fiscal Year 2015/16	39,298,056	40,309,825	40,950,261	38,929,588	159,487,730	\$845,145,110
Fiscal Year 2016/17	41,123,141	40,742,242	41,465,217	39,801,939	163,132,539	\$1,008,277,649
Fiscal Year 2017/18	43,117,814	42,305,693	44,007,900	39,149,611	168,581,018	\$1,176,858,666
Fiscal Year 2018/19	41,560,927	49,358,825	46,035,191	43,531,556	180,486,500	\$1,357,345,167
Fiscal Year 2019/20	46,250,572	46,514,574	49,729,997	35,959,684	178,454,827	\$1,535,799,994
Fiscal Year 2020/21	48,366,423	51,588,776	52,728,566	56,391,035	209,074,800	\$1,744,874,794
Fiscal Year 2021/22	64,058,781	61,231,465	64,329,895	63,172,838	252,792,978	\$1,997,667,772
Fiscal Year 2022/23	64,538,748	66,271,275	66,140,449	60,936,812	257,887,284	\$2,255,555,056
Fiscal Year 2023/24	64,368,274	62,247,797	0	0	126,616,071	\$2,382,171,127
% Increase Over 22/23	-0.26%	-6.07%				

Attachment: MSI Receipts (10427 : Measure I Revenue - 2nd Qtr 2023/2024)

Minute Action

AGENDA ITEM: 3

Date: *March 13, 2024*

Subject:

February 2024 Procurement Report

Recommendation:

Receive the February 2024 Procurement Report.

Background:

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997 and approved the last revision on January 4, 2023. 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 new contract was executed.
- Six contract amendments were executed.
- Four CTO's were executed.
- One CTO amendment was executed.
- No contingency amendments were executed.
- One purchase order was executed.
- No purchase order amendments were executed.
- One RFP was released.

Below is a summary of the actions taken by CityCom:

- No new contracts were executed.
- No new purchase orders were executed.

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

General Policy Committee Agenda Item

March 13, 2024

Page 2

A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, and/or General Counsel during the month of February 2024 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 adopted Budget for Fiscal Year 2023/2024. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Shaneka Morris, Procurement Manager

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Attachment A - 1
February 2024 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/ CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-call Contract Amount*
New Agreement	24-1003121		Theodora Oringher, P.C.	Claims Support for I-10 Cedar Avenue Construction	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	N/A
Contract Amendment	18-1001823	2	Bender Rosenthal, Inc.	To exercise the second one-year option extending the term of the contract through March 31, 2025 for On-Call Right-of-Way & Other Specialty Related Services	\$ 1,500,000.00	\$ 500,000.00	\$ -	\$ 2,000,000.00	N/A
Contract Amendment	18-1001907	2	Epic Land Solutions, Inc.	To exercise the second one-year option extending the term of the contract through March 31, 2025 for On-Call Right-of-Way & Other Specialty Related Services	\$ 1,500,000.00	\$ 500,000.00	\$ -	\$ 2,000,000.00	N/A
Contract Amendment	18-1001909	2	Overland Pacific & Cutler, LLC	To exercise the second one-year option extending the term of the contract through March 31, 2025 for On-Call Right-of-Way & Other Specialty Related Services	\$ 1,500,000.00	\$ 500,000.00	\$ -	\$ 2,000,000.00	N/A
Contract Amendment	20-1002385	4	Potomac Partners DC, LLC	To add supplemental scope of work to enhance efforts relating to public transit and increase contract amount for Federal Advocacy Services	\$ 180,000.00	\$ 150,000.00	\$ 66,000.00	\$ 396,000.00	N/A
Contract Amendment	20-1002384	2	California Advisors, LLC	To add supplemental scope of work to enhance efforts relating to public transit and increase contract amount for State Advocacy Services	\$ 154,000.00	\$ 148,000.00	\$ 44,000.00	\$ 346,000.00	N/A
Contract Amendment	21-1002543	2	San Bernardino Historical & Pioneer Society	To exercise the first option term to extend the contract for one year to February 28, 2025 and increase the not-to-exceed amount for Museum Space Lease	\$ 9,180.00	\$ -	\$ 3,060.00	\$ 12,240.00	N/A
CTO	18-1001924	CTO No. 10	Epic Land Solutions, Inc.	On-Call Enviromental Site Assessments to support Non-Capital Project Right-of-Way Programs and Tasks	\$ 40,000.00	\$ -	\$ -	\$ 40,000.00	\$7,500,000.00 (available \$780,626.53)
CTO	23-1002904	CTO No. 7	Mott MacDonald Group, Inc.	On-Call Transit and Rail ZEMU Completion Support Services	\$ 500,000.00	\$ -	\$ -	\$ 500,000.00	\$20,000,000.00 (available \$19,785,000.00)

*Total amount authorized for the associated on-call services bench which is typically shared with multiple vendors and controlled via contract task orders (CTO).

Attachment A - 1
February 2024 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/ CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-call Contract Amount*
CTO	23-1002995	CTO No. 1	Costin Public Outreach Group, Inc.	City County Conference planning, marketing, and execution of the logistics for annual gathering of City/County elected officials and personnel	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$5,000,000.00 (available \$5,000,000.00)
CTO	23-1002995	CTO No. 2	Costin Public Outreach Group, Inc.	Support Services for Annual Business2Business Event	\$ 330,000.00	\$ -	\$ -	\$ 330,000.00	\$5,000,000.00 (available \$5,000,000.00)
CTO Amendment	20-1002320	CTO No. 11.2	Crowe, LLP	Additional Audit of Jurisdictions on Measure I Pass-Through and Transportation Development Funds for Chino Hills & Montclair as well as services provided in association with findings	\$ 327,523.00	\$ 33,677.00	\$ 34,200.00	\$ 395,400.00	\$1,800,000.00 (available \$1,132,123.75)

Attachment: February Procurement Report (10265 : February 2024 Procurement Report)

*Total amount authorized for the associated on-call services bench which is typically shared with multiple vendors and controlled via contract task orders (CTO).

Attachment A - 2
February 2024 Contingency Released Actions

Contract No. & Contingency No.	Reason for Contingency Amendment (Include a Description of the Contingency Amendment)	Vendor Name	Original Contract Amount	Prior Amendments	Prior Contingencies	Current Contingencies	Amended Contract Amount
None							

Attachment A - 3
February 2024 Purchase Order and Purchase Order Amendment Actions

Type	PO No.	PO Posting Date	Vendor Name	Description of Services	Original Purchase Order Amount	Prior Amendments	Current Amendment	Total Purchase Order Amount
New PO	4002439	2/14/24	Lazer Broadcasting Corporation, DBA Lazer Media	Multimodal Mobility	\$ 7,150.00	\$ -	\$ -	\$ 7,150.00

Attachment B
February 2024 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
02/06/2024	RFP24-1003085	\$ 888,465.00	04/01/2024	SBCTA Audit Services

February 2024 CityCom's Issued Purchase Orders/Contracts

PO/Contract No.	Vendor Name	Description of Services	Total Amount
None			

Minute Action

AGENDA ITEM: 4

Date: March 13, 2024

Subject:

Measure I Compliance Audits for Fiscal Year 2022/2023

Recommendation:

Review and make a finding that the Measure I expenditures for Fiscal Year 2022/2023 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

Background:

Each year San Bernardino County Transportation Authority (SBCTA) conducts an annual comprehensive financial audit of SBCTA and provides for audits of all local jurisdictions receiving Measure I 2010-2040 Local Streets Program Funds, which are dedicated for transportation planning, design, construction, operation and maintenance.

A financial examination is completed by an independent audit firm for activities during the previous Fiscal Year (FY), including internal control systems of checks and balances. The examination must encompass both project expenditures and projects for which funds were received but not expended. A listing of all projects comparing actual revenues and expenses to the Measure I Five-Year Capital Improvement Plan (CIP) adopted by the local governing board and reported annually to SBCTA, must be included with any interest earned. The report shall also contain an examination of expenditures, statement of revenue and expenses, and balance sheet for each Measure I 2010-2040 Local Streets Program Special Revenue fund.

SBCTA utilized on-call audit agreements with Conrad, LLP and Crowe, LLP to conduct Compliance Audits of the Measure I 2010-2040 Local Streets Program Funds for FY 2022/2023. These auditors verified compliance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the SBCTA Local Streets Program that funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes, also known as Maintenance of Effort (MOE). The MOE base year level was determined based upon the discretionary General Fund expenditures for transportation-related construction and maintenance activities in FY 2008/2009. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Measure I 2010-2040 Local Streets Program Audit reports for FY 2022/2023 and the SBCTA Annual Comprehensive Financial Report (ACFR) are being provided to the Independent Taxpayer Oversight Committee (ITOC) as a separate attachment. The recommendation for this item is for the ITOC to make a finding that Measure I expenditures for FY 2022/2023 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

The Measure I 2010-2040 Local Streets Program audits for the Cities of Needles and Rialto are expected to be completed on or before February 29, 2024 or shortly thereafter. These audits were not finalized by the end of the initial extension period with no additional extension requests. The withholding of Measure I 2010-2040 Local Streets Program revenue will commence in March 2024 and continue until the FY 2022/2023 audit is completed. The Town of Apple Valley and the City of Adelanto have requested extensions through May 31, 2024. The audit for the City of Adelanto for FY 2020/2021, FY 2021/2022, and FY 2022/2023 are not complete, thus they are currently subject to withholding.

Entity: San Bernardino County Transportation Authority

The audits for FY 2022/2023 resulted in the following findings:

City of Chino (City)

- Valley Local Street (VLS) Program Measure I 2010-2040 Strategic Plan, Policy No. 40003, Section VLS-11: The Five-Year CIP shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year CIP based on the necessities of the jurisdiction, and subject to eligibility requirements. However, in order for a project to be eligible for expenditure of Local Streets Program Funds, it must be listed in the current Five-Year CIP. If a revised CIP is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1st of each FY for use in the annual audit. If the CIP is not modified to reflect the changes to the project list, an audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Measure I 2010-2040 Local Streets Program Funds. The City had substantial turnover during the year, and consequently staff were not knowledgeable of the requirements. Two projects that incurred Measure I expenditures in FY 2022/2023 were not listed in the Five-Year CIP for FY 2022/2023 through FY 2026/2027 and were deemed ineligible.

Corrective Action: The City recognizes the importance of updating the FY 2022/2023 through FY 2026/2027 Measure I Five-Year CIP list and amending Resolution No. 2022-069 to include projects Edison Avenue Traffic Signal Modification and Interconnect and Kimball/El Prado/Central Traffic Improvements. It is noteworthy that both projects align with the criteria for Measure I funding, \$77,676 of which does not exceed City's allocation. The City understands the significance of including new projects in the yearly City Council resolution submitted to SBCTA before the September 1st deadline. Admittedly, significant staff turnover in the past three years has posed challenges. However, newly onboarded team members are now well-versed in navigating Measure I procedures and reporting timelines. To address these issues proactively, City staff has implemented internal measures, such as setting annual reminders and ensuring the adoption of Measure I gets scheduled for the City Council meeting in July. In addition, City staff will ensure the Council approved list is submitted to SBCTA in a timely manner.

City of Colton (City) Management Letter Comments:

- The City utilized the same fund to record Measure I 2010-2040 Local Streets Program and Valley Measure I Arterial Sub-program projects. As the Arterial Sub-program projects are not part of the Measure I audit, the City should track and segregate expenditures incurred and reimbursements on Arterial projects from the Measure I 2010-2040 Local Streets Program.

Corrective Action: City agrees with the finding.

City of Grand Terrace (City)

- Management is responsible for ensuring financial activity is recorded accurately and on a timely basis. Bank reconciliations should be performed monthly, reviewed and approved in a timely manner. During procedures over cash and investments, it was noted the City's bank reconciliation for June 2023 was not prepared until September 2023. The City indicated that the bank reconciliation was not completed on a timely basis since the City

San Bernardino County Transportation Authority

has three staff in their finance division with conflicting priorities. It is recommended that the City review the timing of its reconciliation procedures to complete it a month after month-end.

Corrective Action: Staff will review the bank statements immediately upon receiving them and complete the bank reconciliations within a month after month-end.

City of Loma Linda (City)

- The City utilized Measure I monies to fund costs for certain projects and recorded all expenditures incurred on these projects in its Measure I 2010-2040 Local Streets Program Fund. It was noted that one project in the amount of \$102,509 was not included in the most updated Five-Year CIP for FY 2022/2023 through FY 2026/2027 approved by SBCTA.

Pursuant to discussion with the City, it was communicated that the project was included in the approved FY 2021/2022 through FY 2025/26 Five-Year CIP but not the FY 2022/2023 through FY 2026/2027 Five-Year CIP.

The Measure I Strategic Plan states that each local jurisdiction is required to annually adopt a Five-Year CIP which details the specific projects to be funded using Measure I 2010-2040 Local Streets Program Funds. These expenditures must be detailed in the Five-Year CIP and adopted by resolution of the governing body.

The Measure I Strategic Plan further states that the Five-Year CIP shall be the basis for the annual audit. For a project to be eligible for Measure I Funds, the project must be included in the current CIP and the year of expenditure must be correct. An amended CIP should be used in instances where projects are added to the CIP during the year or expenditures are occurring in a different year than expected. The City utilized Measure I 2010-2040 Local Streets Program Funds for a project that was not included in the current CIP. It is recommended the City enhance its procedures to ensure that projects that have activity are included in the current CIP. This can be achieved through submitting a revised CIP to SBCTA as necessary.

Corrective Action: City agrees with finding. The project in question was included in prior approved Five-Year CIPs under Categorical Projects in FY 2022/2023, specifically in the plans for FY 2019/2020 through FY 2023/2024, FY 2020/2021 through FY 2024/2025, and FY 2021/2022 through FY 2025/2026. Although the City intended to include the project, it was inadvertently left out of the current five-year plan forms provided by SBCTA for FY 2022/2023 through FY 2026/2027, which is the plan subject to this audit. The City is reviewing active and planned projects to ensure that the projects are included in the current approved Five-Year CIP. A revised Five-Year CIP plan will be submitted as necessary.

City of Loma Linda (City) Management Letter Comments:

- While performing audit procedures over cash and investments, it was noted that the City's bank reconciliation for June 2023 was not prepared until September 2023. Management is responsible for ensuring financial activity is recorded accurately and on a timely basis. Bank reconciliations should be performed monthly, and reviewed and approved in a timely manner. The City stated that the June 2023 bank reconciliation was not completed timely due to final journal entries that affect cash balance would not be

finalized until the end of August 2023. It is recommended that the City review the timing of its reconciliation procedures to complete it within a month after month-end.

Corrective Action City agrees with the finding. The City's bank reconciliation process schedule begins right after the end of the previous month. For the June 2023 year-end, due to certain allocation journal entries and year-end accruals that affect cash balances by fund, the bank reconciliation process was not finalized until all year-end closing adjustments were posted which occurred towards the end of August 2023. For the upcoming FY 2023/2024 year-end and going forward, the City will ensure timely reconciliation of June bank balances.

- While performing audit procedures over cash and investments, it was noted the existence of outstanding checks, listed in the citywide Accounts Payable Check Reconciliation Register that had an open status for over three years. The 12 outstanding checks noted totaled \$649, out of \$2,107,919 of outstanding checks. As the total amount was low and was not material to the Measure I audit, it was passed on. It is recommended that the City revise its practices with respect to stale checks to ensure they adjust financial records and deliver to the State Controller's Office, as needed.

Corrective Action: City agrees with the finding. As of February 2024, the City has reported stale checks that had an open status for over three years to the State Controller's Office.

City of Montclair (City)

- Investments are required to be reported at fair value in accordance with U.S. Generally Accepted Accounting Principles. The Local Agency Investment Fund (LAIF) investment balance, which is tracked based on amortized cost, was not reported at fair value. The City did not record or allocate an adjustment to the Measure I 2010-2040 Local Streets Program Fund at fiscal year-end. The Measure I 2010-2040 Local Streets Program Fund cash and investments balance was overstated by \$44,288 prior to audit adjustment. It is recommended that the City incorporate procedures to record fair market value adjustments for the LAIF investment balances held in the Measure I 2010-2040 Local Streets Program Fund.

Corrective Action: In FY 2013/2014 the allocation procedures for City held investments was consolidated in the General Fund and the interest earned on those investments was allocated to other funds at year-end. After this change the Fair Value Adjustment was only distributed in the General Fund. The independent auditors of Crowe, LLP brought this oversight to our attention. Beginning with FY 2023/2024 the City will change their procedure regarding the distribution of the Fair Value Adjustment and will distribute the change in the same manner as the interest earned.

City of San Bernardino (City)

- The Measure I Strategic Plan states that each local jurisdiction is required to annually adopt a Five-Year CIP which details the specific projects to be funded using Measure I 2010-2040 Local Street Program Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year CIP and adopted by resolution of the governing body. The Measure I Strategic Plan further states that the Five-Year CIP shall be the basis for the annual audit. For a project to be eligible for Measure I 2010-2040 Local Streets Program Funds, the project must be included in the current CIP. An amended CIP should

be used in instances where projects are added to the CIP during the year. The City utilized Measure I 2010-2040 Local Streets Program Funds to cover costs for certain projects. While the costs were considered allowable project expenditures in accordance with the strategic plan, the six projects totaling \$3,061,205 were not included in FY 2022/2023 of the Five-Year CIP approved by SBCTA. The City did not submit an amended CIP. It is recommended the City enhance its procedures to ensure that projects that have activity are included in the appropriate year of the current approved Five-Year CIP. This can be achieved through submitting a revised Five-Year CIP to SBCTA as necessary.

Corrective Action: Due to the change in personnel, a revised Five-Year CIP was not submitted as required. Going forward, the City will create a comprehensive checklist to ensure that all eligible projects are submitted and reflected on the Five-Year CIP and any occurring adjustments will be submitted through a revised Five-Year CIP.

- Management is responsible for ensuring financial activity is recorded accurately and on a timely basis. Each year, the beginning fund balance (equity) should be reconciled to the previous audit reports to ensure accuracy of the financial activity each year. While performing audit procedures over beginning fund balance, it was noted that the beginning fund balance did not reconcile to the previous year Measure I 2010-2040 Local Streets Program audit fund balance by \$72,692. The fund financial statements were restated to fairly state fund balance as of July 1, 2022. It is recommended that the City enhance its closing process to ensure that the beginning fund balance ties to the prior FY ending fund balance, and that entries to correct balances are made on a timely basis.

Corrective Action: Due to the change in personnel, the City's ACFR for FY 2021/2022 was completed in March 2023. The Measure I 2010-2040 Local Streets Program information was submitted to SBCTA auditors in December 2022 to meet SBCTA deadlines. Unfortunately, additional changes were made to the City's ACFR for FY 2021/2022 to close the year. Going forward, the City will improve procedures to ensure that year-end closing is completed in a timely manner and pertaining reports will be reviewed for accuracy.

County of San Bernardino (County)

- Expenditures should be recognized during the period incurred, and accruals posted to the general ledger when applicable. Two expense invoices related to services received during the period ended June 30, 2023, were not appropriately accrued as liabilities in the Measure I 2010-2040 Local Streets Program Fund. The amounts that should have been accrued for Measure I 1990-2010 and Measure I 2010-2040 as of June 30, 2023 were \$32,077 and \$25,161, respectively. The County received the invoices after the Auditor-Controller's accrual deadline and did not have a sufficient control in place to ensure top level adjustments were recorded to the Measure I 2010-2040 Local Streets Program Fund financial statements for material amounts. An audit adjustment of \$32,077 was posted to recognize the expenditures and associated payable in the June 30, 2023 Measure I 1990-2010 Local Streets Program Fund activity. The remaining \$25,161 expenditure related to Measure I 2010-2040 Local Streets Program Fund was immaterial and the audit adjustment was waived. It is recommended that management establish controls to review invoices received after the Auditor-Controller's cutoff date for any material activity that would necessitate a top-level adjustment related to the Measure I

2010-2040 Local Streets Program Fund.

Corrective Action: The County concurs with the auditor's findings. The County will add administrative procedures for year-end accrual processing to ensure all expenditures are recorded in the year the expense was incurred. Communication with other divisions at year-end will be increased to ensure all invoices for goods and services are recorded in the proper year.

- Standards for the modified accrual recognition of governmental fund revenues require that revenues from a derived tax transaction should be recognized in the period when the exchange transaction on which the tax is imposed occurs or when the resources are received, whichever occurs first. One derived tax revenue payment related to exchange transactions on which the tax was imposed prior to the FY end of June 30, 2023 was not appropriately accrued in the Measure I 2010-2040 Local Streets Program Fund. The additional amount that should have been accrued for Measure I 2010-2040 as of June 30, 2023 was \$643,611. The County did not have sufficient control precision related to the revenue recognition control utilized to ensure completeness of Measure I revenue for the FY, including significant amounts received within the County's period of availability. An audit adjustment of \$643,611 was posted to recognize the Measure I sales tax revenue and an associated receivable in the June 30, 2023 Measure I 2010-2040 fund activity. It is recommended that management enhance the precision of their revenue recognition controls at the fund level to review revenue transactions for completeness for any significant activity to the fund that would necessitate adjustment related to the Measure I Funds.

Corrective Action: The County concurs with the auditor's finding. The County will update administrative procedures to review the collection of revenue related to Measure I 2010-2040 Local Streets Program revenue prior to and after year-end to ensure all 12 months of revenue are recorded.

City of Victorville (City)

- The Victor Valley Local Street (VVLS) Program Measure I 2010-2040 Strategic Plan, Policy No. 40012, Section VVLS -22a requires that all expenditures charged to the Measure I 2010-2040 Local Streets Program Fund to be supported by a warrant or source document (invoice, requisition, time sheet, equipment rental charge, etc.) clearly identifying the project and other pertinent data to establish a clear audit trail. During testing over payroll expenditures, the distribution of salaries and wages charged to the Measure I 2010-2040 Local Streets Program Fund were not appropriately supported by personnel activity reports, detailed timesheets, or equivalent documentation. This is a repeated finding from FY 2021/2022. The City did not implement any corrective actions in FY 2022/2023, as the audit was not complete until May 2023. The City did not maintain source documents used to allocate salaries and benefits to the Measure I 2010-2040 Local Streets Program Fund. The City included costs for payroll related expenditures which were supported by budgeted amounts, and not actuals. It is recommended the City enhance its procedures to ensure that salaries and benefits charged to the Measure I 2010-2040 Local Streets Program Fund are properly supported prior to charging amounts to the fund. This can be achieved through preparing and maintaining the personnel activity reports, detailed timesheets, or equivalent documentation used to allocate time to the Measure I 2010-2040 Local Streets Program Fund in a timely fashion.

Corrective Action: The City plans to evaluate the current method of estimating the employee's allocation percentage to Measure I and Transportation Development Act (TDA) and assess the work performed by each employee to correctly attribute the correct charge to TDA and Measure I. The City plans to accomplish this by meeting with department heads to determine a method of tracking time spent on TDA and Measure I eligible activities to prepare a true-up entry each quarter.

- Management is responsible for ensuring financial activity is recorded accurately and on a timely basis. Bank reconciliations should be performed monthly, reviewed and approved within a month after month-end. While performing audit procedures over cash and investments, it was noted the City's bank reconciliation for June 2023 was not completed until November 2023. The City did not perform a timely bank reconciliation due to the departure of the accountant who prepared the monthly bank reconciliation and other unforeseen technical issues with the City's accounting systems. It is recommended that the City review the timing of its reconciliation procedures.

Corrective Action: The City is working towards streamlining the bank reconciliation process by implementing new methods of reconciling the different funding sources and cross-training the Finance Technicians and Accountant on the accounting process. With additional help and with streamlining our reports and process, the City believes it will complete bank reconciliation within a month after month-end.

Town of Yucca Valley (Town)

- Standards for the modified accrual recognition of governmental fund revenues require that revenues from a derived tax transaction should be recognized in the period when the exchange transaction on which the tax is imposed, occurs or when the resources are received, whichever occurs first. One derived tax revenue payment related to exchange transactions on which the tax was imposed prior to the FY end of June 30, 2023, was not appropriately accrued in the Measure I 2010-2040 Local Streets Program Funds. The additional amount that should have been accrued for Measure I 2010-2040 as of June 30, 2023, was \$97,323. The Town did not have sufficient control precision related to the revenue recognition control utilized to ensure completeness of Measure I revenue for the FY, including significant amounts received within the Town's period of availability. An audit adjustment of \$97,323 was posted to recognize the Measure I sales tax revenue and an associated receivable in the June 30, 2023 Measure I 2010-2040 fund activity. It is recommended that management enhance the precision of their revenue recognition controls at the fund level to review revenue transactions for completeness for any significant activity to the fund that would necessitate adjustment related to the Measure I 2010-2040 Local Streets Program Funds.

Corrective Action: In response to the Independent Auditors Report on Internal Control over Financial Reporting's determination of a significant deficiency in the Town's Internal Control over the financial report of the Measure I Fund Financial Statements, Town management provides the following context and details to provide clarity and full understanding for the users of the Internal Control Report. Firstly, Town management maintains that the organization's internal controls have been implemented, upheld, and fully executed to the best of their ability in the current FY as they have been over the past

31 years since incorporation. While internal controls are designed and maintained to assist with mitigation of the risk of material misstatement it is always important to note that they cannot mitigate every chance of human error, as was the case with this accrual transaction. The transaction noted in this report was received, recorded, and reviewed properly by Finance staff and within the Town's current policies and procedures. The factors that contributed to the transaction not being accrued into the period of performance for the receipt are as follows:

- 1) The receipt's remittance report received by the Town from SBCTA on August 30, 2023 was reported with the period ending June 30, 2023. This was the second of two receipts received after the year-end closing date for the June period, indicating that it may be for the July 2023 performance period.
- 2) Over the past two years, SBCTA has provided the June's performance period receipts much later than that of prior years, with the June 2022 payment received on August 31, 2022 and the June 2023 payment received on August 30, 2023. These later payments leave the municipalities with less flexibility and room for review due to the time of year-end close and conflicts with our 60-day cut-off accrual period.
- 3) Historically, the Town has received 12 monthly payments each year for the Measure I revenues; however, it would not be correct for it to be assumed by Town staff that this will always be the procedure and therefore, the additional information provided above led to the decision not to accrue this receipt. Annual revenues were within budgeted expectations and did not indicate that additional receipts were necessary.

Town staff recorded this transaction with the information available at the time of receipt. Additional review is always beneficial to ensure accuracy and Town staff strives to provide the appropriate level of attention to detail for every financial transaction that would be considered material to the financial statements. While this transaction did receive the Town staff's attention, additional information from SBCTA would be beneficial to assist in the future. It is the Town's request that SBCTA and its governing board take into consideration that the municipalities rely on the information provided by SBCTA with the remittances to properly record the transaction. Therefore, it is requested that the remittance reports provided monthly be sent earlier, particularly at the FY end and with additional information, such as the period of performance reports that are available on SBCTA's financial report webpage.

The Town of Yucca Valley appreciates the opportunity to respond to the finding of the audit report and communicate what is needed to ensure ongoing compliance and best practices for SBCTA and the Town's cooperative effort to provide the region with the best service and transparent reporting for the transportation revenues utilized by both jurisdictions. The Town of Yucca Valley continues to monitor and improve its internal processes and reporting and will continue to prioritize excellence in financial reporting for the upcoming years.

SBCTA Response:

To reduce ambiguity and ensure an adequate level of detail is provided to Measure I recipients, SBCTA has done the following:

- Modified the description on the Measure I disbursement check stub to clearly identify the first and last day of the period of performance.

- Modified the description on the Measure I monthly disbursement reports to clearly identify the first and last day of the period of performance.
- Is now posting the State's schedule for releasing sales tax information on the SBCTA website.

SBCTA

On a biennial basis SBCTA selects an on-call independent audit firm to perform agreed-upon procedures to ensure SBCTA annual expenditures are in compliance with the Measure I Ordinance No. 04-01 and the related expenditure plan for activities during the previous two FYs (FY 2020/2022 and FY 2022/2023). The examination includes review of contracts, vouchers and other documents of significance. The engagement was in accordance with attestation standards established by the American Institute of Certified Public Accountants. The agreed upon procedures noted no exceptions as a result of the procedures performed as shown in the attachment included with this report. A comment from the Auditor relates to an invoice that was not sufficiently detailed to determine the eligibility of costs. After further discussion with the Project Manager and Chief Financial Officer, the nature of the services provided represents an eligible cost. The Chief Financial Officer communicated to the Project Manager the importance of reviewing invoices for adequate detail. The Chief Financial Officer requested that the Project Manager inform Consultants to provide detailed information for services rendered on the invoice. The Chief Financial Officer is currently preparing a procedure that explains and requires the importance of reviewing invoices for completeness before approving for processing payment.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:

This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on March 5, 2024. The ITOC made a finding that SBCTA is in compliance with Ordinance 04-01 and the Measure I Expenditure Plan.

Responsible Staff:

Lisa Lazzar, Chief of Fiscal Resources

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

Independent Accountant's Report on
Applying Agreed-Upon Procedures

For Expenditures of Fiscal Years
2021/2022 and 2022/2023 for the
Measure I Program

INDEPENDENT ACCOUNTANT'S
REPORT ON APPLYING AGREED-UPON
PROCEDURES

San Bernardino County Transportation Authority
 1170 West 3rd Street, 2nd Floor
 San Bernardino, CA 92410

We have performed the procedures enumerated below on expenditures related to San Bernardino County Transportation Authority's (SBCTA) Measure I program. SBCTA is responsible for the expenditures related to the Measure I program.

SBCTA has agreed to and acknowledged that the procedures performed are appropriate to gain an understanding of the expenditures pertaining to the Measure I program. 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.

See table below for the details on the populations provided by SBCTA and the samples selected for the performance of procedures by Crowe:

Fiscal Year	Total Population	Total Sampled Transactions	Total Sample Value
2021/2022	\$177,494,221.42	90	\$47,980,581.35
2022/2023	\$236,415,213.23	90	\$64,634,646.02

The procedures and the associated results are detailed on the following pages.

Agreed Upon Procedures and Results

The procedures and the associated findings are as follows:

1. Haphazardly select a sample of transactions (i.e., vouchers/invoices) from SBCTA's fiscal year 2022 and fiscal year 2023 Measure I program Expenditure Detail Reports. The sample must include 75 transactions from the fiscal year 2022 report and 75 transactions from the 2023 report, for a total of 150 sampled transactions.

To account for all project types, SBCTA and Crowe agreed to make additional selections of transactions. Crowe sampled an additional 30 transactions (15 for Fiscal Year 2021/2022 and 15 for Fiscal Year 2022/2023), resulting in a total sample size of 180 transactions. (90 from Fiscal Year 2021/2022 and 90 from Fiscal Year 2022/2023).

Results – No exceptions noted.

2. For transactions sampled under step 1 above, observe that the voucher was for a Measure I funded program. Measure I funded programs include Freeway; Freeway Interchange; Grade Separation; Rail; Express Bus/Transit; Traffic Management Systems; and Cajon Pass. In addition, inspect the invoices, checks, project summaries, and other documents supporting the voucher and observe that the project code was established for the correct Measure I funded program.

Results – No exceptions noted.

3. For transactions sampled under step 1 above, identify the Measure I program associated with the voucher. Inspect invoices, checks, project summaries, and any other documents supporting the voucher and observe that the funds requested were eligible costs for the project type, as detailed in Exhibit A Transportation Expenditure Plan of Ordinance No. 04-01.

Results – No exceptions noted aside from one expenditure that required further discussion. For one expenditure, invoices and other documentation were not sufficiently detailed to determine the eligibility of costs. After further discussion with the project manager of the related contract and the SBCTA Chief Financial Officer, the nature of the services provided for this item represent eligible costs.

4. For transactions sampled under step 1 above, inspect invoices, checks, project summaries, and any other documents supporting the voucher. Observe that the cost type was allowable under the Measure I program in accordance with the requirements of Section V. Purposes of Ordinance No. 04-01.

Results – No exceptions noted.

5. For Mountain/Desert Major Local Highway subarea vouchers included within the sample under step 1 above, observe that the Request for Reimbursement Form 403 and all required supporting documents were submitted to SBCTA. Form 403 requires the submission of the following: a) A copy of the contractor/consultant invoices and associated checks; b) A summary of the invoices (included on the form); c) A summary for each project; and d) A copy of any invoice to Caltrans relating to the invoices provided.

Results – No exceptions noted.

6. For transactions sampled under step 1 above, re-calculate the costs on the voucher using the associated invoices and payment support to observe that amounts agreed to the amount requested for reimbursement.

Results – No exceptions noted.

7. For procurements with a total value of \$100,000 or greater that were sampled under step 1 above, inspect the invoice and supporting documentation and observe that a contract number was established for the award.

Results – No exceptions noted.

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 the expenditures of Measure I programs. 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 SBCTA and to meet our 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 the SBCTA and is not intended to be, and should not be, used by anyone other than the specified party.



Crowe LLP
Los Angeles, California
February 19, 2024

Minute Action

AGENDA ITEM: 5

Date: March 13, 2024

Subject:

Measure I Revenue Estimate for Fiscal Year 2024/2025 Allocation Planning

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve a Measure I 2010-2040 revenue estimate of \$251.9 million for Fiscal Year 2024/2025 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2024/2025.

Background:

San Bernardino County Transportation Authority (SBCTA) staff is beginning the allocation planning process for Fiscal Year (FY) 2024/2025. The purpose of this process is to provide information to be used by both SBCTA and its member agencies in preparation of their capital budgets.

SBCTA staff must first develop an estimate of Measure I revenue by subarea and program for FY 2024/2025. This agenda item requests approval of a Measure I revenue estimate for budgeting and allocation purposes for the next FY. Staff is estimating a 2.0% decrease in Measure I sales tax revenue from the current year budget of \$257 million, for an estimate of \$251.9 million for the FY 2024/2025 budget. The decrease of sales tax for FY 2024/2025 is a conservative estimate as in prior years. FY 2023/2024 sales tax revenues are marginally lower than expected. The FY 2023/2024 receipts through December 2023 were a 3.2% decrease over the actual receipts during the same period for FY 2022/2023.

Distribution of Measure I revenues to subareas for FY 2024/2025 is net of the administration fee of 1%. The net amount is allocated to subareas based on the percentage of sales tax revenue generated by each area. Then, the amount of each subarea is further allocated based on allocations described in the transportation expenditure plan as shown in Table 1 below.

Table 1	
<u>Valley Subarea</u>	
Freeway projects	29%
Freeway interchange projects	11%
Major street projects	17%
Local street projects	20%
Metrolink/rail service	8%
Senior and disabled transit service	8%
Express bus/bus rapid transit service	5%
Traffic management systems	2%
<u>Mountain/Desert Subareas excluding Victor Valley</u>	
Local street projects	68%
Major local highway projects	25%
Senior and disabled transit service	5%
Traffic management systems	2%

Entity: San Bernardino County Transportation Authority

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Victor Valley Subarea	
Local street projects	67%
Major local highway projects	25%
Senior and disabled transit service	6%
Traffic management systems	2%

The distribution of the estimated FY 2024/2025 Measure I revenue of \$249.4 million (\$251.9 million less 1% for administration) is provided in Table 2 below.

Table 2		
Estimate of Measure I Revenue by Subarea		
For Fiscal Year 2024/2025		
	Estimated	
	Revenues	Percentage of
	(In Thousands)	Total Subarea
Subarea		
Cajon Pass *	\$7,139,400	2.9%
Valley	205,829,300	82.5%
Victor Valley	25,010,900	10.0%
Colorado River	453,500	0.2%
Morongo Basin	3,062,200	1.2%
Mountain	2,687,300	1.1%
North Desert	5,198,400	2.1%
Total Subarea	\$249,381,000	100%

The numbers in Table 2 represent estimates for apportionment/allocation planning purposes only. Each subarea will receive the actual revenue collected according to the provisions of the Measure I 2010-2040 Expenditure Plan. Current trends indicate continued growth but may result in actual distributions that are different than displayed in Table 2.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024. It will be utilized in the Measure I revenue estimate for the Fiscal Year 2024/2025 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Lisa Lazzar, Chief of Fiscal Resources

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 6

Date: *March 13, 2024*

Subject:

SBCTA Fiscal Year 2024/2025 Budget – General Policy Committee Task Review

Recommendation:

Review the proposed task and budgetary information to be included in the Fiscal Year 2024/2025 Budget, and provide direction as appropriate

Background:

The purpose of reviewing tasks is to gain input on the appropriateness of the type and scope of the work effort. Narrative descriptions and detailed budget information are provided with the agenda item. Budget amounts, fund types, and narratives are preliminary pending agency-wide revenue and expenditure compilation, and review by the San Bernardino County Transportation Authority (SBCTA) policy committees.

Explanations for major variances from prior year's budget are included in the Work Elements section for each task. Budgetary changes include the following:

- 1) The budget decrease for the Financial Management Task is mainly due to audit costs for the Measure I (MSI) Local Street Program, MSI Senior and Disabled Program, and Transportation Development Act (TDA) compliance audits being less than anticipated.
- 2) The budget increase for the Legislation Task is due to an increase in advocacy services as a result of SBCTA providing advocacy services to Omnitrans. Omnitrans will reimburse SBCTA for the services.
- 3) The budget increase for the Building Operation Task is primarily due to higher security hourly rates, and an increase in Depot utility and maintenance costs.
- 4) The budget decrease for the Environment Task is due to the completion of the United States Department of Energy sale of Ryder Truck Rental, Inc. trucks.
- 5) The budgetary increase for the Traveler Services Task is a result of the need to update the Southern California 511 (SoCal 511) signage to reflect the SoCal 511 information. In addition, marketing and design services have been added to help promote the SoCal 511 Program.
- 6) The budget increase for the Call Box System Task is due to Americans with Disabilities Act access compliance efforts, and more technical and data analysis consultant services.
- 7) The budget increase for the Freeway Service Patrol (FSP) Task is due to an increase in the cost of printing and labor, as well as additional services required of the FSP consultant.
- 8) The budget increase for the Subregional Planning Task is mainly due to an expected increase in consultant services to support the Regional Early Action Planning (REAP) 2.0 Program, and other on-call planning services. Due to the State budget deficit, the actual amount of REAP 2.0 funding SBCTA/San Bernardino Council of Governments

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

(SBCOG) will receive is unknown. The budget reflects the full award amount; however, both the revenue and expenditures are subject to reduction.

- 9) The budget decrease for the Mountain/Desert Planning and Project Development Task is mainly due to the completion of the programming document for the widening of State Route (SR) 18, which is offset by the startup of the SR 247 and SR 62 (SR247/62) Corridor Feasibility Study.
- 10) The budget changes in the Council of Governments Task is due to increases in staffing to support an expanded SBCOG work plan, and an expected increase in consultant services for the REAP 2.0 program, and other on-call planning services.
- 11) The budget changes in the Fund Administration Task are due to the completion of the TDA Triennial Performance Audits and the addition of one new position.
- 12) The budget changes in the Allocations/Pass-through Task are primarily due to the completion of several large projects resulting in reduced Measure I 2010-2040 reimbursements to jurisdictions for projects that have received allocations of funds from SBCTA.

Position additions and changes:

1. Addition – Council of Governments – Grants Analyst
2. Addition – Council of Governments – Council of Governments and Equity Programs Manager
3. Addition – Air Quality and Mobility – Management Analyst I
4. Addition – Geographic Information System – Geographic Information System Analyst
5. Addition – Fund Administration – Management Analyst I
6. Reclassification – Geographic Information System – Geographic Information System Administrator to Data and Analytics Program Manager
7. Reclassification – Planning – Senior Planner to Planning Manager

The following tasks are presented for Committee review:

Task	General Government Support Program	Manager	Proposed Budget
0100	Board of Directors	Roman	\$ 248,260
0200	Executive Administration and Support	Roman	\$ 2,270,562
0350	General Counsel	Tillquist	\$ 1,079,416
0400	Financial Management	Flores	\$ 4,433,176
0430	Risk Management	Keller	\$ 973,639
0450	Management Services	Franco	\$ 1,449,553
0470	Human Resources	Franco	\$ 336,970
0501	Intergovernmental	Smith	\$ 504,354
0503	Legislation	Greer	\$ 874,972
0605	Public Affairs	Greer	\$ 678,295
0805	Building Operation	Franco	\$ 2,547,158

Task	Environment and Energy Conservation Program	Manager	Proposed Budget
0101	Environment	Smith	\$ 298,449
Task	Commuter and Motorist Assistance Program	Manager	Proposed Budget
0406	Traveler Services & Intelligent Transportation Systems	Smith	\$ 442,689
0702	Call Box System	Smith	\$ 1,401,078
0704	Freeway Service Patrol/State	Smith	\$ 6,308,310
Task	Planning and Regional Program	Manager	Proposed Budget
0110	Regional Planning	Smith	\$ 406,558
0203	Congestion Management	Smith	\$ 114,286
0206	Data Program Management	Smith	\$ 412,795
0404	Subregional Planning	Smith	\$ 20,425,946
0941	Mountain/Desert Planning & Project Development	Smith	\$ 560,582
Task	Council of Governments Program	Manager	Proposed Budget
0511	Council of Governments	Smith	\$ 5,603,657
Task	Fund Administration Program	Manager	Proposed Budget
0500	Fund Administration	Zureick	\$ 1,480,418
0550	Allocations/Pass-Throughs	Zureick	\$ 136,408,360
Task	Debt Service Program	Manager	Proposed Budget
0966	2014A Sales Tax Revenue Bond	Flores	\$ 0
0967	2022A Sales Tax Revenue Bond	Flores	\$ 5,935,350
0968	2023A Sales Tax Revenue Bond	Flores	\$ 6,478,500

The General Policy Committee serves as the primary policy committee for budget review. This agenda item provides for task level review of tasks that are generally under the purview of the General Policy Committee. In May 2024, in conjunction with the Budget Workshop, staff will be presenting anticipated levels of all revenue sources, staffing, and program level budgets.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024. The tasks under the purview of the General Policy Committee will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

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Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

General Government Program Budget

Description

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

Board of Directors

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

Executive Administration and Support

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

General Counsel

General Counsel is the legal representative and advisor of SBCTA and San Bernardino Associated Governments acting as the SBCOG and reports directly to the Board.

Financial Management

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

Risk Management

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

Management Services

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

Human Resources

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

Intergovernmental

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

Legislation

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

Public Affairs

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

Building Operation

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

General Government Program Budget

Goals and Objectives

Board of Directors

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

Executive Administration and Support

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

General Counsel

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Agreement.
3. Assist with preparation of agreements necessary for initiation of Zero Emission Multiple Unit Vehicle (ZEMU) operations.
4. Review and update procurement templates.
5. Continue supporting staff in effecting Brightline West transactions.

Financial Management

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

Risk Management

1. Ensure compliance with SB 553 Workplace Violence Prevention Program requirements.
2. Plan and deliver online National Incident Management System (NIMS) course tools for all staff and communicate, monitor for course completion and facilitate an annual full functional exercise in compliance with current NIMS requirements.
3. Finalize Security Sensitive Information procedure updates.
4. Continue to work with project delivery staff and contractors to reduce third party claims.
5. Conduct annual safety audits of all SBCTA physical property locations.
6. Plan and facilitate annual insurance underwriter forums to increase carriers' knowledge and comfort with SBCTA as an insurance risk.

Management Services

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

General Government Program Budget

Goals and Objectives

Human Resources

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

Intergovernmental

1. Address agency and regional issues related to equity.
2. Implement Outdoor Equity Program.

Legislation

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

Public Affairs

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

Building Operation

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

General Government Program Budget

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Realized yield on operating investments	.50%	0.72%	3.0%	3.5%
Sales Tax revenue note/bond rating (S&P/Fitch)	AAA/AA	AAA/AAA	AAA/AAA	AAA/AAA
Measure I Sales Tax revenue forecast	YES	YES	YES	YES
Capital budget cash flow bond needs analysis	YES	N/A	YES	YES
Long-term/Short-term financing	YES	YES	YES	YES
Manage the agency procurement processes efficiently and effectively	YES	YES	YES	YES
Manage the agency insurance program	YES	YES	YES	YES
Manage claims effectively and efficiently	YES	YES	YES	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	YES
City/County Conference	YES	YES	YES	YES
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Programs and projects are able to proceed without major delays due to Federal and State actions	YES	YES	NO*	NO*
Build awareness of SBCTA programs and services, Measure I, and transit opportunities	YES	YES	YES	YES
Develop and implement an agency-wide equity framework	N/A	N/A	YES	YES

*The state budget deficit has delayed advancement of REAP 2.0 funded programs, and the CTC did not allocate the I-15 funds at the December CTC meeting as anticipated delaying the construction bid.

General Government

Task 0100 Board of Directors

Purpose

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

Accomplishments

The widening of State Route 210 (SR 210) through San Bernardino, Highland, and Redlands was completed for beneficial use. Construction of the Interstate 10 (I-10) Express Lanes nears completion as well. The replacement of the North First Avenue Bridge in Barstow progressed beyond the 50 percent mark. Work commenced to reconstruct the Mount Vernon Avenue Viaduct after several years waiting for the work in the Burlington Northern Santa Fe Railroad (BNSF) intermodal yard to conclude. The Zero Emission Multiple Unit (ZEMU) vehicle was unveiled in Orlando, Florida, and is expected to arrive late spring to San Bernardino. ZEMU is anticipated to start revenue operations this fall. Finally, Brightline West received \$3 billion in federal grant funds and will break ground on the high speed rail connection between Las Vegas and Rancho Cucamonga in 2024.

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

Work Elements

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

Product

Policy direction and goal setting for the agency.

Contract Information

- a. New Contract
 - i. Software license/subscription - Replacement of Agenda Management Software, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

General Government

Task 0100 Board of Directors

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Professional Services	5,339	6,785	10,000	20,000
Attendance Fees	89,600	85,400	113,000	113,000
Security	3,547	5,555	23,260	23,260
Rentals-Office Equipment	-	-	15,000	10,000
Training/Registration	-	31	6,000	6,000
Travel Expense - Non-Employee	-	4,350	11,500	9,500
Travel Expense-Mileage-Non-Employee	10,052	16,512	17,000	19,000
Meeting Expense	3,211	4,854	17,000	14,000
Office Equip/Software-Inventorial	9,552	7,495	20,500	33,500
Total Expenditures	121,300	130,981	233,260	248,260

Funding Sources

MSI Admin	179,500
Local Transportation Fund - Admin	10,000
Local Transportation Fund - Planning	37,760
SAFE-Vehicle Registration Fees	18,000
MSI Valley Fund-Freeway Projects	3,000
Total Funding Sources	248,260

General Government

Task 0200 Executive Administration and Support

Purpose

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

Accomplishments

1. Continually reviewing internal policies and procedures to ensure compliance with Federal and State requirements and consistent application internally. This remains an ongoing but important effort to ensure the organization is functioning as the Board intended.
2. Worked closely with stakeholders and key leadership in the State to ensure previously committed State funds were not diverted from highway capacity projects. This effort was vastly intensified upon the heels of the California Transportation Commission (CTC) failing to allocate \$202 million in construction funds to the Interstate 15 (I-15) project in December 2023, and will remain an important part of our advocacy for years to come.
3. Advocated in Washington D.C. for grant funds for Brightline West to construct the proposed high speed rail connection between Rancho Cucamonga and Las Vegas. Most of the funds were received and the project will start construction before the end of Fiscal Year 2023/2024.
4. Elevated the discussion with the Federal Transit Administration (FTA) to allow us to proceed with the environmental clearance of the proposed autonomous tunnel connection to Ontario International Airport. The approval to begin National Environment Policy Act (NEPA) clearance had been delayed for nearly 20 months before we were able to successfully plead our case in Washington D.C. NEPA work has now begun and is expected to be completed within one year.

Work Elements

This task provides for the following:

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

Product

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

General Government

Task 0200 Executive Administration and Support

Contract Information

- a. Existing Contracts
 - i. 22-1002672, Office Supplies County Participation Agreement, Amount Budgeted \$10,000.
 - ii. 22-1002683, Offsite Record Storage, Amount Budgeted \$23,000.
- b. New Contract
 - i. Software license/subscription - Replacement of Agenda Management Software, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

General Government

Task 0200 Executive Administration and Support

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	753,408	1,008,855	1,112,496	1,177,396
Regular Part-Time Employees	4,488	2,618	24,000	-
Overtime	2,048	788	14,850	14,850
Fringe Allocation-General	746,492	988,155	906,185	881,066
Professional Services	-	28	30,000	30,000
Consulting Services	-	-	50,000	20,000
Legal Fees	500	-	-	-
Maintenance-Office Equipment	495	320	1,500	1,000
Rentals-Office Equipment	43,898	8,231	5,000	5,000
Dues/Memberships	25,627	26,078	50,000	40,000
Training/Registration	5,247	5,851	14,000	15,000
Postage	846	23	5,250	1,250
Travel Expense - Employee	6,656	8,524	23,350	15,000
Travel Expense-Mileage-Employee	217	354	2,100	2,100
Travel Expense-Other-Metrolink Tickets	14	66	300	300
Advertising	-	-	700	1,000
Printing - External	1,198	978	7,300	5,000
Printing - Internal	260	69	10,000	5,000
Record/Equipment Storage	63,233	4,126	8,000	23,000
Office Expense	2,266	4,934	15,000	15,000
Meeting Expense	881	714	3,600	3,600
Office Equip/Software-Inventorial	-	-	20,000	15,000
Total Expenditures	1,657,776	2,060,711	2,303,631	2,270,562

Funding Sources

MSI Admin	659,840
Local Transportation Fund - Planning	270,882
Planning, Programming and Monitoring	4,601
SAFE-Vehicle Registration Fees	1,198
General Assessment Dues	10,926
MSI Valley Fund-Freeway Projects	89,212
MSI Valley Fund-Fwy Interchange	35,290
MSI Valley Fund-Traffic Mgmt Sys	23,005
MSI Victor Valley Fund-Traffic Mgmt Sys	5,751
Indirect Cost Fund	1,169,857
Total Funding Sources	2,270,562

General Government

Task 0350 General Counsel

Purpose

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

Accomplishments

1. Updated Administrative Code to accurately reflect SBCTA's practice with regard to the Board Secretary and Treasurer, and to incorporate Express Lanes tolling and operations.
2. Implemented structure for Express Lanes tolling and operations legal compliance.
3. Assisted with the establishment of the Inland Regional Energy Network (I-REN).
4. Supported efforts to issue short-term commercial paper to support North First Avenue Bridge and Mount Vernon Avenue Viaduct projects.
5. Supported efforts to refund 2014 bonds.
6. Participated in negotiations with Housing and Community Development, City of Pomona and Cesar Chavez Foundation to limit SBCTA's liability in connection with Affordable Housing and Sustainable Community (AHSC) grant.
7. Provided comprehensive quarterly litigation and claims updates for the Board.

Work Elements

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Authority.
3. Assist with preparation of agreements necessary for initiation of the Zero Emission Multiple Unit Vehicle (ZEMU) operations.
4. Review and update procurement templates.
5. Continue supporting staff in effecting Brightline West transactions.

Product

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

Contract Information

- a. Existing Contracts
 - i. 22-1002810, Legal Research Database, Amount Budgeted \$6,490.
- b. New Contracts
 - i. RFP, Law Office and Case Management Software, Amount Budgeted \$10,000, Total Estimated Contract Amount \$50,000.
 - ii. RFQ, Outside Counsel for various specialty legal services, Amount Budgeted \$85,000, Total Estimated Contract Amounts will vary based on services provided.

Manager

Julianna Tillquist, General Counsel

General Government

Task 0350 General Counsel

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	419,991	439,272	486,409	553,857
Fringe Allocation-General	415,008	429,923	381,832	409,299
Professional Services	9,796	6,965	7,210	7,470
Legal Fees	-	4,397	85,000	85,000
Dues/Memberships	1,565	2,025	2,090	2,090
Training/Registration	2,521	1,632	5,000	5,400
Postage	-	-	100	100
Travel Expense - Employee	3,424	1,954	5,500	5,500
Travel Expense-Mileage-Employee	-	48	200	200
Advertising	1,244	-	-	-
Printing - Internal	7	-	200	-
Meeting Expense	-	30	500	500
Office Equip/Software-Inventorial	-	-	10,000	10,000
Total Expenditures	853,555	886,245	984,041	1,079,416
Funding Sources				
MSI Admin				54,890
Local Transportation Fund - Planning				5,547
Local Transportation Fund - Rail				156,844
MSI Valley Fund-Freeway Projects				245,194
MSI Valley Fund-Fwy Interchange				26,155
MSI Valley Fund-Grade Separations				29,497
Indirect Cost Fund				561,289
Total Funding Sources				1,079,416

General Government

Task 0400 Financial Management

Purpose

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

Accomplishments

1. Received 11th consecutive Government Finance Officers Association (GFOA) award for the Annual Comprehensive Financial Report (ACFR) and award for the Annual Budget.
2. Monitored short-term financing programs including notes, commercial paper and other options.
3. Reduced the existing commercial paper program to \$25 million to inject cash flow to the North First Avenue Bridge Project and Interchange Program for the Interstate 10 (I-10) Mount Vernon Avenue Interchange and I-10 Cedar Avenue Interchange Projects.
4. Continued to draw on the United State Department of Transportation (USDOT) loan, under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, for the I-10 Corridor Contract 1 Project.
5. Complied with monthly and annual reporting requirements per loan agreement for the I-10 Corridor Contract 1 Project with TIFIA, including annual rating agency monitoring.
6. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
7. Performed an annual update of the Investment Policy No. 20100.
8. Completed the refunding of the 2014 Sales Tax Revenue Bonds with the issuance of the 2023 Sales Tax Revenue Bonds to reduce interest costs of over \$17.4 million, or \$14 million on a net present value basis.
9. Monitored and completed various Measure I local pass through and Transportation Development Act fund audits for the Fiscal Year 2022/2023.
10. Selected on-call Auditor to complete biennial review of Measure I programs administered by SBCTA.

Work Elements

Finance and Accounting

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

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

General Government

Task 0400 Financial Management

Budgetary changes are mainly due to less costs than anticipated for in auditing costs related to MSI local street and senior and disabled pass-through, and Transportation Development Act (TDA) compliance audits of transit operators, cities, and county.

Product

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

Contract Information

- a. Existing Contracts
 - i. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted \$0.*
 - ii. 20-1002281, 20-1002295, 21-1002607, 22-1002704, 24-1003074, and 24-1003075 Rating Services, Amount Budgeted \$0.*
 - iii. 20-1002292, Investment Advisory Services, Amount Budgeted \$125,000.
 - iv. 20-1002320 and 20-1002378, On-Call Audit Services, Amount Budgeted \$25,000.
 - v. 20-1002380 and 20-1002322, Financial Advisory Services, Amount Budgeted \$50,000.
 - vi. 21-1002544, Sales Tax Consulting Services, Amount Budgeted \$25,000.
 - vii. 21-1002558, Custodial Banking Services, Amount Budgeted \$1,500.
 - viii. 21-1002624, Bond Counsel, Amount Budgeted \$0.*
 - ix. 21-1002625, Disclosure Counsel, Amount Budgeted \$0.*
 - x. 23-1002833, Financial Model for Express Lanes Operations, Amount Budgeted \$0.*
 - xi. 23-1002932, Banking and Credit Card Services, Amount Budgeted \$1,000.
 - xii. 23-1002933, Economist Services, Amount Budgeted \$25,000.
- b. New Contracts
 - i. RFP, Trustee Services for Outstanding Bonds, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP, Auditing Services for Transit Operators, Amount Budgeted \$150,000, Total Estimated Contract Amount \$1,260,000.
 - iii. RFP, Auditing Services for Measure I Local Pass-through and Parking Fees, Amount Budgeted \$300,000, Total Estimated Contract Amount \$1,130,000.
 - iv. RFP, Auditing Services for Financial Statements, Amount Budgeted \$300,000, Total Estimated Contract Amount \$900,000.
 - v. RFP, Financial Advisory Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$500,000.
 - vi. RFP, Investment Advisory Services, Amount Budgeted \$125,000, Total Estimated Contract Amount \$500,000.
 - vii. RFP, On-Call Audit Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$1,200,000.
- c. Software License Agreements and Software Subscriptions
 - i. Lease and subscription based information technology arrangements management software, Amount Budgeted \$8,000.

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

Manager

Hilda Flores, Chief Financial Officer

General Government

Task 0400 Financial Management

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Expenditures				
Regular Full-Time Employees	809,783	903,559	1,259,049	1,288,919
Overtime	20,092	7,853	14,850	14,850
Fringe Allocation-General	820,028	892,015	998,114	917,504
Professional Services	52,775	15,433	214,000	405,903
Consulting Services	-	-	140,000	200,000
County Fees	83,045	68,303	100,000	100,000
Auditing and Accounting	628,253	719,859	1,876,000	1,315,000
Investment Management Fees	149,183	75,345	125,000	125,000
Legal Fees	-	19,203	16,000	-
Dues/Memberships	3,519	2,596	5,125	13,000
Training/Registration	3,201	3,623	20,250	20,000
Postage	1,872	1,967	2,100	2,100
Travel Expense - Employee	1,080	7,648	21,000	16,000
Travel Expense-Mileage-Employee	475	161	3,750	4,100
Advertising	1,841	400	2,800	2,800
Printing - External	513	960	7,000	5,000
Bank Charges	2,154	369	5,000	1,000
Office Expense	199	254	800	-
Meeting Expense	451	1,180	1,700	2,000
Total Expenditures	<u>2,578,465</u>	<u>2,720,727</u>	<u>4,812,538</u>	<u>4,433,176</u>
Funding Sources				
MSI Admin				1,054,805
Local Transportation Fund - Admin				418,506
Local Transportation Fund - Planning				256,932
Local Transportation Fund - Rail				2,078
Federal Railway Administration				894
Transit and Intercity Rail Capital Program-SB125				894
Zero Emission Transit Capital Program-SB125				3,575
SAFE-Vehicle Registration Fees				92,728
General Assessment Dues				3,104
MSI Valley Fund-Freeway Projects				299,238
MSI Valley Fund-Fwy Interchange				67,784
MSI Valley Fund-Grade Separations				30,166
MSI Valley Fund-Metrolink/Rail Service				55,848
MSI Victor Valley Fund-Major Local Hwy				20,578
Indirect Cost Fund				2,022,755
I-10 Express Lanes Contract 1				103,291
Total Funding Sources				<u>4,433,176</u>

General Government

Task 0430 Risk Management

Purpose

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

Accomplishments

Risk Management, in an effort to continue the safety initiatives, has continued to promote staff awareness, training on security sensitive information protocols, and wrote a resolution. This resolution was adopted by the Board of Directors, making the National Incident Management System (NIMS) the official Incident Management System for large scale emergencies at SBCTA. Risk Management is leading the effort to comply with Senate Bill 553 (SB553), newly enacted legislation requiring all employers to implement a Workplace Violence Prevention Plan no later than July 1, 2024. Risk Management continues to promote initiatives that help mitigate third party and workplace injuries.

Work Elements

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

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

Product

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

General Government

Task 0430 Risk Management

Contract Information

- a. Existing Contracts
 - i. 19-1002035, Broker Service, Amount Budgeted \$1,500.
 - ii. 23-1002957, Broker Service, Amount Budgeted \$35,000.
 - iii. 21-1002472, Liability Claims Third Party Administrator, Amount Budgeted \$15,000.

Local Funding Source Detail

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

Manager

Steven Keller, Enterprise Risk Manager

General Government

Task 0430 Risk Management

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Expenditures				
Regular Full-Time Employees	-	-	121,639	130,840
Fringe Allocation-General	-	-	95,488	96,690
Professional Services	-	-	48,000	50,000
Legal Fees	-	-	15,000	15,000
Claims	-	-	50,000	50,000
General Liability Insurance	-	-	255,000	250,000
Umbrella Liability Insurance	-	-	120,000	120,000
Property Insurance	-	-	261,716	214,209
Crime Insurance	-	-	12,000	12,000
Automotive Insurance	-	-	1,500	1,500
Cyber Liability Insurance	-	-	26,400	26,400
Dues/Memberships	-	-	375	400
Training/Registration	-	-	2,750	3,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	-	3,000
Travel Expense-Mileage-Employee	-	-	350	500
Advertising	-	-	1,000	-
Total Expenditures	-	-	1,011,318	973,639
Funding Sources				
MSI Admin				3,928
Local Transportation Fund - Planning				107,098
SAFE-Vehicle Registration Fees				4,064
MSI Valley Fund-Freeway Projects				115,118
MSI Victor Valley Fund-Major Local Hwy				1,355
Local Projects Fund				75,000
Indirect Cost Fund				667,076
Total Funding Sources				973,639

General Government

Task 0450 Management Services

Purpose

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

Accomplishments

1. Conducted an email phishing test, identifying opportunities for training improvement.
2. Implemented appropriate LaserFiche workflow to enable proper records retention for public records requests and cancelled procurements.
3. Upgraded on-premise infrastructure to modern equipment.
4. Identified and designed critical improvements to two-factor authentication software to protect internal systems.
5. Created Request for Proposal Draft for Microsoft Office 365 G5 implementation.
6. Upgraded Microsoft Office 365 licensing to G3 to enable litigation hold.
7. Conducted a successful test of the current disaster recovery and business continuity solution, identifying opportunities to improve service in the event of an event.
8. Migrated organization to Adobe Cloud platform, enabling more timely responses to Public Records Requests.
9. Purchased a new agency pool vehicle.

Work Elements

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

Information Technology

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

Data Management

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

Telecommunications

This activity provides for use and maintenance of electronic devices and Mitel telephone system.

Vehicle Maintenance

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

Product

1. Continue to improve administrative efficiency through automation of records processing using Laserfiche, SharePoint and other enterprise systems.
2. Continue to examine the SharePoint, EDEN, Laserfiche, and MinuteTraq software programs for increased efficiencies and opportunities for integration with each other or other systems.
3. Provide computer software training to increase employee learning and efficiency.
4. Work with SharePoint consultant to develop means and methods to ensure existing SharePoint site is able to migrate into SharePoint Online with document retention and records management.

General Government

Task 0450 Management Services

5. Plan and direct the organization's strategy to drive on-premise hardware and services to the cloud.
6. Replace computer network workstations as part of a standard rotation and capital improvement plan.
7. Replace existing disaster recovery and business continuity solution with a modernized and more robust system.
8. Provide technical expertise, guidance and recommendation for replacement software for MinueTraQ.
9. Provide technical expertise, guidance and recommendations for an Enterprise Resource Planning (ERP) solution.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$275,000.
 - ii. 24-1003072, Phone and Internet Communication, Amount Budgeted \$12,900.
 - iii. 22-1002805, Printer Leases, Amount Budgeted \$30,000.
 - iv. 23-1002842, Postage Machine Lease, Amount Budgeted \$11,000.
 - v. 23-1002828, SharePoint Administrator Professional Services, Amount Budgeted \$14,355.
 - vi. 22-1002779, MOU with County for Mail and Printing Services, Amount Budgeted \$0.*
- b. New Contracts
 - i. IFB, Workstation Replacement Program, Phase Two, Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
 - ii. RFP, Disaster Recovery/Business Continuity Solution Replacement, Amount Budgeted \$40,000, Total Estimated Contract Amount \$69,000.
 - iii. RFP, Technology Network Consultant, Amount Budgeted \$285,000, Total Estimated Contract Amount \$1,550,000.
 - iv. RFP, LaserFiche Administrator, Amount Budgeted \$66,250, Total Estimated Contract Amount, \$220,000.
 - v. RFP, ShoreTel Phone System Support Services. Amount Budgeted \$5,000, Total Estimated Contract Amount \$10,000.
 - vi. RFP, Office 365 Migration and Implementation, Amount Budgeted \$150,000 Total Estimated Contract Amount \$150,000.
 - vii. REDA, Network Security Training and Phishing Response Testing, Amount Budgeted \$10,000, Total Estimated Contract Amount \$10,000.
- c. Software License Agreements and Software Subscriptions
 - i. 21-1002570, Document Management Software, Maintenance and Hardware, Amount Budgeted \$50,000.
 - ii. 21-1002653, Project Delivery Software, Amount Budgeted \$3,450.
 - iii. 22-1002703, Financial Management Software System, Amount Budgeted \$53,250.
 - iv. Adobe Cloud Software - Adobe Sign, Adobe Creative Cloud, Adobe Acrobat Subscription, Amount Budgeted \$18,900.
 - v. Hosted O365 Email and Microsoft Office Applications, Amount Budgeted \$103,680.
 - vi. Email Spam Filtering and Encryption, Amount Budgeted \$6,250.
 - vii. Zoom Software, reduce cost from \$6,500 to \$800 annual by leveraging Microsoft Teams
- d. This contract is managed for performance by Management Services but budgeted by other programs within the agency. The amount of budget is reflected within each of those respective programs. The amount shown represents the budget from this task.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0450 Management Services

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	115,638	147,570	171,928	177,641
Fringe Allocation-General	114,266	144,429	134,964	131,276
Professional Services	301,088	331,852	470,400	456,650
Maintenance-Motor Vehicles	779	2,315	2,500	2,500
Rentals-Office Equipment	-	15,786	-	-
Training/Registration	640	-	10,000	10,000
Postage	8	2,516	1,000	3,500
Travel Expense - Employee	-	254	1,000	1,000
Travel Expense-Mileage-Employee	-	-	200	200
Advertising	-	209	-	-
Communications	10,692	10,588	48,500	41,400
Office Expense	53	1,139	1,500	1,500
Meeting Expense	383	-	200	200
Office Equip/Software-Inventorial	127,670	678,807	342,606	398,686
Computer Hardware and Software	-	4,043	352,000	225,000
Total Expenditures	671,216	1,339,507	1,536,798	1,449,553
Funding Sources				
MSI Admin				81,517
Indirect Cost Fund				1,368,036
Total Funding Sources				1,449,553

General Government

Task 0470 Human Resources

Purpose

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

Accomplishments

1. Recruited and filled nine positions at time of budget preparation with the expectation for an additional seven recruitments.
2. Screened over 386 employment applications.
3. Maintained a Coronavirus Disease (COVID-19) pandemic Operating and Prevention Plan to protect employees from exposure to and infection with COVID-19.
4. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
5. Performed a classification and compensation study to ensure market/internal structure alignment, simplify classification structures, identify paths for career progression, address recruitment and retention needs and to review minimum qualifications to facilitate recruitment of talent.
6. Conducted agency-wide fire and earthquake drills and active shooter training and certified employees in first aid.
7. Implemented a Mentorship program to provide employees with the opportunity to receive guidance from a mentor, engage with fellow SBCTA employees, and to open up new channels for networking and mutual learning.
8. Implemented a new online training program to increase employee skills and competencies.

Work Elements

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

Product

1. Develop leadership competency across the agency through training and development initiatives, to ensure leaders have both the skills and the tools necessary to effectively and fairly manage staff.

General Government

Task 0470 Human Resources

2. Research, develop, and deliver ways to automate human resources processes to improve efficiency and reduce costs.
3. Promote health and wellness campaign program initiatives.
4. Legal review of personnel policies and procedures to maintain accordance with Federal, State, and local guidelines.

Contract Information

- a. Existing Contracts
 - i. 21-1002467, On-Call Employment Law Advisement Services, Amount Budgeted \$20,000.
 - ii. 23-1002959, On-Call Legal Services, Amount Budgeted \$5,000.
- b. New Contracts
 - i. RFQ, Employment Prescreening Services, Amount Budgeted \$3,230, Total Estimated Contract Amount \$20,000.
 - ii. RFQ, Employee Background Screening Services, Amount Budgeted \$1,750, Total Estimated Contract Amount \$8,000.
 - iii. RFQ, Various Employee Service Award Services and Products, Amount Budgeted \$20,500, Total Estimated Contract Amount \$20,500.
- c. Software License Agreements and Software Subscriptions
 - i. Third Party Whistleblower Services, Amount Budgeted \$1,500.
 - ii. Mentorship Software, Amount Budgeted \$2,100.
 - iv. Human Resources Information System (HRIS) for recruitment, performance management, and training. Amount Budgeted \$23,500.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0470 Human Resources

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	175,362	124,052	129,746	130,569
Fringe Allocation-General	173,281	121,411	101,851	96,491
Professional Services	18,551	56,444	3,875	4,980
Legal Fees	13,009	21,079	25,000	25,000
Maintenance-Motor Vehicles	-	198	-	-
Dues/Memberships	1,841	1,819	2,175	2,180
Training/Registration	1,865	524	21,050	33,250
Postage	-	-	200	200
Travel Expense - Employee	214	-	6,500	7,000
Travel Expense-Mileage-Employee	1	-	500	500
Advertising	7,561	11,641	15,800	15,800
Office Expense	340	1,167	1,000	1,000
Meeting Expense	3,971	8,138	15,000	20,000
Total Expenditures	395,996	346,472	322,697	336,970
Funding Sources				
MSI Admin				1,715
Indirect Cost Fund				335,255
Total Funding Sources				336,970

General Government

Task 0501 Intergovernmental

Purpose

Establish and implement intergovernmental initiatives such as equity work.

Accomplishments

Building on the work done by the Equity Ad Hoc Committee in previous fiscal years, and authorization from the SBCTA/SBCOG Board, staff moved forward and completed a Regional Equity Study (Study) as the starting point for determining communities within jurisdictions that are affected by inequities. The Study drilled down to the community level and identified disadvantaged communities demographically, geospatially, and by varying types of investments, providing important data to better understand the challenges faced by specific disadvantaged communities. This information will help SBCTA/SBCOG and its policymakers to have a clearer understanding of existing conditions and to prepare a data matrix to assist in making informed recommendations and options to address various challenges on equity, particularly as staff moves to create and implement an Equity Framework for SBCOG and SBCTA.

1. Received Outdoor Equity Program Grant to cover three years.
2. Approved vendor contracts to implement Outdoor Equity Program.
3. Entered into vendor contract to complete an Equity Framework for SBCTA and SBCOG
4. Implemented Small Business component to the annual Business-to-Business event.
5. Completed regional study for small business activity at the local jurisdiction level.

Work Elements

1. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
2. Coordination with vendors to implement the Outdoor Equity Program.
3. Coordination and implementation with cities, the county, non-profits, and stakeholders for implementation of the Small Business Component of the Business-to-Business event.
4. Coordinated with the City/County Manager's Technical Advisory Committee (CCMTAC) to receive direction on the regional small business study.

Product

Equity Framework, Outdoor Equity Program and Implementation Plan.

General Government Contract Information

- a. Existing Contracts
 - i. 23-1002995, CTO Business to Business (B2B) Small Business Track, Amount Budgeted \$50,000.
 - ii. 19-1002000, Equity Framework, Amount Budgeted \$100,000.
 - iii. 24-1003033, Outdoor Equity Program, Amount Budgeted \$200,000.
 - iv. 23-1003018, Planning and COG On-Call Services, Amount Budgeted \$52,500.

Manager

Steven Smith, Director of Planning

General Government

Task 0501 Intergovernmental

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	120,889	126,074	64,389	65,931
Fringe Allocation-General	119,455	123,391	50,545	48,723
Professional Services	148,612	138,714	50,000	50,000
Consulting Services	51,458	115,227	250,000	250,000
Dues/Memberships	-	-	500	500
Training/Registration	37,299	15,000	30,000	30,000
Postage	-	-	100	100
Travel Expense - Employee	415	408	-	-
Travel Expense-Mileage-Employee	124	200	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	-	-	200	100
Contributions/Subsidies	-	-	5,000	5,000
Office Expense	-	-	100	100
Meeting Expense	(27,770)	12,800	-	-
Grant Writing	-	-	52,500	52,500
Total Expenditures	450,483	531,815	504,734	504,354
Funding Sources				
MSI Admin				89,700
Indirect Cost Fund				414,654
Total Funding Sources				504,354

General Government

Task 0503 Legislation

Purpose

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

Accomplishments

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

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

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

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

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

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

Locally, SBCTA staff will:

1. Work with the Transportation Investment Plan Ad Hoc Committee in development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.
2. Educate the public on the benefits of Measure I and Measure I projects.

General Government

Task 0503 Legislation

Work Elements

This Program has four components:

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

Budgetary changes are mainly due to an increase in cost for additional advocacy services that will be offset by an increase in revenue (reimbursement) from Omnitrans.

Product

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

In Fiscal Year 2024/2025, SBCTA will continue to actively advocate for transportation Funding (including more formula funding sources) at the Federal and State levels, promote approvals and environmental exemptions for zero-emission infrastructure, promote the inclusion of SBCTA corridors into Federal goods movement policies and funding plans, promote expanded alternative Project delivery mechanisms and additional environmental process streamlining, as well as to advance SBCTA's adopted legislative platform through the legislative process.

Contract Information

- a. Existing Contracts
 - i. 20-1002385, Federal Advocacy Services, Amount Budgeted \$162,000.
 - ii. 20-1002384, State Advocacy Services, Amount Budgeted \$120,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	219,113	253,256	285,432	293,374
Fringe Allocation-General	216,513	247,867	224,067	216,805
Professional Services	162,683	214,913	164,328	284,328
Dues/Memberships	11,249	18,381	12,000	9,504
Training/Registration	212	1,100	10,000	10,000
Postage	-	41	-	-
Travel Expense - Employee	8,780	7,525	26,500	25,261
Travel Expense-Mileage-Employee	-	114	3,000	4,000
Travel Expense-Other-Metrolink Tickets	-	25	200	200
Office Expense	-	-	500	500
Meeting Expense	626	465	32,000	31,000
Total Expenditures	619,176	743,687	758,027	874,972

Funding Sources

MSI Admin	126,873
Local Transportation Fund - Admin	3,814
Local Transportation Fund - Planning	50,221
Local Transportation Fund - Rail	120,000
MSI Valley Fund-Freeway Projects	6,307
Indirect Cost Fund	567,757
Total Funding Sources	874,972

General Government

Task 0605 Public Affairs

Purpose

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

Accomplishments

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

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

Work Elements

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

Product

Products of this work element include development of advocacy materials, hosted-venue for strategic partners, media advisories, virtual platforms for public engagement, digital engagement materials like COG Communicator,

General Government

Task 0605 Public Affairs

Executive Director Updates, social media engagement, and YouTube project updates. These complement the ongoing efforts in the areas of graphic design, photography, speech writing, presentation development, project fact sheets, marketing plans, and a variety of agency-specific brochures. Web management and maintenance is a critical component of the task. The task also participates in the planning and delivery of the annual City/County Conference, the annual Business to Business Expo (B2B), and multiple public events commemorating the start and/or finish of major capital improvement projects.

In Fiscal Year 2024/2025, communications opportunities will grow to add marketing for public services and will include the further development of traditional and online media presence. SBCTA will continue to evaluate the tools to engage the public and provide information on SBCTA's programs and services; partner with private sector transportation developers; and seek to build awareness of SBCTA, SBCOG, Measure I, and transportation opportunities in the region. A public engagement paradigm shift to more online streaming services will warrant research into effect on reach and sustainability of agency messages.

Contract Information

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

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

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	131,331	175,010	173,137	192,670
Fringe Allocation-General	129,772	171,285	135,914	142,383
Professional Services	67,942	67,946	185,000	150,000
Dues/Memberships	4,994	3,645	11,600	11,600
Training/Registration	2,437	925	15,600	14,000
Travel Expense - Employee	218	2,082	10,000	10,000
Travel Expense-Mileage-Employee	-	530	3,500	3,500
Public Information Activities	3,636	20,402	70,000	119,142
Meeting Expense	-	54,439	135,000	35,000
Total Expenditures	340,330	496,265	739,751	678,295

Funding Sources

MSI Admin	114,993
Local Transportation Fund - Planning	23,340
Local Transportation Fund - Rail	52,016
MSI Valley Fund-Freeway Projects	65,654
MSI Valley Fund-Fwy Interchange	44,364
MSI Valley Fund-Grade Separations	1,908
MSI Valley Fund-Metrolink/Rail Service	7,349
MSI Valley Fund-Express Bus/Rapid Trans	9,798
Indirect Cost Fund	358,873
Total Funding Sources	678,295

General Government

Task 0805 Building Operation

Purpose

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

Accomplishments

SBCTA oversees the day-to-day operations of the Santa Fe Depot (Depot) facility, which is co-owned by SBCTA and the City of San Bernardino. SBCTA retains the services of a property manager to assist with managing and marketing the facility. In addition to SBCTA's tenancy, there are currently four tenants leasing space at the Santa Fe Depot, which include San Bernardino Historical and Pioneer Society, Southern California Association of Governments (SCAG) local office and teleconferencing location, Local Agency Formation Commission of San Bernardino County (LAFCO), and Greyhound Lines, Inc. The revenue from these leases is used to offset the operations and maintenance costs of the Santa Fe Depot along with the cost sharing arrangement between SBCTA and the City of San Bernardino. In Fiscal Year 2023/2024, SBCTA completed Phase 1 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades by replacing outdated controls with all new smart sensors for optimal energy utilization and efficiency. SBCTA also completed carpet replacement for the 2nd floor and the Boardroom with new carpet tiles which included subfloor repairs.

Work Elements

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

The budgetary increase is due to higher security hourly rates and an increase in Depot utility and maintenance costs.

Product

1. Active management of the facility.
2. Procure parking lot slurry and stencil services.
3. Phase 2 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades.
4. Paint Lobby & Lobby Restroom Walls and Partition Doors.
5. Stain and Refurbish All Interior/Exterior Benches and Lobby Doors.
6. Depot Elevator Modernization.

Contract Information

- a. Existing Contracts
 - i. 20-1002397, Property and Facility Management Services, Amount Budgeted \$29,109.
 - ii. 21-1002626, Confidential Paper Recycling Services, Amount Budgeted \$1,386.
 - iii. 22-1002732, Auction Services, Amount Budgeted \$0.
 - iv. 24-1003072, Telephone and Internet Service, Amount Budgeted \$7,700.
 - v. 23-1003013 (Pending), Furniture and Furniture Services, Amount Budgeted \$65,000.
- b. New Contracts
 - i. RFP, Parking Lot Slurry Seal/Stencil, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.
 - ii.

General Government

Task 0805 Building Operation

- iii. RFP, Property and Facility Management Services, Amount Budgeted \$0, Total Estimated Contract Amount \$155,232.
 - iv. RFP, Confidential Paper Recycling Services, Amount Budgeted \$0, Total Estimated Contract Amount \$6,180.
 - v. RFP, Auction Services, Amount Budgeted \$0.*
 - vi. RFP, HVAC Upgrade Phase 2, Amount Budgeted \$170,000, Total Estimated Contract Amount \$170,000.
 - vii. RFP, Paint Lobby and Lobby Restroom Walls/Partition Doors, Amount Budgeted \$67,618, Total Estimated Contract Amount \$67,618.
 - viii. RFP, Stain and Refurbish All Interior/Exterior Benches and Lobby Doors, Amount Budgeted \$80,000, Total Estimated Contract Amount \$80,000.
 - ix. RFP, Depot Elevator Modernization, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - x. RFP, Office Plant Services, Amount Budgeted \$4,120, Total Estimated Contract Amount \$20,000.
- c. Software License Agreements and Software Subscriptions
- i. Envoy Visitor Software, Amount Budgeted \$7,477.

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

Manager

Colleen Franco, Director of Management Services

General Government

Task 0805 Building Operation

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	53,292	63,966	120,551	142,647
Fringe Allocation-General	52,660	62,604	94,632	105,416
Professional Services	(5,970)	4,877	26,386	11,500
Legal Fees	-	-	-	10,000
Security	185,234	197,152	204,716	242,510
Utilities	138,876	162,154	147,600	185,000
Maintenance-Buildings	853,187	882,586	971,872	998,528
Postage	16	-	200	200
Communications	18,761	18,127	20,000	8,600
Office Expense	9,972	4,964	14,519	14,639
Improvements OTBS	-	17,230	717,000	744,618
Office Furniture and Equipment	15,427	19,199	65,000	65,000
Office Equip/Software-Inventorial	38,854	73,451	22,200	18,500
Computer Hardware and Software	-	7,198	-	-
Total Expenditures	1,360,308	1,513,509	2,404,676	2,547,158
Funding Sources				
MSI Admin				1,715
Indirect Cost Fund				2,545,443
Total Funding Sources				2,547,158

Environment and Energy Conservation Program Budget

Description

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

Accomplishments

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

Goals and Objectives

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

Performance/Workload Indicators

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Mobile Source Review Committee Meetings*	10	10	8	11
Identification of ZEV grant opportunities	2	5	5	5

* MSRC TAC is dark in July with other cancelations.

Environment and Energy Conservation

Task 0101 Environment

Purpose

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

Accomplishments

1. Participated in the Air Quality Management Plan (AQMP) Advisory Group, which provides input to the next update of the AQMP.
2. In Fiscal Year 2023/2024, the United States Department of Energy (DOE) truck and asset management task has been completed. The work associated with this program included the disposition of all 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) DOE project trucks. In addition, all CNG and LNG equipment assets associated with the DOE project funding have been determined to have a zero dollar value by Ryder System, Incorporated (project partner).
3. Continued to participate on the Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC), as well as participate in MSRC TAC Work Program subcommittees, which strive to develop and implement emission reducing opportunities.
4. Coordinated with the Mojave Desert Air Quality Management District (MDAQMD) on issues of relevance to that air basin.

Work Elements

1. Represent SBCTA through participation in technical committees of the South Coast Air Quality Management District (SCAQMD), MDAQMD and other groups for implementation of attainment strategies.
2. Continue to participate on the MSRC TAC.
3. Continue to participate in MSRC TAC Work Program subcommittees striving to reduce emissions and improve air quality in the region.
4. Provide information and analysis to the SBCTA Board regarding SCAQMD, California Air Resources Board (CARB) and Environmental Protection Agency (EPA) programs that may impact SBCTA's transportation programs, local governments, and the private sector.
5. Assist San Bernardino County fleet/site owners/goods movement industry in securing funding sources from the MSRC and other Federal and/or State sources for clean or alternative vehicle implementation.
6. Participate with public and private sectors to study air quality issues important to the Inland Empire and to formulate and advocate positions that will benefit the county.
7. Continue to collaborate with local agencies to identify possible funding opportunities to address Electric Vehicle (EV) charging locations and EV infrastructure needs throughout the county.
8. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gases as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
9. Continue to explore EV technologies such as solar powered systems.

The budgetary decrease is due to the completion of the United States Department of Energy (DOE) truck and asset management task.

Product

1. Continue to collaborate with local agencies regarding various EV charging station and EV infrastructure opportunities.

Environment and Energy Conservation

Task 0101 Environment

2. Identify electric, hydrogen and other alternative fuel funding opportunities to assist San Bernardino County agencies and travelers in improving air quality and working toward greenhouse gas reduction goals. The SCAG Zero-Emission Truck Infrastructure (ZETI) study is a major focal point in organizing the region for this initiative.
3. Participate via the MSRC with various work program committees to further assist with emissions reductions in the Inland Empire.

Manager

Steven Smith, Director of Planning

Environment and Energy Conservation

Task 0101 Environment

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	55,077	17,059	22,736	20,030
Regular Part-Time Employees	304	13,666	640	740
Fringe Allocation-General	54,424	16,696	18,350	15,349
Professional Services	16,854	78,184	657,500	39,500
Consulting Services	-	-	102,000	99,000
Maintenance-Motor Vehicles	-	-	450	450
Training/Registration	58	-	7,000	6,875
Postage	-	-	350	300
Travel Expense - Employee	-	-	10,500	9,300
Travel Expense-Mileage-Employee	-	58	5,000	3,380
Travel Expense-Other-Metrolink Tickets	-	-	1,000	1,400
Printing - External	-	-	1,200	1,200
Printing - Internal	-	-	400	400
Contributions/Subsidies	-	-	100,000	100,000
Office Expense	-	-	425	325
Meeting Expense	-	-	-	200
Office Equip/Software-Inventorial	1,055	-	-	-
Total Expenditures	127,772	125,662	927,551	298,449
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				298,449
Total Funding Sources				298,449

Commuter and Motorist Assistance Program Budget

Description

The Commuter and Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through the maintenance of a Call Box System, the Freeway Service Patrol (FSP) Program, and operation of the Southern California 511 (SoCal 511) traveler information phone service and GO511.com traveler information website.

Accomplishments

1. Continued to work with the regional SoCal 511 partners, which include Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC) with the goal that all five agencies provide seamless regional traveler information for commuters throughout the region.
2. Continued to explore technology to be used for the FSP Program and provided software updates to existing technology.
3. Continued to market and outreach the FSP Program to potentially qualified tow companies.
4. Continued to review and make changes to the FSP Request for Proposal (RFP) documents and contracts in an effort to attract more qualified tow companies to submit a proposal and participate in the FSP Program.
5. Continued to monitor and assess the operations of the FSP Program so that it runs efficiently and cost effectively as possible.

Goals and Objectives

1. Work with RCTC to plan and implement a Mobile Call Box Program protocol through the SoCal 511 system.
2. Procure and award a FSP contract for Beats 5 and 27.
3. Conduct outreach to tow operators in the region regarding the upcoming Beat 11 and Beat 29 procurements.
4. Continue to review and evaluate FSP technology and operations for the purpose of making the program as cost-effective and efficient as possible.
5. Continued to evaluate and convert, when possible, call box sites so they are American with Disabilities Act (ADA) compliant.
6. Address remaining B and C site type call boxes in the network to determine if retrofitting or removing the call boxes is more appropriate. Type B and C call box site types are no longer permitted by California Department of Transportation (Caltrans), due to the sites upward (site B) or downward (site C) slopes.
7. Increase mobility on area freeways by removing disabled vehicles and other impediments during peak commute hours in a safe and efficient manner.
8. Reduce traffic congestion and contribute to the improvement of air quality in the region by providing and promoting timely accident and congestion travel services information through the formation of the regional SoCal 511 system.
9. Continue to explore possible partnerships with congestion management applications for further efficiency of the Commuter and Motorist Assistance Program.

Performance/Workload Indicators

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Motorists assisted by Freeway Service Patrol	86,178	86,178	85,000	85,000
Calls to 511	347,301	385,472	312,756	313,000
Visits to IE511.org/SoCal 511	345,133	618,413*	304,356	305,000

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

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Purpose

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

Accomplishments

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

Travelers can access the SoCal 511 system in a variety of ways, including by telephone (dialing 511 or 1-877-MYIE511) and through the web (www.Go511.com). The SoCal 511 system smartphone application (Go511 app) launched in January 2024. In Fiscal Year 2022/2023, the SoCal 511 system received more than 385,000 calls and the SoCal 511 website had in excess of 1.6 million web page views. Please note call and web page view increases in Fiscal Year 2022/2023 were due to several significant weather/storm events in the region, as well as a transit strike that occurred in Orange County during this time period.

Work Elements

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

Budgetary changes are a result of the need to update the current 511 signage to reflect the SoCal 511 information. The updated signage will occur throughout San Bernardino County. In addition, some marketing and design services have been added to help promote the SoCal 511 Program.

Product

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

Contract Information

- a. Existing Contracts
 - i. 20-1002311, LA SAFE Annual Agreement for SoCal 511, Amount Budgeted \$165,000.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Expenditures				
Regular Full-Time Employees	9,344	1,687	23,261	20,789
Regular Part-Time Employees	-	-	640	740
Fringe Allocation-General	9,233	1,651	18,762	15,910
Professional Services	228,915	132,769	182,000	227,000
Consulting Services	-	-	20,000	20,000
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	-	-	1,500	2,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	4,000	4,000
Travel Expense-Mileage-Employee	-	-	2,000	2,000
Travel Expense-Mileage-Non-Employee	-	-	100	100
Travel Expense-Other-Metrolink Tickets	-	-	500	500
Printing - External	-	-	97,000	147,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>247,493</u>	<u>136,107</u>	<u>352,413</u>	<u>442,689</u>
Funding Sources				
SAFE-Vehicle Registration Fees				177,000
MSI Valley Fund-Traffic Mgmt Sys				216,539
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>49,150</u>
Total Funding Sources				<u>442,689</u>

Commuter and Motorist Assistance

Task 0702 Call Box System

Purpose

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

Accomplishments

Last year, more than 3,100 calls were received through the call box system with the latest digital technology available at this time and satellite call boxes. Satellite call box sites have been selected to help fill service gaps in areas that are more remote, that do not have a consistent digital cellular signal, or in some cases where there has never been a call box available to motorists before. All call boxes, including satellite, are equipped with Tele Type devices (TTY's) to assist the hearing and speech impaired, and improvements continue to be made to provide better access for motorists with physical and mobility disabilities. Staff continues to monitor and evaluate the current call box system.

Work Elements

Continue assessing current satellite call box locations to see if a consistent digital signal is available and relocating or installing satellite call boxes where there is a need. Continue to analyze and determine if each call box is Americans with Disabilities Act (ADA) compliant and develop a plan to address any non-ADA compliant call boxes. Reviewing all call box site locations with an emphasis on either retrofitting or removing all B and C call box sites, due to the sites upward (site B) or downward (site C) slopes. Call box sites B and C are no longer permitted by the California Department of Transportation (Caltrans). Research and work to implement a Mobile Call Box protocol through the Southern California 511 (SoCal 511) system.

1. Manage day-to-day operations of the Call Box Program.
2. Oversee work performed by consultants for call box maintenance and call answering services for the Call Box Program.
3. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists, while attempting to recover financial losses resulting from damaged call boxes.
4. Through the call box maintenance contractor, update and maintain digitized call box photos, call box locations via longitude/latitude indicators and Global Positioning Systems (GPS), and coordinate SBCTA's access of the call box data through the contractor's maintenance portal.
5. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting California Department of Transportation (Caltrans) and California Highway Patrol (CHP) with traffic mitigation projects.
6. Continue to review and consider reducing call boxes where call volume is low or where there are other existing motorist aid services available nearby.
7. Continue to analyze and address possible non-ADA compliant call boxes.
8. Continue to analyze and address all B and C call box sites.
9. Research and implement a Mobile Call Box protocol through the SoCal 511 system.
10. Continue to be the lead agency for Call Box Call Answering Center services on behalf of Riverside County Transportation Commission (RCTC) and Orange County Transportation Authority (OCTA).

Budgetary changes include increases in ADA compliance efforts, addressing all B and C call box sites, and consultant services for technical and data analysis.

Commuter and Motorist Assistance

Task 0702 Call Box System

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include analyzing ADA compliance and upgrading or removing the call boxes as needed, the repair or installation of call boxes, which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the Call Answering Center and ensure a high level of quality assistance to the motoring public.

1. Audit random samples of recorded call box calls for quality control purposes.
2. Prompt repair or replacement of damaged call boxes.
3. Continue to review Call Box sites and address ADA compliance concerns when needed.
4. Research and implement a Mobile Call Box protocol through the SoCal 511 system.

Contract Information

- a. Existing Contracts
 - i. 23-1002942, Call Box Liaison Support, Amount Budgeted \$6,500.
 - ii. 18-1001961, Call Box Call Answering Center Services, Amount Budgeted \$115,000.
 - iii. 23-1002832, CTO #4, Prevailing Wage Consultant for Callbox Maintenance Services, Amount Budgeted \$15,000.
 - iv. 23-1003017, Call Box Maintenance, Amount Budgeted \$800,000.
 - v. 24-1003112, Call Box Cellular Services, Amount Budgeted \$17,000.
- b. New Contracts
 - i. RFP/CTO, Planning and Council of Governments On-Call Services, Amount Budgeted \$0, Total Estimated Contract Amount, \$1,000,000.
 - ii. RFP/CTO, On Call Planning Services (Call Box Technical Services), Amount Budgeted \$17,000, Total Estimated Contract Amount under Planning. (Note: Contract is under Planning Department and is noted in their budget).
 - iii. RFP/CTO, On Call Planning Services (Project Control Services), Amount Budgeted \$120,000, Total Estimated Contract Amount under Planning. (Note: Contract is under Planning Department and is noted in their budget).

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0702 Call Box System

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Expenditures				
Regular Full-Time Employees	38,972	26,457	37,743	42,233
Regular Part-Time Employees	-	88	480	555
Fringe Allocation-General	38,510	25,894	30,005	31,620
Professional Services	89,173	145,943	256,500	275,400
Consulting Services	9,107	5,242	30,000	40,000
Project Controls (Planning-COG)	-	-	120,000	120,000
Mountain Avenue Callbox	393	-	-	-
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	401,208	256,758	760,000	800,000
Training/Registration	-	-	150	150
Postage	-	-	100	100
Travel Expense - Employee	-	60	4,000	4,000
Travel Expense-Mileage-Employee	-	263	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Printing - External	-	-	6,000	6,000
Printing - Internal	-	-	150	150
Communications	7,316	8,319	35,000	47,000
Record/Equipment Storage	4,565	5,040	10,500	9,500
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>589,242</u>	<u>474,065</u>	<u>1,314,998</u>	<u>1,401,078</u>
Funding Sources				
SAFE-Vehicle Registration Fees				1,038,078
SAFE Reimbursement				128,000
MSI Valley Fund-Traffic Mgmt Sys				235,000
Total Funding Sources				<u>1,401,078</u>

Attachment: GPC Narratives FY 2024/2025 PDF Final (10398 : SBCTA Fiscal Year 2024/2025 Budget Task Review - GPC)

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

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

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

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

Accomplishments

SBCTA, in partnership with CHP and Caltrans, operates an FSP Program on a total of eight Beats along 98.38 centerline miles of highway in the Valley and portions of the Cajon Pass area that assisted more than 73,455 motorists last fiscal year.

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

Staff are also continuing to review and investigate other possible radio communication services and systems that may be able to be utilized for the FSP Program. Staff are partnering with Riverside County Transportation Commission (RCTC) in this research endeavor, as SBCTA and RCTC share and coordinate efforts with the same four FSP CHP officers and the CHP Inland Communication Center.

Work Elements

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

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

9. Continue to expand the SBCTA FSP Marketing Plan, which is aimed at bringing awareness to the program, its requirements, and upcoming opportunities to tow companies in the area.
10. Continue to seek various opportunities and partnerships to provide ongoing public awareness of the FSP Program.
11. Continue to provide Construction FSP (CFSP) support services for SBCTA Express Lanes projects.

Budgetary increase is due to an increase in cost of printing, additional analysis services required of the FSP technical consultant and staff labor.

Product

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

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

Contract Information

a. Existing Contracts

- i. 19-1002172, FSP Tow Services Along Beat 5, Amount Budgeted \$196,000.
- ii. 23-1002945, FSP Tow Services Along Beat 5, Amount Budgeted \$385,375.
- iii. 22-1002736, FSP Tow Services Along Beat 9, Amount Budgeted \$542,105.*
- iv. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted \$447,790.*
- v. 22-1002738, FSP Tow Services Along Beat 14, Amount Budgeted \$542,105.
- vi. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$25,000.*
- vii. 23-1002947, FSP Tow Services Along Beat 23, Amount Budgeted \$881,738.*
- viii. 19-1002171, FSP Tow Services Along Beat 27, Amount Budgeted \$239,400.
- ix. 23-1002946, FSP Tow Services Along Beat 27, Amount Budgeted, \$447,035.
- x. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted \$474,480.
- xi. 22-1002737, FSP Tow Services Along Beat 31, Amount Budgeted \$542,106.
- xii. 22-1002818, FSP Technical Consultant, Amount Budgeted \$41,000.
- xiii. 22-1002819, FSP Tow Services, I-10 Express Lanes, Amount Budgeted \$0.**
- xiv. 21-1002547, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted \$550,000.*
- xv. 23-1002872, FSP Radio Services, Amount Budgeted \$45,000.*

b. New Contracts

- i. 24-1003125, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted \$750,000, Total Estimated Contract Amount \$3,051,391.*

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

*Contract will be managed for performance by the Planning and Regional Programs Department Air Quality and Mobility (AQMP) Program and budgeted by both the Planning and Regional Programs Department AQMP Program and Toll Operations Department within the agency.

**Contract will be managed for performance by the Planning and Regional Programs Department AQMP Program and budgeted by the Toll Operations Department within the agency. The amount budgeted is reflected within the Toll Operations Department.

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

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	122,944	90,353	86,320	132,936
Regular Part-Time Employees	1,838	21,176	10,976	12,691
Fringe Allocation-General	121,485	88,430	76,377	107,619
Professional Services	3,890,417	4,211,311	5,789,495	5,767,064
Consulting Services	-	-	64,500	80,500
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	65	300	300
Postage	46	-	1,000	1,000
Travel Expense - Employee	-	654	7,000	7,000
Travel Expense-Mileage-Employee	-	562	4,000	4,000
Printing - External	23,449	31,365	88,000	108,500
Printing - Internal	-	-	1,000	1,000
Communications	22,778	22,518	72,400	79,100
Office Expense	-	302	1,200	1,200
Meeting Expense	1,006	1,964	5,200	5,000
Total Expenditures	4,183,963	4,468,701	6,208,168	6,308,310

Funding Sources

Freeway Service Patrol (SAFE)-SB1	1,431,379
SAFE-Vehicle Registration Fees	1,753,280
Freeway Service Patrol	2,338,351
MSI Valley Fund-Traffic Mgmt Sys	35,300
MSI Victor Valley Fund-Traffic Mgmt Sys	750,000
Total Funding Sources	6,308,310

Planning and Regional Program Budget

Description

The Planning and Regional Programs Budget represents the continuing responsibilities of the SBCTA and SBCOG to comprehensively plan at the regional and county levels; compile and maintain planning and monitoring data in support of planning efforts; support ongoing congestion management; perform travel demand modeling, growth analysis, and focused transportation study efforts; and prepare grant applications. There were several major activities for Fiscal Year 2023/2024:

1. Provided technical input and comments to the Southern California Association of Governments (SCAG) regarding the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”). The RTP/SCS was approved in mid-2024.
2. The SBCTA/SBCOG Board approved moving ahead with an expansion of the Council of Governments activities and associated budget, with consideration of an amendment to the SBCOG Joint Powers Authority by each of the local jurisdictions in the county.
3. The Smart County Early Action Plan was completed, with proposed initiatives in transportation, broadband, and emergency services communication.
4. The Equity Framework Study was initiated.
5. Collaborated with WRCOG, CVAG, local jurisdictions and other public agencies, utilities, educational institutions, tribes and third-party energy providers regarding implementation of the Inland Regional Energy Network (I-REN) and its Programs.
6. Continuation of project delivery on Active Transportation Program (ATP) grants from Cycles 1-6 and assistance to jurisdictions on Cycle 7 applications. Over \$80 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1-6 of this program.
7. The final Regional Conservation Investment Strategy (RCIS) was submitted to the California Department of Fish and Wildlife (CDFW) and approval of the RCIS has been received.
8. Development of the Environmental Impact Report of the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan was completed. This will serve as programmatic environmental clearance for individual jurisdiction Climate Action Plans.
9. The update of the San Bernardino Transportation Analysis Model “Plus” (SBTAM+) was completed. The package includes an update to the VMT analysis screening tool in response to Senate Bill 743 (SB743).
10. Sidewalk inventory data were collected and analyzed for Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan. The project is now complete, funded by a California Department of Transportation (Caltrans) planning grant.
11. Input is being provided on the next South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP).
12. SBCTA staff provided comments on a variety of statewide and regional plans and guidelines, including: Caltrans System Investment Strategy (CSIS) and Guidelines for Senate Bill 1 (SB1) grant programs from the California Transportation Commission.
13. Multiple grant applications were submitted, including: Multiple grant applications for the SCAG Regional Early Action Plan (REAP 2.0) Program (e.g.VMT Mitigation Bank, complete streets projects, housing, and equity); Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for two (2) Brightline stations in the Victor Valley; SB1 screening application to Caltrans for the Tunnel to Ontario International Airport; and the Federal Nationally Significant Multimodal Freight and Highway Projects (INFRA) and National Infrastructure Project Assistance (MEGA) grant for the Interstate 10 Corridor Freight and Managed Lane Project.
14. Completed the 2024 Development Mitigation Nexus Study update.
15. Completed the State Route 18 (SR18) and State Route 138 (SR138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA).

Activities Planned for Fiscal Year 2024/2025 include (see more comprehensive listing in the individual tasks):

1. Begin work with SCAG on the next cycle of the RTP/SCS.

Planning and Regional Program Budget

2. Establish a Memorandum of Understanding (MOU) between participating agencies and SBCOG for SBCOG to administer the San Bernardino Regional Housing Trust (SBRHT). Work will include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
3. Complete the major update to the SBCTA Countywide Transportation Plan, being termed the Long Range Multimodal Transportation Plan (LRMTP), with significantly increased emphasis on transit, transportation demand management, active transportation and goods movement.
4. Execute the projects funded through the SCAG REAP 2.0 project awards, including VMT Mitigation Bank, complete streets projects, housing, and equity programs.
5. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
6. Aggressively pursue grant awards and provide assistance to local jurisdictions for grants, where appropriate, through SB1, ATP, Caltrans Sustainable Transportation Planning Grants, Cap-and-Trade funding, USDOT, Environmental Protection Agency (EPA), and other Federal and State grant programs.
7. Provide continuing input to and comments on a variety of State and regional plans and guidelines.
8. Continue support for SBCTA/SBCOG technical committees.
9. Continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), mapping, and analysis support where appropriate.
10. Complete work on the full Smart County Master Plan (SCMP).

Goals and Objectives

1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to develop and implement the current RTP/SCS, with emphasis on Measure I projects, active transportation projects, and freight initiatives.
2. Provide updates on countywide plans, such as the LRMTP, Measure I Strategic Plan, and GHG Reduction Plan, as well as Active Transportation Plans at the countywide and subarea level.
3. Work with SCAG on regional planning related to freight corridors and inter-county transit planning.
4. Continue planning and implementation of sustainability initiatives.
5. Maintain tools including travel demand modeling and GIS capabilities to support planning and project delivery activities.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
RTP/SCS Growth forecasts and project submittals. Coordinate Reviews for SBCTA Projects and 25 Juris.	YES	YES	YES	YES
Transportation Modeling, Applied to Countywide Transportation Plan (CTP), Express Lanes Studies, and SB743	YES	YES	YES	YES
Support SBCTA and Jurisdiction analysis of projects.	YES	YES	YES	YES
Data Management Maintain data sets. Existing Land Use; General Plan L.U. Proj. Mgmt. Growth Forecast Model Answer calls/emails from 25 jurisdictions	YES	YES	YES	YES
Mapping/Data Products 20+ Monthly	YES	YES	YES	YES
Updates to countywide plans, such as the LRMTP, Measure I Strategic Plan, and GHG Reduction Plan, as well as Active Transportation Plans	YES	YES	YES	YES

Planning and Regional

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet Federal and State requirements. Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the regional growth forecast used as the basis for Federal and State mandated regional plans, including regional transportation, freight, air quality, equity and housing plans, the Senate Bill 375 (SB375) Sustainable Communities Strategy, Senate Bill 743 (SB743) Vehicle Miles Travelled (VMT) Reduction Strategies, Greenhouse Gas (GHG) Reduction Strategies, Climate Adaptation and Resiliency Strategies, and preparation of subregional and corridor travel demand forecasts. In addition, SBCTA reviews and provides comments on State-level plans and programs, such as: California Transportation Plan 2050, Inter-regional Transportation Strategic Plan, California Freight Mobility Plan, Sustainable Freight Action Plan, Office of Planning and Research (OPR) General Plan Guidelines, guidelines for State Cap-and-Trade programs, Senate Bill 1 (SB1) Road Repair and Accountability Act of 2017 programs, California Air Resources Board (CARB) Scoping Plan, and other statewide policy documents such as California Environmental Quality Act (CEQA) guidelines.

Accomplishments

San Bernardino County Transportation Authority (SBCTA) coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. In Fiscal Year 2023/2024, SBCTA reviewed and provided comments on the draft of 2024 RTP/SCS. SBCTA and San Bernardino Council of Governments (SBCOG) assisted local jurisdictions with implementation of the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA) through updates of their General Plan Housing Elements using state housing planning grant funds. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plan (AQMP). SBCTA has participated in preparation of all South Coast AQMPs since 1994. At the State level, SBCTA provided input to multiple processes and documents, such as the Senate Bill 671 (SB671) clean truck corridors, and guidelines for the Cycle 4 SB1 grant applications from the California Transportation Commission (CTC). Subsequently, SBCTA submitted a number of grant applications, including applications for the US Department of Transportation (USDOT) Nationally Significant Multimodal Freight and Highway Projects program, National Infrastructure Project Assistance (MEGA) program, Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG), and Regional Early Action Plan (REAP). This task also includes technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation. SBCTA also collaborated with the Riverside County Transportation Commission (RCTC) and California Department of Transportation (Caltrans) to update the Inland Empire Comprehensive Multimodal Corridor Plan, required as part of SB1 to support the SB1 Solutions for Congested Corridors Program (SCCP). As part of the State Active Transportation Program (ATP) Cycle 7, SBCTA assisted local jurisdictions with application submittal and project outreach for the proposed bicycle, pedestrian, and Safe Routes to Schools (SRTS) projects.

Work Elements

1. Track implementation of the 2024 RTP/SCS and provide technical input into development of the 2028 RTP/SCS when necessary.
2. Continue to improve on implementation of active transportation projects and programs.

Planning and Regional

Task 0110 Regional Planning

3. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SBCTA GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; additional Specific Plan land use mapping; control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas. SBCTA has started the work of comprehensively updating the San Bernardino County Transportation Analysis Model (SBTAM).
4. Implement SRTS plans and programs around San Bernardino County public schools.
5. Continue to participate in the SCAG Working Groups on modeling, freight, aviation, active transportation, equity, and environmental/sustainability issues.
6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality, GHG reduction, VMT reduction, climate adaptation, habitat preservation, and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies.
7. Coordinate with other subregions, SCAG, and Federal and State Agencies in addressing regional goods movement issues through the California Freight Advisory Committee (CFAC), the California Freight Mobility Plan, and the Southern California Freight Consensus Group.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Provide technical assistance and input to guidelines for Federal, State, and regional grant applications.
10. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, sustainability, or land use planning.
11. Coordinate with Western Riverside Council of Governments (WRCOG) on implementing bi-county joint climate adaptation and resiliency initiatives and other bi-county efforts, as appropriate.
12. Coordinate with Caltrans and local jurisdictions to extend and/or develop new regional Class I active transportation networks such as the San Sevine, Santa Ana River, and Pacific Electric Trails.
13. Coordinate with SCAG and local jurisdictions to implement SB743 requirements on VMT reduction, and develop programs to implement regional mitigation/crediting measures where feasible.
14. Coordinate with SCAG on “Big Data” issues and opportunities.

Product

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

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0110 Regional Planning

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	136,196	169,971	183,890	215,272
Fringe Allocation-General	134,580	166,354	144,353	159,086
Professional Services	369	(369)	25,000	30,000
Travel Expense-Mileage-Employee	-	880	500	500
Travel Expense-Other-Metrolink Tickets	-	-	300	200
Office Expense	43	-	500	500
Meeting Expense	153	1,914	500	1,000
Total Expenditures	<u>271,340</u>	<u>338,751</u>	<u>355,043</u>	<u>406,558</u>
Funding Sources				
Local Transportation Fund - Planning				68,599
Planning, Programming and Monitoring				333,551
MSI Valley Fund-Freeway Projects				<u>4,408</u>
Total Funding Sources				<u>406,558</u>

Planning and Regional

Task 0203 Congestion Management

Purpose

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

Accomplishments

The countywide CMP was adopted in November 1992. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law and, along with California Department of Transportation (Caltrans), are continuing to monitor their Development Impact Fee (DIF) programs in the CMP by preparing Nexus Study Updates and Development Mitigation Annual Reports (DMAR) as a condition of compliance. Tables and graphics on historical congestion levels are available through the SBCTA ClearGuide. Improvements to the San Bernardino County Transportation Analysis Model (SBTAM; Subregional Planning, Task 0404) were undertaken within the Valley, Victor Valley, Morongo Basin, and North Desert Subareas, as part of congestion management responsibilities. The framework for an online CMP information and data entry tool was developed.

Work Elements

1. The Development Mitigation Nexus Study will be updated based on local input and Caltrans Construction Cost Index, with the opportunity to add new local arterial projects to the list. SBCTA will work with the jurisdictions in the Valley and Victor Valley to maintain their DIF programs consistent with the Nexus Study update.
2. SBCTA will work with Valley and Victor Valley jurisdictions to collect data for their DMARs, presented annually to the Board showing the current state of development and fee collection.
3. Trends in traffic growth will be tracked through congestion monitoring using the SBCTA ClearGuide based on vehicle probe data for freeways and arterials. SBCTA hosts this data on an external website that will be accessible to local jurisdictions and provide analysis capabilities and data extraction for the monitored sections of the CMP network. These data sources will be available to be used as a basis for traffic studies for roadway and land development projects, for prioritization of transportation projects by SBCTA for discretionary funding, and for grant application exhibits.
4. Review Traffic Impact Analysis (TIA) reports prepared by local governments in the rural Mountain/Desert Subareas, and monitor compliance with the program.
5. Represent the Congestion Management Agency in discussions with other counties and regional, Federal and State agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
6. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.
7. Develop an online CMP information and data entry tool.

Product

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

Contract Information

- a. Existing Contract
 - i. 22-1002774, CMP Monitoring Tool Maintenance, Amount Budgeted \$73,860.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0203 Congestion Management

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	10,014	19,339	30,993	31,217
Fringe Allocation-General	9,895	18,927	24,329	23,069
Consulting Services	42,224	67,000	84,360	60,000
Advertising	218	-	-	-
Total Expenditures	62,351	105,266	139,682	114,286
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				90,715
MSI Victor Valley Fund-Traffic Mgmt Sys				23,571
Total Funding Sources				114,286

Planning and Regional

Task 0206 Data Program Management

Purpose

The Data Management Office (DMO) provides services to all SBCTA and SBCOG departments. The purpose of Task 0206 is to support all departments by conducting geographic information system (GIS), data management, and analysis tasks on a regular and per request basis.

Accomplishments

The DMO continues its data maintenance reforms geared towards improving access to existing resources for internal staff, member jurisdictions, regional agencies, and the public at large. This will be accomplished through several ongoing efforts including 1) the creation of an online “hub” for each department where GIS information relevant to each department’s interests can be readily accessed, 2) alteration of how internal map requests are fulfilled from email-based to portal-based, and 3) the publication of additional online map applications.

In the past, the DMO has shown its commitment to making data available to member jurisdictions and the public by implementing applications such as the “Active San Bernardino Data” application. The site allows users to review active transportation facilities and other demographic data used in prioritizing multimodal transportation projects and programs through interactive maps, dashboards, and other static data visualized reports. The application also allows users to create their own map exhibits, pulling data from SBCTA/SBCOG, Federal, State, regional, and other local sources. The DMO also implemented a vehicle miles traveled (VMT) Screening Tool, which allows consultants to determine if a land use project they are studying for member jurisdictions will require additional VMT-specific traffic impact analysis as required by Senate Bill 743 (SB743) on how community development projects will increase or reduce total VMT.

In 2023/2024, SBCTA (in collaboration with SCAG) completed the Local Input process of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecast to 2050. Household and employment growth predictions were requested from each of the member jurisdictions, a process that occurs every four years. The DMO created supplemental online maps and look-up tools to assist the jurisdictions in this request. The resulting data collected in this process is used by SBCTA to develop an accurate plan as to where future developments may be located; specifically it will guide the San Bernardino Transportation Analysis Model Update, which was completed in early 2024.

Additionally, Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was completed in early 2023. This project aimed to show the location and condition of sidewalks and Americans with Disabilities Act (ADA) ramps for subareas within the county and further develop a sidewalk network for use in future planning projects and grant applications. Data collected as part of this effort has been integrated into the DMO’s GIS platform under Task 0404 and can be viewed by the public under SBCTA’s Active San Bernardino website under the “Take a Walk” tab. Individual ePlans have also been developed for our member jurisdictions to access jurisdiction-specific data and guide them in creating their own ADA compliance plan.

In the upcoming year, the DMO will focus on gathering data collected by other departments, such as Express Lanes Operations and SBCOG, and consolidating them under the existing SBCTA GIS portfolio. Support for previously created applications, such as the Quarterly Reports application, which provides consistent cost estimates and schedules via an easy to explore Story Map, will continue. The Story Map provides both at-a-glance dashboard and in-depth project link options, which will continue as the foundation of a larger effort to create a Comprehensive Project System database that provides access and ability to analyze information relating to all projects monitored by SBCTA.

Planning and Regional

Task 0206 Data Program Management

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

Work Elements

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

1. Project Delivery Department:
 - i. Freeway project support, including right of way mapping.
 - ii. Maps for quarterly reports.
 - iii. Modeling/analysis support.
 - iv. Interchange analysis.
2. Transit Department:
 - i. Rail right of way maps and exhibits.
 - ii. Small operator data analysis assistance.
 - iii. Miscellaneous mapping.
 - iv. Vanpool Program support.
3. Air Quality and Mobility Department:
 - i. Call Box mapping.
 - ii. Freeway Service Patrol (FSP) mapping.
 - iii. Electric Vehicle (EV) readiness support.
4. Fund Administration Department:
 - i. Mapping and support for Federal Transportation Improvement Program (FTIP) and project tracking.
 - ii. Measure I funding distribution maps.
 - iii. Measure I 10-Year Delivery Plan maps.
 - iv. Measure I Strategic Plan maps.
5. San Bernardino County Transportation Analysis Model (SBTAM):
 - i. Consultant requests for traffic volume plots.
 - ii. Consultant support for running copy of SBTAM as part of Planning's pilot program, 'Referrals for Traffic Modeling Services using SBTAM'.
6. San Bernardino Council of Governments (SBCOG):
 - i. Mapping for special COG projects (e.g. Smart County Master Plan, Disadvantaged Communities Analysis, Jurisdiction specific factsheets).
 - ii. COG Membership mapping support.
 - iii. Maintain SB 1000 Environmental Justice Toolkit.
7. Special mapping and analysis requests not identified during budget planning.

Product

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

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0206 Data Program Management

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	122,959	92,670	139,782	196,240
Regular Part-Time Employees	4,790	992	16,640	16,465
Fringe Allocation-General	121,500	90,698	122,789	157,190
Information Technology Services	39,350	27,600	34,000	35,000
Training/Registration	785	-	1,500	2,000
Travel Expense - Employee	-	3,935	4,800	5,000
Travel Expense-Mileage-Employee	-	413	500	500
Travel Expense-Other-Metrolink Tickets	-	-	100	100
Printing - External	-	-	300	300
Total Expenditures	<u>289,384</u>	<u>216,308</u>	<u>320,411</u>	<u>412,795</u>

Funding Sources

MSI Admin	23,843
Local Transportation Fund - Planning	128,567
Planning, Programming and Monitoring	156,800
SAFE-Vehicle Registration Fees	988
MSI Valley Fund-Freeway Projects	10,759
MSI Valley Fund-Fwy Interchange	1,553
MSI Valley Fund-Traffic Mgmt Sys	86,628
Indirect Cost Fund	<u>3,657</u>
Total Funding Sources	<u>412,795</u>

Planning and Regional

Task 0404 Subregional Planning

Purpose

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

Accomplishments

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

The Planning Department was also the lead on multiple grant applications for infrastructure and planning, both as the grantor and as the applicant. As a grantor, SBCTA allocated \$7.2 million of Transportation Development Act (TDA) Article 3 funds to transit operators and member jurisdictions for Transit Access Improvement and Bicycle and Pedestrian Projects. As an applicant, the Planning Department worked to position projects for the next cycle of Senate Bill 1 (SB1) competitive programs, Solutions for Congested Corridors (SCCP), Trade Corridor Enhancement Program, Local Partnership Program, and the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program. The Comprehensive Multimodal Corridor Plan (CMCP) is being updated with Riverside County Transportation Commission (RCTC) and Caltrans, in support of SBCTA's SCCP applications. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2023/2024. The Regional Conservation Investment Strategy (RCIS) prepared under Assembly Bill 2087 (AB 2087) was submitted, and was approved by the California Department of Fish and Wildlife (CDFW) in Fall 2023.

SBCTA has continued to update and enhance the San Bernardino County Transportation Analysis Model (SBTAM) including additional model updates to improve transit forecasts. A major update of the SBTAM was completed using a grant received from Caltrans' Sustainable Transportation Planning Grant Program. The SRTS Phase IV project also got underway through a grant received from the state's Active Transportation Program. In Fiscal Year 2023/2024, the State and the Region put a lot of emphasis on developing plans to increase housing stock in the region. One of these efforts was to support comprehensive updates of each jurisdiction's Housing Element in their General Plans. SBCTA/SBCOG, through the Regional Early Action Planning (REAP) 1.0 funding, provided direct technical assistance to the member jurisdictions by allowing jurisdictions to have access to the on-call planning consultants hired by SBCTA/SBCOG. Assistance was provided in the areas of Accessory Dwelling Unit (ADU) Capacity Analysis, Affirmatively Furthering Fair Housing (AFFH) Analysis, Site Selection Assistance, Mapping and Data Analysis, and staffing augmentation. Work was begun on a set of projects awarded grant funding through REAP 2.0.

Planning and Regional

Task 0404 Subregional Planning

Work Elements

1. Collaborate with transit agencies, local jurisdictions, and other stakeholders in development of the LRMTTP, funded through a Caltrans planning grant.
2. Work with SCAG and local jurisdictions to maintain and apply the SBTAM. SBTAM is the forecasting tool used to support traffic and environmental studies for all of SBCTA primary transportation projects.
3. Update and enhance SBTAM as needed.
4. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
5. Provide guidance and technical support for local jurisdictions in the mitigation of Vehicle Miles Travelled (VMT) impacts for various transportation and development projects. Develop and implement a VMT Mitigation Bank, subject to Board approval.
6. Prepare applications for Federal and State infrastructure and planning grants, including Federal discretionary grants, SB1, and Transit and Intercity Rail Capital Program (TIRCP), to secure funding for major transportation projects, supporting partnerships with Caltrans, SCAG, and other regional agencies. Actively pursue grant applications across multiple sectors, to include planning, freight, transit, and active transportation.
7. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
8. Manage multiple SCAG and Caltrans grant-funded and other-funded projects, including submitting additional grants for sustainability projects. The budget includes \$200,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and \$50,000 in contributions/subsidies for the Mountain/Desert Region.
9. Support SBCTA project development efforts with traffic analyses and impact assessments.
10. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary.
11. Prepare a 10-Year Delivery Plan for Active Transportation, to assist in positioning San Bernardino County jurisdictions for competitive grant applications. A digital version of the Countywide Active Transportation Plan is hosted on the SBCTA website and mapping application.
12. Manage the TDA Article 3 Bicycle and Pedestrian Improvements program, with a new call-for-projects expected in Fiscal Year 2025/2026.
13. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
15. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
16. Administer the REAP Grant program to augment resources available to SBCOG member jurisdictions in implementing the goals of the SCAG RTP/SCS related to housing, sustainability, and reduction of VMT and Greenhouse Gas (GHGs).
17. Oversee the SRTS Phase IV project.

The increase in budget from the prior year is due mainly to an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The amount of REAP 2.0 funding is not determined yet, due to the State budget deficit. The budget reflects the full award amount. The budgeted revenue and expense will be subject to reduction, depending on the final numbers from the State budget.

Planning and Regional

Task 0404 Subregional Planning

Products

Products include: updates of SBTAM and completion of the LRMTTP; development of a VMT Mitigation Bank; analysis support for the Measure I Strategic Plan and project development activities; grant applications for SB1 and other Federal and State grant programs; updates to the Data and Analytics Office (DAO) data and mapping portal.

Contract Information

- a. Existing Contracts
 - i. 23-1002823, Develop LRMTTP, Amount Budgeted \$400,000.
 - ii. 19-1002186, CTO #23, Climate Pollution Reduction Grant (CPRG) GHG Reduction, Amount Budgeted \$698,351.
 - iii. 23-1002864, SRTS Program, Amount Budgeted \$350,000.
- b. New Contracts
 - i. RFP, Professional Services on Technical Studies and Analysis, Amount Budgeted \$173,945, Total Estimated Contract Amount \$500,000.
 - ii. RFP/CTO, Planning and COG On-Call Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.
 - iii. RFP, REAP 2.0 County Transportation Commission project, Amount Budgeted Total \$6,000,000 Estimated Contract Amount, \$9,583,000.
 - iv. 24-1003087, Evacuation Study, Amount Budgeted \$800,000, Total Estimated Contract Amount \$1,500,000.

Local Funding Source Detail

- i. San Bernardino County Department of Public Health - \$100,000.
- ii. San Bernardino County Superintendent of Schools - \$50,000.
- iii. San Bernardino County - \$26,255.
- iv. Southern California Association of Governments - \$6,032,082.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0404 Subregional Planning

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	260,039	232,726	234,967	273,350
Regular Part-Time Employees	30	-	-	2,775
Fringe Allocation-General	256,954	227,773	181,176	204,058
Professional Services	103,691	85,300	150,000	-
Consulting Services	2,212,598	1,542,838	3,108,855	9,236,263
Project Controls (Planning-COG)	-	-	125,000	200,000
Legal Fees	15,307	236	20,000	20,000
Information Technology Services	-	-	1,000	1,000
Dues/Memberships	628	753	-	-
Training/Registration	780	7,075	4,500	4,500
Postage	-	-	100	100
Travel Expense - Employee	2,153	7,111	3,000	6,000
Travel Expense-Mileage-Employee	275	472	500	500
Advertising	236	503	500	500
Printing - Internal	-	-	100	100
Contributions/Subsidies	153,060	43,000	538,400	10,470,000
Office Expense	-	71	300	300
Office Equip/Software-Inventorial	64	-	-	-
Computer Hardware and Software	-	-	6,500	6,500
Total Expenditures	3,005,815	2,147,858	4,374,898	20,425,946

Funding Sources

Local Transportation Fund - Admin	14,832
Local Transportation Fund - Planning	895,421
Local Transportation Fund - Rail	402,290
Modeling Fees	16,407
Environmental Protection Agency	700,000
Planning, Programming and Monitoring	1,023
Climate Adaptation Planning	500,000
Active Transportation Program - State	200,000
Sustainable Communities Grants-SB1	400,000
Trade Corridor Enhancement Program	10,000,000
MSI Valley Fund-Freeway Projects	60,075
MSI Valley Fund-Fwy Interchange	10,268
MSI Valley Fund-Express Bus/Rapid Trans	9,165
MSI Valley Fund-Traffic Mgmt Sys	933,296
MSI Victor Valley Fund-Traffic Mgmt Sys	64,832
MSI North Desert Fund-Traffic Mgmt Sys	5,000
MSI Morongo Basin Fund-Traffic Mgmt Sys	3,000
MSI Mountain Fund-Traffic Mgmt Sys	2,000
Local Projects Fund	6,208,337
Total Funding Sources	20,425,946

Attachment: GPC Narratives FY 2024/2025 PDF Final (10398 : SBCTA Fiscal Year 2024/2025 Budget Task Review - GPC)

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Purpose

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

Accomplishments

Provided support to the Mountain/Desert Policy Committee for detailed review and discussion of items of specific impact to that subregion. The task also includes additional staff support in the areas of planning and project development for projects in the Mountain/Desert Subareas. In Fiscal Year 2023/2024, SBCTA staff completed a joint project with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and California Department of Transportation (Caltrans) to develop a programming document for the widening of State Route 18 (SR18) between State Route 138 (SR138) and US 395. Staff also assisted the Project Delivery Department with follow-up on Trade Corridor Enhancement Program (TCEP) award for the US 395 Freight Mobility and Safety Project from Interstate 15 (I-15) to SR18, the highest priority project identified by Victor Valley jurisdictions for the 10-Year Delivery Plan. Staff continued coordinating with local jurisdictions on the potential extension of Brightline West rail to the City of Rancho Cucamonga, including a future station at Joshua Street and I-15. A Federal grant, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), was awarded to SBCTA and Brightline to assist with constructing the stations in Hesperia and Apple Valley. In addition, assistance was provided to Mountain/Desert jurisdiction staff on their General Plan Housing Element updates and the preparation of their local input into the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Work Elements

1. Identify and analyze issues that may require policy input specifically from Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality, and legislative issues.
2. Provide support and coordination for regular meetings of the Mountain/Desert Policy Committee.
3. Prepare grant applications for Federal and State funding for projects in the Mountain/Desert Subareas. This may include highway, transit, ridesharing, or active transportation projects.
4. Assist Mountain/Desert jurisdictions with: implementation of Vehicle Miles Traveled (VMT) analysis required for development projects under Senate Bill 743 (SB743); preparation of growth forecasts for the next SCAG RTP/SCS; expansion of the Countywide Sidewalk Inventory database; and input to the San Bernardino County Transportation Analysis Model (SBTAM) update.
5. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.
6. Participate on project development teams for major transportation projects in the Mountain/Desert Subareas.
7. Initiate the State Route 247 and State Route 62 (SR247/62) Corridor Feasibility Study that will evaluate improvements to alternate routes used in the event of a closure or major incident in the Cajon Pass. This new effort is funded by an allocation secured through the state legislative process, and includes a focus on alternate route planning to address I-15 emergencies and incident response.
8. Monitor development of the Brightline West high speed train from the Town of Apple Valley to Las Vegas and its extension to the City of Rancho Cucamonga.
9. Work with local jurisdictions and transit agencies on development of the Long Range Multimodal Transportation Plan (LRMTP), covering all subareas in the county.

The budgetary decrease is mainly due to the completion of the programming document for the widening of State Route 18 (SR18), which is offset by the startup of the State Route 247 and State Route 62 (SR247/62) Corridor Feasibility Study.

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Products

1. SR247/62 Corridor Feasibility Study, setting the stage for future improvements on alternate routes in the event of I-15/Cajon Pass closure or major incident.
2. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert Subareas.
3. Preparation and/or support of grant applications for funding of Mountain/Desert Subarea priorities.

Contract Information

- a. New Contracts
 - i. RFP, 24-1003069, SR247/62 Corridor Feasibility Study, Amount Budgeted \$500,000, Total Estimated Contract Amount \$750,000.

Local Funding Source Detail

- i. California Department of Transportation - \$500,000.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	5,522	23,667	45,531	34,837
Fringe Allocation-General	5,457	23,163	33,714	25,745
Consulting Services	32,398	69,908	650,000	500,000
Contributions/Subsidies	187,500	-	-	-
Total Expenditures	230,877	116,738	729,245	560,582

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	39,963
MSI North Desert Fund-Traffic Mgmt Sys	4,582
MSI Colorado River Fund-Traffic Mgmt Sys	2,290
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,582
MSI Mountain Fund-Traffic Mgmt Sys	9,165
Local Projects Fund	500,000
Total Funding Sources	560,582

Council of Governments Program Budget

Description

San Bernardino Council of Governments (SBCOG) facilitates collaboration among our members to improve the region. This is done by providing regular reports and seeking feedback from the City/County Manager's Technical Advisory Committee (CCMTAC) and through direction received from the Board of Directors. Implementation of the Countywide Vision are ongoing ways that SBCOG fosters collaboration through this task, and specific projects and initiatives are undertaken at the request of the SBCOG Board.

There were several recent major activities:

1. Established and met regularly with an ad hoc committee of the CCMTAC to form the Housing Trust.
2. Provided update on Housing Legislation to the CCMTAC and the Board.
3. Worked with sister Councils of Government to implement Inland Regional Energy Network (I-REN), which received approval and funding in 2022 (total project funding is \$65 million from 2022-2027) from the California Public Utilities Commission (CPUC) for the development and implementation of a Regional Energy Network (REN) for San Bernardino and Riverside Counties, which is now called I-REN. This partnership, with Western Riverside Council of Governments (WRCOG) as the lead agency, Coachella Valley Association of Governments (CVAG) and SBCOG seeks to connect residents, businesses, and local governments to a wide range of energy efficiency resources to promote and increase energy savings and provide equitable access to project resources by eligible public entities throughout the Inland Empire.
4. Three SBCOG Board members were appointed to the I-REN Executive Committee.
5. Eight I-REN Executive Committee meetings took place in 2023.
6. The I-REN Executive Committee approved the recommendation to award four contracts to address the areas of Marketing, Public Sector Implementation, Codes and Standards and Building Upgrade Concierge (BUC) software.
7. Worked closely with WRCOG and CVAG on I-REN Requests for Proposals (RFPs) to address Workforce Education & Training Program services.
8. The iren.gov website was launched, which serves as a hub for all of the I-REN Program offerings.
9. A total of 11 I-REN Energy Fellows were deployed in both Riverside and San Bernardino County. There were five I-REN Energy Fellows placed in SBCOG member agency locations.
10. Provided 13 I-REN Codes and Standards trainings in calendar year 2023.
11. A total of eight I-REN orientations were conducted throughout the SBCOG region in calendar year 2023, with a participation of 26 public agencies.
12. Approximately 17 public agencies have received I-REN Public Sector onboarding services in the SBCOG region. Moreover, two building energy audits have been conducted in the SBCOG region.
13. Completed Outreach for Cucamonga Canyon Management Plan.
14. Implemented Smart County Master Plan (SCMP).
15. Provided information to the SBCOG Board and technical committees regarding the pros and cons of creating a Housing Trust for San Bernardino County.

Activities planned for Fiscal Year 2024/2025 include:

1. Planning and coordination of local agencies to prepare a SCMP.
2. Implementation of the SCMP Early Action Plan.
3. Planning and coordination for the annual City/County Conference.
4. Develop and establish San Bernardino Regional Housing Trust Joint Powers Agreement (JPA).
5. Continue to collaborate and partner with WRCOG, CVAG, local jurisdictions and other public agencies, utilities, educational institutions, tribes and third-party energy providers regarding implementation of I-REN and its programs.
6. Participation in selected elements of the Countywide Vision implementation.
7. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.

Council of Governments Program Budget

8. Host grant writing seminars for SBCOG member agencies.
9. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
10. Partner with local governments and workforce entities to improve opportunities for small business.
11. Development of an SBCOG Marketing Plan.
12. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
13. Participate on regional boards, as these are critical to ensure SBCOG concerns are understood regionally.

Goals and Objectives

1. Support City/County Conference activities.
2. Implement the six month Smart County Early Action Plan.
3. Develop COG Equity Framework.
4. Continue to implement the I-REN Program.
5. Establish Regional Housing Trust JPA.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Smart County Master Plan: Deliver Early Action Plan	NA	NA	YES	YES
I-REN: Offer assistance and program information to 25 SBCOG member agencies	NA	NA	YES	YES
Host grant-writing seminars and provide grant assistance to SBCOG member agencies	YES	YES	YES	YES

Council of Governments

Task 0511 Council of Governments

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments and to conduct specific projects focused on sustainability, local government services, and quality of life that are of benefit to the member agencies.

Reduce energy costs, overall energy consumption and water use through strategic initiatives that promote energy efficiency and water conservation improvements and assist local governments with energy efficiency efforts.

Actively participate in California's sustainability and clean energy initiatives and thereby build stronger and more resilient, prosperous communities. Connect with and provide programs and equitable access to services to local governments, workforce providers, community colleges, water districts, and tribes in San Bernardino County.

Accomplishments

SBCOG facilitates collaboration among our members to improve the region. This is done by providing regular reports and seeking feedback from the City/County Manager's Technical Advisory Committee (CCMTAC), and through direction received from the Board of Directors. Implementation of the Countywide Vision is an ongoing way that SBCOG fosters collaboration through this task, and specific projects and initiatives are undertaken at the request of the SBCOG Board. Recent activities include:

1. Provided report on 2018 SBCOG Work Plan and a look ahead.
2. Planned and coordinated with local agencies to establish a two year work plan for SBCOG.
3. Established and met regularly with an Ad Hoc Committee of the Board to determine the best course of action to increase SBCOG capacity and budget.
4. Established and met regularly with an Ad Hoc Committee of the CCMTAC to determine the best course of action to increase SBCOG capacity and budget.
5. Board approved the SBCOG capacity and budget increase to \$991,873 for Fiscal Year 2024/2025 and ultimately to \$1.5 million for Fiscal Year 2025/2026.
6. Board approved implementation of the Outdoor Equity Program.
7. Met as needed with an Ad Hoc Committee of the Board to receive direction on forming the San Bernardino Regional Housing Trust.
8. Provided update on Housing Legislation to the CCMTAC and the Board.
9. Received approval and funding in 2022 (total project funding is \$65 million from 2022-2027) from the California Public Utilities Commission (CPUC) for the development and implementation of a Regional Energy Network (REN) for San Bernardino and Riverside Counties, which is now called the Inland Regional Energy Network (I-REN). This partnership, with Western Riverside Council of Governments (WRCOG) as the lead agency, Coachella Valley Association of Governments (CVAG) and SBCOG seeks to connect residents, businesses, and local governments to a wide range of energy efficiency resources to promote and increase energy savings and provide equitable access to project resources by eligible public entities throughout the Inland Empire.
10. Three SBCOG Board members were appointed to the I-REN Executive Committee. Eight I-REN Executive Committee meetings took place in 2023.
11. The I-REN Executive Committee approved the recommendation to award four contracts to address the areas of Marketing, Public Sector Implementation, Codes and Standards and Building Upgrade Concierge (BUC) software.
12. Worked closely with WRCOG and CVAG on I-REN Requests for Proposals (RFPs) to address Workforce Education & Training Program services.
13. The iren.gov website was launched, which serves as a hub for all of the I-REN Program offerings.
14. A total of 11 I-REN Energy Fellows were deployed in both Riverside and San Bernardino County. There were five I-REN Energy Fellows placed in SBCOG member agency locations.
15. Provided 13 I-REN Codes and Standards trainings in calendar year 2023.

Council of Governments

Task 0511 Council of Governments

16. A total of eight I-REN orientations were conducted throughout the SBCOG region in calendar year 2023, with a participation of 26 public agencies.
17. Approximately 17 public agencies have received I-REN Public Sector onboarding services in the SBCOG region. Moreover, two building energy audits have been conducted in the SBCOG region.
18. Implemented the Small Business Component of the SBCTA annual Business to Business (B2B) Event.
19. Completed a regional small business study with recommendations for CCMTAC and the Board's review.
20. Completed the Early Action Plan component of the Smart County Master Plan (SCMP).
21. The San Bernardino Regional Housing Trust (SBRHT) is a new program that will bring funds to the region to plan and build affordable housing throughout the region. Presentations have been provided on potential governance structures for the SBRHT and tools needed for implementation. Outreach presentations were made to several member jurisdiction City Councils on the SBRHT.
22. Created and implemented a marketing plan to provide information, statistics, and narrative on how SBCOG benefits and fills gaps for member agencies.
23. Presentations have been provided to member agencies on how SBCOG benefits and fills gaps for member agencies.

Work Elements

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

1. Planning and Coordination of CCMTAC Ad Hoc Committee to create the new two year SBCOG Work Plan.
2. Planning and coordination of local agencies to prepare a full Smart County Master Plan.
3. Planning and coordination of local agencies to plan and implement the Small Business component of the annual B2B event.
4. Planning and coordination of non-profit vendors to implement the Outdoor Equity Program.
5. Support planning and coordination for the annual City/County Conference.
6. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
7. Continue to collaborate and partner with WRCOG, CVAG, local jurisdictions and other public agencies, utilities, educational institutions, tribes and third-party energy providers regarding implementation of the I-REN and its programs.
8. Participation in selected elements of the Countywide Vision implementation.
9. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.
10. Host grant writing seminars for SBCOG member agencies.
11. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
12. Partner with local governments and workforce entities to improve opportunities for small business.
13. Complete the development of an SBCOG Marketing Plan.
14. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
15. Participate on regional boards as these are critical to ensure SBCOG concerns are understood regionally.
16. Establish a Memorandum of Understanding (MOU) between participating agencies and SBCOG for SBCOG to administer the SBRHT. Work will include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
17. Work with Southern California Association of Governments (SCAG) and California Department of Housing and Community Development (HCD) to administer the REAP 2.0 grant funding.
18. Complete development of the full Smart County Master Plan and participate in the implementation of initiatives identified in the Early Action Plan.

Council of Governments

Task 0511 Council of Governments

The increase in budget from the prior year is due mainly to increases in staffing to support SBCOG and an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The amount of REAP 2.0 funding is not determined yet, due to the State budget deficit. The budget reflects the full award amount. The budgeted revenue and expense will be subject to reduction, depending on the final numbers from the State budget.

Product

1. Amendment No. 4 to SBCOG Joint Powers Authority.
2. New Work Plan for SBCOG with increased capacity per the approved budget increase.
3. In collaboration with WRCOG and CVAG deliver the I-REN energy efficiency programs related to the Public Sector, Codes and Standards, and Workforce Education and Training (WET).
4. Implementation of Smart County Early Action Plan components, in collaboration with local jurisdictions and pending funding availability.
5. Smart County Master Plan
6. Grant writing workshops and grant applications on selected projects/initiatives (e.g. Climate Pollution Reduction Grant/CPRG).
7. Establishment of a SBRHT, subject to approved MOU with SCAG.
8. SBRHT Governance and Scope of Work.
9. Housing Legislation Analysis and Report.
10. Development of a SBRHT Administrative Plan.
11. Implementation of Programs and Projects identified in the Administrative Plan.

Contract Information

- a. Existing Contracts
 - i. 22-1002767, I-REN, Amount Budgeted \$850,686.
 - ii. 23-1003018, Planning and COG On-Call Services, Amount Budgeted \$70,000, Total Estimated Contract Amount \$1,000,000.
 - iii. 20-1002381, Legal services for the Home Energy Renovation Opportunity (HERO) Program, Amount Budgeted \$35,000.
 - iv. 20-1002380, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted \$0- trustee process payment from fees collected.
 - v. 20-1002379, Special Tax Consultant and Assessment Engineer for the HERO Program, Amount Budgeted \$110,000.
 - vi. 23-1002995, SBCOG Outreach, Amount Budgeted \$100,000.
- b. New Contracts
 - i. RFP, Housing Trust Program, Notice of Funding Availability (NOFA), Amount Budgeted \$1,000,000, Total Estimated Contract Amount, \$1,000,000.
 - ii. RFP, Sub-Regional Partnership Program (SRP), Amount Budgeted \$1,800,000, Total Estimated Contract Amount, \$2,367,317.
 - iii. RFP, Housing Infill on Public and Private Lands (HIPP), Amount Budgeted \$500,000, Total Estimated Contract Amount, \$720,000.

Council of Governments Fund Detail

- i. Inland Regional Energy Network - \$559,598.
- ii. San Bernardino County - \$85,342.
- iii. San Bernardino Regional Housing Trust - \$1,342,620.
- iv. Southern California Association of Governments - \$2,300,000.

Manager

Steven Smith, Director of Planning

Council of Governments

Task 0511 Council of Governments

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	-	56,404	422,636	685,485
Regular Part-Time Employees	-	32	14,910	3,774
Fringe Allocation-General	-	55,203	343,471	509,358
Professional Services	-	-	225,266	156,259
Consulting Services	-	-	502,213	3,911,637
Attendance Fees	-	-	36,600	36,600
Information Technology Services	-	-	3,217	17
Training/Registration	-	1,004	16,567	12,017
Postage	-	-	767	617
Travel Expense - Employee	-	1,581	9,267	11,517
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	1,058	3,217	4,017
Travel Expense-Mileage-Non-Employee	-	-	1,017	1,017
Public Information Activities	-	-	-	140,257
Printing - External	-	-	1,867	4,017
Printing - Internal	-	-	367	2,017
Office Expense	-	-	2,517	1,017
Meeting Expense	-	270	6,617	3,017
Project Controls (Planning-COG)	-	-	50,017	70,017
Grant Writing	-	-	50,000	50,000
Total Expenditures	-	115,551	1,691,533	5,603,657

Funding Sources

State of California Department Parks & Recreation	230,000
General Assessment Dues	605,751
Property Assessed Clean Energy Fund	458,714
Greenhouse Gas Fund	21,632
Council of Governments Fund	4,287,560
Total Funding Sources	5,603,657

NOTE: New Task created in Fiscal Year 2022/2023 per board approval on March 1, 2023. It does not include prior year history.

Fund Administration Program Budget

Description

The Fund Administration Program contains tasks that are most central to SBCTA's responsibilities for administering Federal and State funds and Measure I revenue. Maximizing transportation funding to San Bernardino County; determining how best to use the many Federal, State, and local funding types to improve local and regional transportation systems within the county; and fulfilling the procedural and eligibility requirements associated with various funds are core functions under this program. Tasks within the program relate directly to the allocation, programming, and administration of funds for the implementation of various transportation projects. These tasks support the policy considerations that lead to project prioritization and distribution of funds under the discretion of SBCTA.

Fund Administration tasks include administering the Measure I Transportation and Use Tax and Measure I allocations per the Measure I Ordinance and Expenditure Plan and the Measure I Strategic Plan; nominating and programming projects that receive Federal and State highway and transit funds in required Federal and State transportation improvement programs; timely allocation of various fund types to meet project financial needs at the time of project delivery; administering timely expenditure of funds per Federal and State requirements; strategic planning of fund allocations to ensure that SBCTA maximizes opportunities to bring additional Federal and State funds to meet project commitments as established in the Measure I Expenditure Plan; and implementation and updating of SBCTA's 10-Year Delivery Plan. Note that Fund Administration is also responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA), Low Carbon Transit Operations Program (LCTOP), Senate Bill 1 (SB1), Senate Bill 125 (SB125), State of Good Repair (SGR), and Federal Transit Administration (FTA) fund revenues for local transit operators and Metrolink. Any pass-through funds for these sources are budgeted in the Transit Program.

Tasks in this program include pass-through of an estimated \$65,676,100 in Measure I Funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$34,480,220 in Measure I Funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$36,252,040 in Measure I Funds for projects in the Mountain/Desert Major Local Highway Program.

Goals and Objectives

1. Manage the allocations of SBCTA public funds such as Measure I and Federal and State funds per approved 10-Year Delivery Plan and Board allocations to meet project delivery needs.
2. Develop and implement funding strategies that result in SBCTA using all Federal and State funds available and receiving additional Federal and State funds in the form of Obligation Authority, apportionments, and new grants.
3. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.
4. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
5. Provide support to local jurisdictions and transit operators in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SBCTA's public funds.
6. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SBCTA budget.
7. Manage Measure I reimbursement programs:
 - a. For the arterial portion of the Measure I Valley Major Street Program, plan annual allocations based on the estimated revenue and the local jurisdictions' equitable fair share percentage from the Nexus Study, review and approve invoice submittals, and document information in SBCTA's arterial program database.

Fund Administration Program Budget

- b. For Measure I Valley Interchange Program, work with project sponsors to discuss proposed project allocations, recommend allocations to the Metro Valley Study Session and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
 - c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene Subarea meetings to review and update projects identified in the 10-Year Delivery Plan, discuss proposed project allocations, recommend allocations to the Mountain/Desert Policy Committee and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
 - d. Develop term loan agreements to expedite delivery of Measure I projects in advance of the availability of required developer share match.
8. Provide timely local pass-through distribution to jurisdictions.
9. Prioritize projects and revise funding plans and revenue projections to finalize the 2024 Update to the 10-Year Delivery Plan and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Federal Funds Delivery ¹	140%	102%	176%	375%
FTIP Amendments	16	11	15	18
Additional Federal Funds Received ²	\$7,992,526	N/A	N/A	N/A
Programming Changes Processed	118	160	120	150
10-Year Delivery Plan Update	12/1/2021	N/A	N/A	9/4/2024
Measure I Valley Arterial Reimbursements	\$3,919,309	\$8,376,059	\$25,000,000	\$25,000,000
Measure I Mtn./Desert Reimbursements	\$5,593,595	\$3,967,161	\$42,071,831	\$36,252,040
Local Transportation Fund Pass-through ³	\$50,250,561	\$116,218,746	\$165,474,789	\$163,813,923
State Transit Assistance Fund Pass-through ³	\$6,410,402	\$14,443,764	\$78,495,758	\$56,738,184
Local Agency Reimbursements Processed	25	32	40	40
Funding Agreements Managed	38	38	38	41
Development Share Loan Agreements Managed	9	9	5	6

¹ Lower delivery in fiscal years is intentional when funds are being saved for large projects, like the Interstate 10 Corridor Contract 2 and zero emission bus conversions. Strategic funding plans increase chances of receiving additional Federal funds. Percentage is based on San Bernardino County's target share of Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Funds.

² Additional Federal Funds received through August Redistribution for over-delivery of STP and CMAQ Funds. After Fiscal Year 2021/2022, the Southern California Association of Governments manages August Redistribution at the regional level.

³ Pass-throughs specific to Transit are budgeted in the Transit Program Budget.

Fund Administration

Task 0500 Fund Administration

Purpose

Facilitate and oversee the administration and programming of transportation projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow timely delivery of transportation projects and to demonstrate compliance with applicable Federal, State, and local guidelines; fiscal constraint; and air quality conformity requirements. Federal and State revenue sources include Infrastructure Investment and Jobs Act (IIJA) programs, such as Federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP); State Transportation Improvement Program (STIP); Local Transportation Funds (LTF) and State Transit Assistance (STA) Funds made available from State Transportation Development Act (TDA); State Active Transportation Program (ATP); State Proposition 1B Bond, Senate Bill 862 (SB862), Senate Bill 125 (SB125), and Senate Bill 1 (SB1) Programs; and various Federal appropriations.

Accomplishments

SBCTA staff has administered and programmed the above funding based on the Board-approved priorities and strategies as communicated through the Measure I Strategic Plan; 10-Year Delivery Plan, which was updated and approved by the Board in December 2021; program apportionments; and project-specific allocations. Staff has begun the development of the 2024 Update to the 10-Year Delivery Plan, tentatively scheduled for Board approval in September 2024. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. SBCTA coordinated with Southern California Association of Governments (SCAG) and other transportation commissions in the SCAG region to develop the program guidelines and application for STP, CMAQ, and CRP funds. Additionally, SBCTA, as the regional transportation planning agency for San Bernardino County, coordinated the completion and submittal of the Initial Allocation Package for SB125 funds. SB125 funds may be used for a broad range of projects including rail capital projects, bus rapid transit investments, zero-emission transit equipment, and transit facility and network improvement projects. SBCTA staff also developed and submitted the 2024 STIP to the California Transportation Commission (CTC) consistent with the Board recommendations and submitted projects for consideration to SCAG for the 2025 Federal Transportation Improvement Program (FTIP). Lastly, staff coordinated the approval and execution of two SB1 Trade Corridor Enhancement Program (TCEP) Baseline Agreements for the I-10 Corridor Freight and Express Lane Project, Contract 2 and the US 395 Freight Mobility and Safety Project, Phase 2.

SBCTA continues to support local agencies and transit operators with information on funding opportunities, transportation program financial forecasts, guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and California Department of Transportation (Caltrans), the CTC, the San Bernardino County Auditor/Controller, and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources. As part of the requirement under the TDA, SBCTA coordinated the completion of the Triennial Performance Audits for the Fiscal Years 2020/2021 - 2022/2023, following procurement of a consultant to perform the audits. The agencies involved in these audits included SBCTA, City of Needles Transit Fund, Omnitrans, Victor Valley Transit Authority, Basin Transit, and Mountain Transit.

Fund Administration

Task 0500 Fund Administration

Work Elements

Manage Federal and State Funds

1. Program and allocate Federal and State funds, leverage funding, and integrate with local and private funds to maximize funding and delivery of high priority transportation projects, comply with Measure I Strategic Plan Policy, and minimize administrative burdens. Ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained between and within the different Subareas of the county.
2. Propose projects to be funded by STP and CMAQ to SCAG consistent with the 2024 10-Year Delivery Plan and the program guidelines for these fund sources to ensure that San Bernardino County continues to receive its historical share of these fund sources.
3. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss. Maintain SBCTA's program/project-level database to support program management activities. Monitor and track obligation and implementation progress of projects funded with Federal and State funds to protect SBCTA's fiscal allocations pursuant to timely use of funds deadlines.
4. Identify eligible candidate projects for various competitive grant programs, and provide support to responsible agencies to submit applications and administer funding requirements for projects if selected. Assist in development of legislative support for candidate projects.
5. Identify and submit candidate projects for inclusion into the FTIP from the SBCTA Nexus Study and Measure I 2010-2040 Strategic Plan, the 10-Year Delivery Plan, the Regional Transportation Plan (RTP), local agencies, transit operators, and Caltrans. Review and assist with candidate project submittals and work with SCAG, Caltrans District 8, and Caltrans Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare, submit, and track FTIP amendments.

Coordinate Transit Operator Allocations

1. Allocate LTF to transit operators and local agencies for public transportation and bicycle and pedestrian projects and STA to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations (CCR).
2. Apportion Low Carbon Transit Operations Program (LCTOP) for projects that reduce greenhouse gas emissions and SB1 State of Good Repair (SGR) funds for transit infrastructure repair and service improvements in accordance with State guidance.
3. Working with the Transit and Rail Department and the transit operators, determine the distribution of SB125 and Federal Transit Administration (FTA) formula funds and the Federal Highway Administration (FHWA) CMAQ amounts to be proposed to SCAG for transit projects. Assist operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, and provide concurrence with the use of FTA formula funds. Provide assistance in the administration of the Full Funding Grant Agreement for the West Valley Connector Project.
4. Coordinate with SBCTA auditor for the annual fiscal audits of LTF and STA funds, and monitor contract auditor work and final product for TDA claimants.

Manage Measure I Near-Term and Long-Term Funding Needs

1. Continue development of the 2024 Update to the 10-Year Delivery Plan for Board approval in mid-2024, with emphasis on facilitating approval of project priorities by Subarea, seeking cost-effective alternatives to bonding, considering opportunities for future grant funding, and reevaluating funding plans for the most efficient funding strategies.

Fund Administration

Task 0500 Fund Administration

2. Request Capital Project Needs Analyses (CPNA) from Valley and Victor Valley Subarea jurisdictions and SBCTA program managers and compile into a comprehensive assessment of funding needs for each fiscal year. Conduct cash-flow analyses of needs versus available revenues, and develop alternatives for the allocation of Measure I funds, together with the use of Federal and State funds.
3. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA, and recommend policy updates where appropriate.
4. Facilitate Mountain/Desert Subarea meetings for project identification, prioritization, and allocations, and present Mountain/Desert Subarea representatives' recommendations to the Mountain/Desert Policy Committee and Board for approval.
5. Support the Transportation Investment Plan Ad Hoc Committee in development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.

Provide Support and Representation on Funding Issues

1. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies, CTC, California State Transportation Agency, Southern California's Programming/Planning group, Transportation Conformity Working Group, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group.
2. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Budgetary changes are due to the completion of the Triennial Performance Audits of LTF and STA fund recipients in Fiscal Year 2023/2024 and the addition of one new position.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies and transit operators to fulfill long-term and short-term objectives, to maximize the use of revenue sources, to support the delivery of transportation projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

- a. Existing Contracts
 - i. 20-1002410, On-call Air Quality Analysis, Amount Budgeted \$10,000.
 - ii. 23-1002906, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$10,000.
- b. New Contracts
 - i. RFP, On-call Air Quality Analysis, Amount Budgeted \$0, Total Estimated Contract Amount \$50,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	554,662	673,186	727,978	820,451
Overtime	-	176	-	-
Fringe Allocation-General	548,080	659,032	571,464	606,317
Consulting Services	1,203	16,158	10,000	10,000
Auditing and Accounting	5,154	-	170,000	10,000
Training/Registration	25	94	8,250	8,250
Postage	-	8	650	650
Travel Expense - Employee	1,394	5,303	16,975	16,975
Travel Expense-Mileage-Employee	322	175	4,600	4,600
Travel Expense-Other-Metrolink Tickets	-	42	150	450
Advertising	-	166	-	300
Printing - External	-	-	275	275
Office Expense	-	29	500	500
Meeting Expense	-	-	1,650	1,650
Total Expenditures	1,110,840	1,354,368	1,512,492	1,480,418

Funding Sources

MSI Admin	250,015
Local Transportation Fund - Admin	142,798
Local Transportation Fund - Planning	45,895
Local Transportation Fund - Rail	2,078
Planning, Programming and Monitoring	999,025
Zero Emission Transit Capital Program-SB125	4,052
MSI Valley Fund-Freeway Projects	18,479
MSI Valley Fund-Fwy Interchange	6,010
MSI Valley Fund-Metrolink/Rail Service	4,379
MSI Valley Fund-Express Bus/Rapid Trans	4,379
Indirect Cost Fund	3,308
Total Funding Sources	1,480,418

Fund Administration

Task 0550 Allocations/Pass-through

Purpose

To serve as a depository for Measure I 2010-2040 local pass-through and reimbursement funds prior to disbursement to local agencies.

Accomplishments

As the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the Measure I 2010-2040 local pass-through and reimbursement programs. SBCTA staff disburses these funds based on the Board-approved priorities and strategies as communicated through the Strategic Plan, 10-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

1. Reimburse jurisdictions for Measure I Valley Major Street Projects Program/Arterial Sub-Program and Measure I Mountain/Desert Major Local Highway Projects Program (MLH) and Project Development/Traffic Management Systems Programs expenditures based on invoices received.
2. Reimburse jurisdictions for Measure I Valley Freeway Interchange Projects Program Agreements for interchange/phasing projects managed by Valley jurisdictions.
3. Disburse Measure I Local pass-through funds to Valley jurisdictions and the Valley portion of San Bernardino County based on the ratio of each jurisdiction's population to the total Valley population, as specified by Ordinance.
4. Disburse Measure I Local Pass-through funds to Mountain/Desert jurisdictions and the Mountain/Desert portion of San Bernardino County with a formula based 50 percent on sales and use tax generated at point of generation in each Subarea and 50 percent on population, as specified by Ordinance.

This task represents only funding allocations and pass-through payments. All administrative costs are budgeted in Task 0500 Fund Administration.

Budgetary changes are primarily due to the completion of several large projects resulting in reduced Measure I 2010-2040 reimbursements to jurisdictions for projects that have received allocations of funds from SBCTA.

Product

Fiscal Accounting. Disbursements that support the delivery of locally-funded projects in San Bernardino County.

Contract Information

- a. Existing Contracts
 - i. Various, Jurisdictional Master Agreements, Valley Arterial Sub-Program, Amount Budgeted \$25,000,000.
 - ii. 00-1000892, Rancho Cucamonga, Interstate 15/Baseline Interchange Advance Expenditure Agreement (AEA), Valley Interchange Program, Amount Budgeted \$4,429,380.
 - iii. 22-1002717, Highland, State Route 210/5th Street Interchange, Amount Budgeted \$363,350.
 - iv. 22-1002725, Rialto, Interstate 10/Riverside Avenue Interchange Phase 2, Amount Budgeted \$4,687,490.
 - v. 23-1002975, Adelanto, Bellflower Street Widening, MLH, Amount Budgeted \$292,000.
 - vi. 23-1002977, Adelanto, Bartlett Avenue Widening, MLH, Amount Budgeted \$1,861,500.
 - vii. 23-1002978, Adelanto, El Mirage Road Widening, MLH, Amount Budgeted \$2,299,500.

Fund Administration

Task 0550 Allocations/Pass-through

- viii. 22-1002754, Apple Valley, Bear Valley Road Bridge, Amount Budgeted \$2,000,000.
- ix. 17-1001692, Hesperia, Ranchero Road Widening, MLH, Amount Budgeted \$9,090,000.
- x. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$3,215,000.
- xi. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted \$1,300,000.
- xii. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$131,500.
- xiii. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$987,640.
- xiv. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
- xv. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$2,250,000.
- xvi. 19-1002192, Big Bear Lake, Moonridge Road Advanced Expenditure Agreement, MLH, Amount Budgeted \$1,000,000.
- xvii. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$3,388,340.
- xviii. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$312,560.
- xix. 24-1003045, Twentynine Palms, State Route 62 Phase 2B, MLH, Amount Budgeted \$375,000.
- xx. 22-1002711, San Bernardino County, Needles Highway Segment 1C Advanced Expenditure Agreement, Amount Budgeted \$475,000.

b. New Contracts

- i. Anticipated Victor Valley MLH Allocations, Amount Budgeted \$5,000,000, Total Estimated Contract Amount to be based on services provided.
- ii. Anticipated North Desert MLH Allocations, Amount Budgeted \$1,000,000, Total Estimated Contract Amount to be based on services provided.
- iii. Anticipated Morongo Basin MLH Allocations, Amount Budgeted \$500,000, Total Estimated Contract Amount to be based on services provided.
- iv. Anticipated Colorado River MLH Allocations, Amount Budgeted \$25,000, Total Estimated Contract Amount to be based on services provided.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration**Task** 0550 Allocations/Pass-throughs

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Pass-through Payments	66,504,622	83,881,951	93,810,506	75,156,320
Major Street Payments	3,919,309	8,376,059	25,000,000	25,000,000
Major Local Highway Payments	3,515,017	3,967,161	42,030,820	36,252,040
Project Develop Traffic Mgmt Sys Pmt	38,989	-	41,011	-
Other Service Charges	-	5,950	-	-
Total Expenditures	<u>73,977,937</u>	<u>96,231,120</u>	<u>160,882,337</u>	<u>136,408,360</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	7,445,520
MSI Valley Fund-Arterials	25,000,000
MSI Valley Fund-Local Street	41,165,900
MSI Victor Valley Fund-Major Local Hwy	25,058,000
MSI Victor Valley Fund-Local Street	16,757,300
MSI North Desert Fund-Major Local Hwy	5,118,140
MSI North Desert Fund-Local Street	3,534,900
MSI Colorado River Fund-Major Local Hwy	500,000
MSI Colorado River Fund-Local Street	308,300
MSI Morongo Basin Fund-Major Local Hwy	1,187,560
MSI Morongo Basin Fund-Local Street	2,082,300
MSI Mountain Fund-Major Local Highway	4,388,340
MSI Mountain Fund-Local Street	1,827,400
Valley Project Fund	2,034,700
Total Funding Sources	<u>136,408,360</u>

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of SBCTA. The Fiscal Year 2024/2025 Budget includes the 2022A and 2024A Sales Tax Revenue Refunding Bonds debt service expenditures.

Goals and Objectives

1. Record and account for all trustee activity, including interest earnings and debt service costs.
2. Manage outstanding debt ensuring compliance with applicable laws and regulations.
 - a. Comply with continuing disclosure requirements of the Debt Service Program.
 - b. Prepare arbitrage calculation, as required.

	Actual				Budget			
	2022		2023		2024		2025	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
<u>2014/2023 Bond Issue*</u>								
Freeway Interchange	444,000	973,223	490,000	955,573	543,000	932,863	477,000	818,700
Valley Major Streets	794,760	1,742,068	877,100	1,710,475	971,970	1,669,825	853,830	1,465,473
Rail	499,500	1,094,875	551,250	1,075,018	610,875	1,049,470	536,625	921,037
Victor Valley Major								
Local Highway	111,000	243,306	122,500	238,893	135,750	233,216	119,250	204,675
Cajon Pass	370,740	812,641	409,150	797,904	453,405	778,942	398,295	683,616
	<u>2,220,000</u>	<u>4,866,113</u>	<u>2,450,000</u>	<u>4,777,863</u>	<u>2,715,000</u>	<u>4,664,315</u>	<u>2,385,000</u>	<u>4,093,500</u>
<u>2012/2022 Bond Issue**</u>								
Valley Major Streets	-	719,049	1,276,080	1,189,495	1,339,475	1,130,519	1,364,015	1,063,543
Victor Valley Major								
Local Highway	-	377,985	670,800	625,284	704,125	594,282	717,025	559,074
Cajon Pass	-	661,034	1,173,120	1,093,521	1,231,400	1,039,303	1,253,960	977,732
	<u>-</u>	<u>1,758,069</u>	<u>3,120,000</u>	<u>2,908,300</u>	<u>3,275,000</u>	<u>2,764,105</u>	<u>3,335,000</u>	<u>2,600,350</u>
Bond Issue Totals	<u>2,220,000</u>	<u>6,624,182</u>	<u>5,570,000</u>	<u>7,686,163</u>	<u>5,990,000</u>	<u>7,428,420</u>	<u>5,720,000</u>	<u>6,693,850</u>

* The 2012 Bond Issue was refunded in 2022. The principal (\$2,575,000) and second installment of interest (\$1,758,069) were included in the refunding.

** The 2014 Bond Issue was refunded in Fiscal Year 2024. The principal (\$2,715,000) and second installment of interest (\$2,332,158) were included in the refunding.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget	2024/2025 Budget
Debt Service:				
Principal	\$2,220,000	\$5,570,000	\$5,990,000	\$5,720,000
Interest	\$6,624,182	\$7,686,163	\$7,428,420	\$6,663,850
Arbitrage Calculation	YES	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES
Bond refunding	YES	NO	YES	NO

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee and payments for interest, principal, and trustee fee for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

1. Finance department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2014A Sales Tax Revenue Bond issuance.
2. Refunded the 2014A Sales Tax Bonds that resulted in reduction of interest costs of over \$17.4 million through 2040, or \$14 million on a net present value basis. The new 2023A Sales Tax Revenue Refunding Bonds are reflected in Task 0968.

Work Elements

This task accounts for the Debt Service of the 2014A Sales Tax Revenue Bond.

The budgetary changes are a result of refunding of the 2014 Sales Tax Revenue Bonds that was completed on December 6, 2023. The new bonds are reflected in Task 0968.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service**Task** 0966 2014A Sales Tax Revenue Bond

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Bond Principal	2,220,000	2,450,000	100,830,000	-
Bond Interest	4,860,613	4,771,813	4,649,315	-
Fiscal Agent Fees	5,500	6,050	15,000	-
Total Expenditures	7,086,113	7,227,863	105,494,315	-

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	-
Total Funding Sources	-

Debt Service

Task 0967 2022A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payments for interest, principal and trustee fees for the Debt Service on the 2022A Sales Tax Revenue Refunding Bond.

Accomplishments

Finance Department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2022A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2012A Sales Tax Revenue Bonds resulted in reduction of interest cost of over \$21 million through 2040, or \$16.9 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2022A Sales Tax Revenue Refunding Bond.

The task contains the accounting of the principal, interest and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service**Task** 0967 2022A Sales Tax Revenue Bond

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Bond Principal	-	3,120,000	3,275,000	3,335,000
Bond Interest	1,749,819	2,905,100	2,749,105	2,585,350
Fiscal Agent Fees	8,250	3,200	15,000	15,000
Total Expenditures	<u>1,758,069</u>	<u>6,028,300</u>	<u>6,039,105</u>	<u>5,935,350</u>

Funding Sources

Sales Tax Revenue Bonds 2022A Fund	<u>5,935,350</u>
Total Funding Sources	<u>5,935,350</u>

Debt Service

Task 0968 2023A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payment for interest, principal, and trustee fees for the Debt Service on the 2023A Sales Tax Revenue Refunding Bond.

Accomplishments

The Finance Department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2023A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2014A Sales Tax Revenue Bonds resulted in a reduction of interest cost of \$17.4 million through 2040, or \$14 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2023A Sales Tax Revenue Refunding Bond.

This task contains the accounting of the principal, interest, and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service**Task** 0968 2023A Sales Tax Revenue Bond

	2021/2022	2022/2023	2023/2024	2024/2025
Expenditures	Actual	Actual	Revised Budget	Budget
Bond Principal	-	-	-	2,385,000
Bond Interest	-	-	-	4,078,500
Fiscal Agent Fees	-	-	-	15,000
Total Expenditures	-	-	-	6,478,500
Funding Sources				
Sales Tax Revenue Bonds 2023A Fund				6,478,500
Total Funding Sources				6,478,500

Minute Action

AGENDA ITEM: 7

Date: March 13, 2024

Subject:

Memberships to Regional, State and National Organizations

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation authority (SBCTA) and San Bernardino Council of Governments (SBCOG):

Approve the SBCTA and SBCOG memberships to regional, state and national organizations as listed below.

Background:

San Bernardino County Transportation Authority (SBCTA) staff is providing this listing of regional, state, and national organizations and associations, their purpose, and annual membership dues for Board consideration. SBCTA or San Bernardino Council of Governments (SBCOG) is a member of the listed organizations and benefits from membership through information relevant to the industry, through advocacy efforts for legislative and/or regulatory change, and through professional associations for program innovation and exchange. Some organizations provide regular information on regulations, funding opportunities, and regulatory requirements. A number of the organizations have provided support for SBCTA projects and programs and transportation improvements. Staff is recommending continued membership in these organizations.

Association Purpose	Annual Dues
<u>American Public Transit Association (APTA)</u> This organization works to ensure that public transportation is available and accessible for all communities in the country through advocacy, innovation and information sharing. APTA provides access to research and reports, standards development in transit, legislative updates and advocacy at the federal level, training opportunities on the latest issues and best practices for transit, and peer review data and panels to ensure our local agencies are keeping up with standards in the field.	\$1,425
<u>California Association of Coordinated Transportation (CalACT)</u> CalACT is the largest state transit association in the United States, with nearly 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. CalACT is a clearing house for information and resources on transit and paratransit management. This organization also is an advocate for rural transit agencies.	\$1,585
<u>California Association of Councils of Governments (CALCOG)</u> 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 Southern California Association of Governments (SCAG) and San Diego Association of Governments (SANDAG). CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.	\$12,800

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

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<p><u>California Foundation on the Environment and the Economy Transportation Infrastructure Project (CFEE-TIP)</u></p> <p>The CFEE-TIP members include LA Metro, Orange County Transportation Authority (OCTA), San Francisco Municipal Transportation Agency (SFMTA), Metropolitan Transportation Commission (MTC), and Riverside County Transportation Commission (RCTC). This group is designed to facilitate a productive conversation that addresses critical transportation infrastructure issues such as congestion relief, improved safety, alternative funding and delivery mechanisms such as design build and public private partnerships, and broader environmental improvement. This group also helps to educate and build consensus on infrastructure policy in California among stakeholders including transportation agencies, lawmakers, environmental organizations, labor, and community leaders.</p>	<p>\$3,000</p> <p>(*only when the Executive Director attends the annual Transportation Conference)</p>
<p><u>California Transit Association (CTA)</u></p> <p>Public sector, non-profit association of over 190 of California's largest urban, suburban, and rural transit operators, commuter rail agencies, transit support groups, transit suppliers, and government agencies. CTA is committed to a collaborative approach to advocating for improved transit operations throughout California, and works with local, state and federal legislators advocating for transit. CTA conducts state level advocacy for stable transit funding, provides access to technical reports and updates on issues specific to transit needs in California, and provides access to educational opportunities on transit practices in California.</p>	<p>\$1,400</p>
<p><u>Government Finance Officers Association (GFOA)</u></p> <p>GFOA is a resource for finance officers across the United States and Canada. GFOA provide members guidance on new governmental standards and issues award for the budget document and annual comprehensive financial report. GFOA provides best practice information on accounting, auditing, budgeting, capital planning, debt management, financial reporting, pension and benefit administration, and treasury and investment management.</p>	<p>\$300</p>
<p><u>Inland Action</u></p> <p>Inland Action promotes diverse economic development in the Inland Empire. They advocate on a broad array of issues including transportation policy and financing at the state and federal levels. Their membership consists of a large number of private and public interests, interlacing the business and public sectors to form the basis of strong policy advocacy.</p>	<p>\$3,723</p>
<p><u>Inland Empire Economic Partnership (IEEP)</u></p> <p>IEEP is a private sector voice for business and quality of life in the Inland Empire. It recruits and supports business, advocates for an educated workforce, works to ensure business friendly transportation and infrastructure policy for the economic betterment of Riverside and San Bernardino Counties.</p>	<p>\$15,000</p>

General Policy Committee Agenda Item

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<p><u>The National Institute of Governmental Purchasing (NIGP)</u></p> <p>NIGP is a non-profit that develops, supports, and promotes the public procurement profession through premier educational and research programs, professional support, technical services, and advocacy initiatives that benefit members and other important stakeholders.</p>	\$195
<p><u>Mobility 21</u></p> <p>Organization of public, business and community stakeholders pursuing regional solutions to the transportation challenges facing Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties. Mobility 21 provides strong regional advocacy on transportation issues at the state and federal levels. The Board of Directors includes the CEOs of the five transportation commissions, Southern California Association of Governments (SCAG), American Automobile Association (AAA), and the major regional Chambers of Commerce.</p>	\$20,000
<p><u>Self Help Counties Coalition (SHCC)</u></p> <p>Organization of 25 California county transportation agencies with voter-approved transportation sales tax measures. In Southern California, revenues from these sales tax measures exceed the combined total of state and federal transportation funds. The SHCC works closely with the California Transportation Commission, Caltrans, the Legislature and Administration, and other groups to protect the interests of the transportation authorities against diversion of transportation funds, increased Board of Equalization fees, impediments to timely project delivery, and concerns over state maintenance of effort that may arise because of the availability of local funds.</p>	\$9,700
<p><u>Southern California Association of Governments (SCAG)</u></p> <p>SCAG bylaws provide for SBCTA, as one of the five County Transportation Commissions within the region, to appoint a representative to the SCAG Regional Council from its governing board, dependent upon being a dues-paying member. SBCTA's participation with SCAG is essential for the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).</p>	\$25,000
<p><u>Gold Line Phase 2 Joint Powers Authority (GLJPA)</u></p> <p>In accordance with the GLJPA Agreement, the GLJPA was created to enable members to participate as fully as is necessary and appropriate in the planning, funding, design and construction of the Gold Line Phase II project (12.3 miles from Azusa to Montclair). It is the clear intent of the members that the GLJPA not possess any power to operate the Gold Line Phase II project or to maintain it after construction is completed and these responsibilities shall instead be the responsibility of LA Metro. It is also the clear intent of the members of the GLJPA to work closely with the Gold Line Construction Authority to promote efficient management of the Gold Line Phase II project to achieve cost efficiencies and to avoid overlapping activities, all the while ensuring the rapid completion of the Gold Line Phase II project.</p>	\$3,000

San Bernardino Council of Governments

San Bernardino County Transportation Authority

General Policy Committee Agenda Item

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<u>Association for Commuter Transportation (ACT)</u> ACT is the leading advocate for commuter transportation and transportation demand management (TDM). Commuting by bus, train, rideshare, bike, walking, or telework improves our world by contributing to energy independence, better air quality, livability, mobility, and reduced congestion. Through advocacy, education, and networking efforts, ACT strives to improve the lives of commuters, the livability of communities, and the economic growth of businesses.	\$575
<u>Inland Southern California Climate Collaborative (ISC3)</u> ISC3 is a collaborative for agencies, organizations, and companies in the Inland Southern California region (San Bernardino, Riverside, and Imperial Counties) whose mission is to bolster local and regional efforts to avoid the worst effects of climate change while building resilience to the climate change impacts that communities are already facing. The formation of ISC3 was facilitated by the Local Government Commission (LGC) and funded by a Caltrans SB-1 Transportation Adaptation Planning Grant Program through SBCTA and Western Riverside Council of Governments (WRCOG). The formation of ISC3 is consistent with Senate Bill 1072 (Leyva), and the establishment of this collaborative will assist our regions under-resourced communities to access statewide public and other grant funds for climate change mitigation and adaptation purposes.	\$3,000

Staff recommends that SBCTA/SBCOG continue its memberships with all of these organizations.

Financial Impact:

The annual cost for membership in these organizations is \$100,703. Payment of the individual membership dues is within the Executive Director's authority and funding will be incorporated into the Fiscal Year 2024/2025 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Carrie Schindler, Deputy Executive Director

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 8

Date: *March 13, 2024*

Subject:

Fiscal Year 2023/2024 Budget Action Plan - Third Quarter Report

Recommendation:

Receive the Fiscal Year 2023/2024 Budget Action Plan – Third Quarter Report.

Background:

The San Bernardino County Transportation Authority's (SBCTA) Fiscal Year 2023/2024 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 has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:

This item is not scheduled for any other policy committee or technical advisory committee review.

Responsible Staff:

Raymond Wolfe, Executive Director

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

8.a

Initiative #1: Transparent and Accountable Allocation Strategies				
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients				
1A	Action Plan	Milestones	Milestone Status	Responsibility
	Manage and communicate with Audit firm to plan and complete annual audits.	Manage and complete audits - Q2	Meetings with Audit firms initiated and will be held throughout the audit process.	Finance
	Monitor progress of audits.	Monitor audit until complete - Q2	Monitoring audits in progress.	
	Inform Committees and Board of status of audits.	Committee and Board - Q3	Staff is compiling information for March Committees and April Board.	
	Manage Transportation Development Act (TDA) triennial performance audits of SBCTA and transit operators.	Award consultant contract for preparation of TDA triennial performance audits - Q1	Contract was awarded at July 2023 SBCTA Board meeting.	Fund Administration
		Present TDA triennial performance audits to the SBCTA Board - Q4	Audits are complete and will be presented at the May 2024 SBCTA Board meeting.	Fund Administration, Transit
	Notes			
Division Strategy: Use strategic programming to ensure that no funds are lost				
1B	Action Plan	Milestones	Milestone Status	Responsibility
	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 (OA) – Q4	While OA is no longer monitored at the County-level in the SCAG region, SBCTA is scheduled to obligate its share of OA by May 1st.	Fund Administration, Project Delivery, Transit, Planning
		June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests – Q4	Staff will submit any required allocation or extension requests by April 2024 to meet the June 30th deadline.	
	Manage projects to ensure funds are not lost.	Request allocation of competitive grant funds awards, Local Partnership Program formula share, and State Transportation Improvement Program (STIP) for I-15 Express Lanes Contract 1 - Q2	Delayed. The CTC did not allocate the funds at the December 2023 CTC meeting as anticipated. The CTC approved the allocation request at the January 2024 CTC meeting.	Fund Administration
		Request allocation or extension of competitive grant funds (if awarded) for I-10 Contract 2 - Q4	Staff is monitoring the project schedule and anticipates requesting an extension at the June 2024 CTC meeting.	
		Request allocation or extension of competitive grant funds (if awarded) for US-395 Phase 2 - Q4	Staff is monitoring the project schedule and anticipates requesting an extension at the June 2024 CTC meeting.	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2024/2025 - Q4	Staff will submit an allocation request in April 2024 for the June 2024 CTC meeting.	
	Work with SBCTA staff, local agencies, transit operators, and Caltrans to prepare project submittals for inclusion in the 2025 Federal Transportation Improvement Program (FTIP) ensuring consistency with the Regional Transportation Plan and financial constraint requirements.	Coordinate to collect and submit necessary information to SCAG for 2025 FTIP development - Q3	Staff has submitted the input for the 2025 FTIP to SCAG and is coordinating requests for additional information from SCAG with project sponsors.	Fund Administration
	Monitor approval of 2024 State Transportation Improvement Program (STIP).	Participate in development of the 2024 STIP Guidelines to seek to align STIP programming with the 2023 Update to the 10-Year Delivery Plan and ensure San Bernardino County receives its equitable share in 2024 STIP – Q3	The SBCTA Board approved the proposed STIP projects in September 2023. The proposal was submitted to the CTC in December 2023. Staff will monitor the approval process, approval is scheduled for the March 2024 CTC meeting.	Fund Administration
	Notes			
I-10 Contract 2 and US 395 Phase II were awarded grant funds.				

Yellow shading means the work is behind schedule
Red text signifies urgent and significant challenges in completing the task

San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

8.a

Division Strategy: Protect San Bernardino County’s equitable share of available state and federal funds				
1C	Action Plan	Milestones	Milestone Status	Responsibility
	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Nominate projects to SCAG for programming of federal formula funds in accordance with the 2023 Update to the 10-Year Delivery Plan and the 10-Year Plan for transit operators' implementation of the zero emission bus mandate - Q3	Staff is gathering project updates from project sponsors and will submit projects to SCAG for consideration prior to the March 29, 2024 deadline.	Fund Administration, Project Delivery, Transit
	Notes			
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects				
1D	Action Plan	Milestones	Milestone Status	Responsibility
	Establish plan for 2024 sales tax revenue bond program through development of the 2023 Update to the 10-Year Delivery Plan.	Present current status of Measure I Programs and proposed projects for inclusion in 2023 Update to the 10-Year Delivery Plan to Policy Committees - Q1	Staff recommends delay to Q3 - see notes below.	Fund Administration (Finance, Project Delivery, Transit, Planning)
		Present final 2023 Update to the 10-Year Delivery Plan to the Board for approval - Q2	Staff recommends delay to Q1 FY2025 - see notes below.	
		Monitor implementation of the 2023 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing		
	Notes			
Staff recommends delaying the approval of the update to the 10-Year Delivery Plan to September 2024 assuming the I-15 construction contract is awarded in June 2024. The CTC did not allocate the I-15 funds at the December CTC meeting as anticipated delaying the construction bid. Update to the 10-Year Delivery Plan relies on cash flow borrowing between the Freeway Program and the Interchange Program to be able to delay bonding until 2026 and save on interest costs. Recent increases to the I-15 cost estimate may limit the borrowing ability depending on the final actual cost. Delaying the adoption of the update will allow staff to analyze whether it is necessary to bond in 2025 rather than 2026.				
Division Strategy: Manage geographic equity in fund distribution across the County				
1E	Action Plan	Milestones	Milestone Status	Responsibility
	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Monitor results of SCAG project selection for federal formula funds and ensure long-term equity between subareas of San Bernardino County is maintained - Q4	Projects for SCAG consideration are due to SCAG March 29, 2024.	Fund Administration
	Notes			
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion				
1F	Action Plan	Milestones	Milestone Status	Responsibility
	Manage SBCTA railroad right of way in an efficient and comprehensive fashion.	Ongoing	Ongoing.	Transit
	Notes			

Yellow shading means the work is behind schedule
Red text signifies urgent and significant challenges in completing the task

San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

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Initiative #2: Engender Public Trust				
Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (Annual Report)				
2A	Action Plan	Milestones	Milestone Status	Responsibility
	Plan meeting at interim field work with Executive Board officers and Certified Public Accountant (CPA) firm.	Meet with Executive Board - Q2 Q4	Finance schedules planning meeting with the Executive Board by June of each year.	Finance
	Notes			
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting				
2B	Action Plan	Milestones	Milestone Status	Responsibility
	Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report).	GFOA Award submittal - Q3	Application submitted in December 2023.	Finance
	Notes			
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures				
2C	Action Plan	Milestones	Milestone Status	Responsibility
	Complete agreed upon procedures (AUP) for Measure I programs.	AUP to be completed - Q3	Completed February 2024.	Finance
	Notes			
Division Strategy: Obtain Distinguished Budget Presentation Award				
2D	Action Plan	Milestones	Milestone Status	Responsibility
	Apply for GFOA award for annual budget.	GFOA Award submittal - Q1	Application submitted in July 2023.	Finance
	Notes			
Division Strategy: Complete internal control self-assessment to identify areas of improvement.				
2E	Action Plan	Milestones	Milestone Status	Responsibility
	Complete review of annual internal control self-assessment (AICA).	Review of AICA - Q3	On Schedule.	Finance
	Notes			
Division Strategy: Implement the Records Retention Schedule				
2F	Action Plan	Milestones	Milestone Status	Responsibility
	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, two annual clean up days, a system that will assist tracking which documents have passed retention.	Clean up day - Q1 & Q3	Q1 - Completed. Q3 clean up will be completed in Q4.	Executive Administration and Support
		Identify the retention period for all remaining boxes located at SBCTA offsite storage - Q4	On Schedule.	
		Automate at least four (4) records series in Laserfiche -one per quarter - Q4	On Schedule.	
		Finalize File Plans for SharePoint files for four (4) departments - one per quarter - Q4	On Schedule.	
	Notes			
	Q1 Clean up completed - Destroyed 1,029 electronic files, 17 boxes on-site and 74 boxes located at offsite storage.			

Yellow shading means the work is behind schedule
Red text signifies urgent and significant challenges in completing the task

Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities				
Division Strategy: Work with other governments and business groups to leverage resources for our region’s benefit				
3A	Action Plan	Milestones	Milestone Status	Responsibility
	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 CCMTAC in Q1/Q2 and report to Board on possible actions and funding.	Met with Housing Trust Ad Hoc Committee in October. Funding MOU, Administrative Plan, and implementation on hold due to State budget deficit.	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.	Completed.	
	Establish Housing Trust JPA, pending Board approval and successful REAP application.	Execute JPA with member agencies - Q3	On hold due to State budget deficit.	
		Review draft Administrative Plan - Q4	Delayed.	
	Smart County Master Plan.	Complete draft of Early Action Plan - Q1	Completed.	
	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.	Ongoing	Ongoing.	Transit
	Notes			
	SBCTA received a \$25 million RAISE grant for the Brightline West High-Speed Intercity Passenger Rail System-High Desert Stations Project. SBCTA, Brightline and FRA working to complete the grant agreement and a sub-recipient agreement between Brightline and SBCTA. Brightline was awarded \$3 billion in Federal-State Partnership for Intercity Passenger Rail Grant Program funds on 12/5/23. Establishment of the Housing Trust has been delayed due to State’s draft budget proposal that could potentially cut the REAP 2.0 program in half. Staff is working with SCAG to preserve the funding level of the REAP 2.0, but at this point SCAG has sent out a Stop-Work order.			
Division Strategy: Enhance COG role, and leverage synergy of being the CTA and COG				
3B	Action Plan	Milestones	Milestone Status	Responsibility
	Plan annual City/County Conference.	In person conference set for Spring 2024.	Scheduled for May 16-17, 2024.	Legislative/Public Affairs, COG
	Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing bimonthly meetings.	Ongoing.	
	Notes			
Division Strategy: Enhance SBCOG’s and the region’s ability to compete for grant funding				
3C	Action Plan	Milestones	Milestone Status	Responsibility
	Host grant writing workshop for our members and other local government partners.	Host Workshop - Q3	Shifted direction and are instead providing direct grant-writing assistance for ATP Cycle 7.	COG
	Communicate grant opportunities to member agencies.	Ongoing	Ongoing.	
	Notes			

Yellow shading means the work is behind schedule
Red text signifies urgent and significant challenges in completing the task

San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

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Division Strategy: Assist local governments with environmental and efficiency initiatives				
3D	Action Plan	Milestones	Milestone Status	Responsibility
	Develop a plan to replace the EV chargers where needed at the Depot.	Q2	See notes. Release RFP - Q4	Management Services, Transit
	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.	Initiative for ZEV was included in the Smart County Master Plan and reviewed by Board on November 1. Application for ZEV funding is being included in EPA Climate Pollution Reduction Grant. PCAP has been completed. Grant to be submitted 4/1.	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Implement energy programs in partnership with local jurisdictions in three focus areas: Public Sector, Workforce Education and Training, and Codes and Standards - Ongoing	Stats ongoing. SBCOG I-REN has conducted eight orientations, which resulted in 17 data meetings and two completed facility audits. In addition, five I-REN Energy Fellows were deployed. and 13 Codes & Standards training webinars have been offered.	
	Notes			
In December 2023, the Board authorized the Executive Director, or designee, to release a RFP to replace chargers at depot, including administering of EV program by a 3rd party. RFP scope of work is being developed and RFP is scheduled to be released Q4.				
Initiative #4: Accelerate Delivery of Capital Projects				
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service				
4A	Action Plan	Milestones	Milestone Status	Responsibility
	Complete project close-out	Q2	Delayed to Q4.	Transit
	Notes			
Final contract acceptance for the mainline construction and maintenance facility issued in Q3 scheduled to be completed by end of Q4 as part of the FY close-out process.				
Division Strategy: Support Delivery the West Valley Connector Phase I				
4B	Action Plan	Milestones	Milestone Status	Responsibility
	Start construction	Q1	Completed.	Transit
	Notes			
Contract award approved at September 2023 Board meeting.				
Division Strategy: Produce Zero Emission Multiple Unit				
4C	Action Plan	Milestones	Milestone Status	Responsibility
	Begin ZEMU testing in US	Q2	Completed.	Transit
	Start construction of hydrogen fuel station	Q2	Completed - Contract awarded.	
	Start construction of maintenance facility retrofit	Q1	Completed - Contract awarded.	
	Notes			
ZEMU vehicle testing in Europe concluded on 5/26/2023 and was delivered to U.S. (Pueblo, Colorado) in August 2023. ZEMU was presented at the APTA Expo in October 2023, and testing resumed in Pueblo, Colorado. The hydrogen fueling contract and Arrow maintenance facility retrofit contract were awarded in Q2.				
Division Strategy: Deliver the Tunnel to ONT Project				
4D	Action Plan	Milestones	Milestone Status	Responsibility
	Environmental Document approval	Q4	Delayed to FY 24/25 Q2.	Transit
	Award design-build contract	Q4	Delayed.	
	Notes			
Project delayed due to the introduction of additional build alternatives. Based on consultation with the Federal Transit Administration, SBCTA needs to analyze more than one build alternative in order to advance the NEPA clearance. Preliminary engineering needs to be completed for the new alternatives to define the project footprint, which delays completing the environmental clearance and construction contractor procurement.				

Yellow shading means the work is behind schedule
Red text signifies urgent and significant challenges in completing the task

San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

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Division Strategy: Delivery of Capital Projects - Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:

4E	Action Plan	Milestones	Milestone Status	Responsibility
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	PS&E approval - Q1	Completed.	Project Delivery
	SR-210 Waterman Avenue	PS&E approval - Q1	Delayed to Q3. See note.	
	I-215 Bi-County Landscaping	PS&E approval - Q2	On Schedule.	
	I-10 Mount Vernon Avenue	PS&E approval - Q2	Delayed to Q4. See note.	
	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2a	PS&E approval - Q4	On Schedule.	
	US-395 Widening Project - Phase 2	PS&E approval - Q4	On Schedule.	
	Notes			
Final PS&E package for SR 210 Waterman Avenue was submitted to Caltrans on 10/18; comments were received on January 24, 2024. Final PS&E package is being finalized for Caltrans approval. Final PS&E package for I-10 Mt. Vernon Avenue is delayed due to a project scope of work change that involved ROW and utility impacts.				

Division Strategy: Delivery of Capital Projects - Construction Milestones:

4F	Action Plan	Milestones	Milestone Status	Responsibility
	I-10 Eastbound Truck Climbing Lane	Start construction - Q1	Completed in Q2.	Project Delivery
	I-215 University Parkway	Start construction - Q2	Delayed to FY24/25 Q1. See note.	
	SR-210 Waterman Avenue	Start construction - Q2	Delayed to FY24/25 Q1.	
	I-215 Bi-County Landscaping	Start construction - Q3	On Schedule.	
	Metrolink ATP - Phase 2	Start construction - Q3	On Schedule.	
	I-10 Mount Vernon Avenue	Start construction - Q4	Delayed to FY24/25 Q1.	
	SR-210 Waterman Avenue	Complete for Beneficial Use - Q4	Delayed to FY24/25 Q1.	
Notes				
I-215 University Parkway start of construction was delayed due to ROW and utility issues that delayed final design approval. Construction contract is expected to be brought before Board for approval in September 2024.				

Division Strategy: Delivery of Express Lanes Projects

4G	Action Plan	Milestones	Milestone Status	Responsibility
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	Start construction - Q3	Delayed to Q4.	Project Delivery
	I-10 Express Lanes Contract 1 Toll Collections	Revenue Service Commencement Readiness - Q2	Readiness delayed until Q4 to coincide with I-10 Contract 1 Revenue Service Commencement.	Toll Operations
	I-10 Corridor Freight and Express Lanes Project (Contract 1)	Complete for Beneficial Use - Q4	On Schedule.	Project Delivery
	Notes			

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Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments				
Division Strategy: Conduct regional forums to discuss issues of importance across our region				
5A	Action Plan	Milestones	Milestone Status	Responsibility
	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects.	Support for legislation regarding progressive design build delivery and oppose legislation that would adversely impact transportation funding. Build coalitions in support of state and federal transportation grant applications and budget items as well as additional transit operational funding. Maintain good working relationships and communication with state and federal officials.	This Legislative cycle SBCTA will sponsor AB 2590 (Reyes) to increase procurement thresholds. Monitoring legislative proposals that are currently in a spot bill format - Ongoing	Legislative/Public Affairs
	Notes			
Division Strategy: Operate and Maintain SB Express Lanes				
5B	Action Plan	Milestones	Milestone Status	Responsibility
	I-10 Express Lanes Contract 1 Operations and Maintenance.	Ongoing starting Q3	Operations and Maintenance delayed until Q4 to coincide with I-10 Contract 1 Revenue Service Commencement.	Toll Operations
	Notes			
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options				
Division Strategy: Build awareness of SBCTA programs and services				
6A	Action Plan	Milestones	Milestone Status	Responsibility
	Highlight Measure I’s contributions to the region’s transportation system.	Ongoing: Annual state of transportation event; monthly blog series "Measure I (Impact)".	B2B and State of Transportation Complete; Blog series ongoing.	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services.	Ongoing: Employee spotlight blog series.	Ongoing. Added Arrow Outreach and ZEMU campaigns to marketing effort.	Legislative/Public Affairs
	Notes			
Division Strategy: Leverage and grow public outreach and communication services				
6B	Action Plan	Milestones	Milestone Status	Responsibility
	Continue to enhance traditional and social media presence.	Ongoing: providing project updates, alerts, and information.	Growth on all platforms continue.	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.	Ongoing: providing services for Mt. Vernon Viaduct, I-10 Express Lanes, 210 freeway, Redlands Passenger Rail Project.	Business programs initiated for WVC and Mt. Vernon Viaduct Projects - ongoing	Legislative/Public Affairs, Transit
	Utilize On-Call Graphic Design Services Contracts & Marketing and Branding Services Contract to support each department in their efforts to communicate internally and externally.	Ongoing: 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				
6C	Action Plan	Milestones	Milestone Status	Responsibility
	In partnership with transit operators, highlight transit connectivity options in the region.	Ongoing: provide legislative information and updates, advocate at the state and federal levels for transit maintenance and operations funding.	Ongoing. "Transit is Easy" campaign active in Q3.	Legislative/Public Affairs, Transit
	Notes			

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San Bernardino County Transportation Authority
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Division Strategy: SB Express Lanes Customer Support

6D	Action Plan	Milestones	Milestone Status	Responsibility
	Open SB Express Lanes Walk-In Center.	Q2	Opening delayed until Q4 to coincide with I-10 Contract I Revenue Service Commencement.	Toll Operations
	SB Express Lanes Website Live.	Q2	Live website delayed until Q4 to coincide with I-10 Contract I Revenue Service Commencement. Site build out and ready to launch.	Toll Operations
	Notes			

Initiative #7: Long Range Strategic Planning

Division Strategy: Analyze long range transportation strategy in a financially constrained framework

7A	Action Plan	Milestones	Milestone Status	Responsibility
	Prepare a Long Range Multimodal Transportation Plan (LRMTP).	Draft Existing Conditions Report - Q2	Initial modeling scenarios run.	Planning, Transit, Fund Administration
		Vision Document and Scenario Analysis - Q4	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).	Provide input to the Draft RTP/SCS - Q2	Completed.	Planning, Fund Administration
		Provide comments and final input to the RTP/SCS - Q3	Final 2024 RTP/SCS being prepared by SCAG in response to comments. Due to be approved by SCAG in April 2024.	
	Notes			

Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice

7B	Action Plan	Milestones	Milestone Status	Responsibility
	Maintain Measure I Strategic Plan Parts 1 and 2.	Ongoing	No updates in Q3.	Planning, Fund Administration
	Notes			

Division Strategy: Provide current, quality planning data

7C	Action Plan	Milestones	Milestone Status	Responsibility
	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	Ongoing. Supported grant applications and analysis activities.	Planning
	Update SBTAM "Plus" modeling system.	Model Validation Report - Q1	Validation report completed.	
		VMT/Land Use Model and Scenario Samples - Q2	VMT/Land Use Model completed.	
		Final Documentation & Presentation - Q4	SBTAM+ model completed. Additional training to occur in Q4.	
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Ongoing	Ongoing.	
	Notes			

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San Bernardino County Transportation Authority
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Division Strategy: Conduct subarea and modal studies				
7D	Action Plan	Milestones	Milestone Status	Responsibility
	State Route 247/62 Emergency Bypass Lane Study.	Initiate study - Q3	Consultant selected. Kickoff scheduled early Q4.	Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans.	Prepare two PSR-PDS documents (Project Study Report - Project Development Support): One for near-term and one for long-term - Q2	Response to Caltrans comments on PSR-PDS for near-term project provided in Q2. Preparation of PSR-PDS for long term project deferred until more appropriate time in future.	
	Notes			
Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications				
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines				
8A	Action Plan	Milestones	Milestone Status	Responsibility
	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies.	Ongoing	CTC initiated workshops on SB 1 grant application guidelines in Q3. SBCTA providing input.	Planning, COG
	Prepare Grant Applications for state (e.g. SB 1, Active Transportation, etc.), federal (e.g. RAISE, INFRA/Mega, etc.) and other funding.	Senate Bill 1 (SB1) Grants Identified - Q2	Tunnel to ONT submitted for partnership opportunities with Caltrans.	Planning, Fund Administration
		Other state and federal grants - Ongoing	Applications prepared for EPA, CEC in partnership with other regional agencies.	
	Notes			
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies				
8B	Action Plan	Milestones	Milestone Status	Responsibility
	Begin development of Vehicle Miles Traveled (VMT) mitigation bank and/or approaches to mitigation under SB 743, subject of funding.	Apply for REAP 2.0 VMT Mitigation Bank Funding - Q1	REAP 2.0 funds awarded for VMT Mitigation Bank in Q1. Agreements being developed. Grants on hold due to state's budget deficit.	Planning
		Start MOU/RFP Process - Q2/Q3	MOU development with SCAG initiated in Q1. Selections made for Contract Task Order (CTO) consultant services.	
	Work with California Department of Fish and Wildlife (CDFW) and other stakeholders to complete the Regional Conservation Investment Strategy (RCIS), subject to Board approval.	Final submittal to CDFW -Q4 Q2	Completed - Final RCIS submitted in Q2.	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0.	Apply for REAP 2.0 Planning Funding - Q1	REAP 2.0 awards announced by SCAG in Q1 - \$17.946 million across 5 SBCTA and SBCOG programs. Funds on hold due to state budget deficit.	
		Work with SCAG on REAP 2.0 application to California Housing and Community Development - Q2	Awards made, as stated above. Funds on hold due to state budget deficit.	
	Notes			
The Regional Conservation Investment Strategy Action Plan milestone was updated from Quarter 4 to Quarter 2 to be consistent with the grant deadline. VMT Mitigation Bank Funding is another program dependent on REAP 2.0 funding. The program is on hold due to the State's budget deficit.				

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San Bernardino County Transportation Authority
Fiscal Year 2023/2024 Budget Action Plan

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Division Strategy: Prepare effective active transportation plans				
8C	Action Plan	Milestones	Milestone Status	Responsibility
	Develop Active Transportation Plans for the Safe Routes to School Program (with SBCSS and the County DPH).	Begin outreach to schools - Q1	Outreach ongoing.	Planning
	Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing.	Award announcements - Q1	Awards announced in Q1. Management ongoing.	
	Notes			
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant				
8D	Action Plan	Milestones	Milestone Status	Responsibility
	Implementation of Phase 2 of the Bicycle and Pedestrian improvements around the Metrolink Stations on the San Bernardino and Riverside Lines.	Construction Completion - Q4	Delayed - Construction contract awarded in January 2024.	Planning, Project Delivery
	Create Active Transportation Project Prioritization List based on input from local jurisdictions and assessment of funding opportunities.	Completion - Q2	Development of draft priority list completed in Q2 and circulated to Transportation TAC for comment.	Planning
	Notes			
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network				
8E	Action Plan	Milestones	Milestone Status	Responsibility
	Implement a mobile call box program for 511 program.	Award program implementation contract. Needs to occur after call handling contractor has been secured and able to implement systems/program - Q4	Delayed - See notes.	Air Quality/Mobility
	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	On Schedule.	
	Maintain the SB County Call-Box System.	Ongoing	Ongoing.	
	Merge the regional rideshare database with OCTA, LA Metro, RCTC, and VCTC enhancing ride matching functionality and customer experience.	Q2	Completed.	Transit
	Notes			
The implementation of a mobile call box program for 511 will be delayed due to change in approach currently being evaluated wherein CHP would answer mobile 511 calls. To be resolved in FY 24/25. The regional rideshare database was consolidated on September 26th between LA Metro, OCTA, RCTC, SBCTA and VCTC, enhancing commuter ride matching options for users. The five partner agencies are working together to help reduce vehicle miles traveled and traffic congestion, with a goal of improving air quality in Southern California.				
Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion.				
8F	Action Plan	Milestones	Milestone Status	Responsibility
	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 Fiscal Year 2022/2023 budget based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Completed.	Transit, Fund Administration, Legislative/Public Affairs, Planning
	Notes			

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Initiative #9 Meet Equity Goals of SBCTA/SBCOG				
Division Strategy: Ensure Equity goals met for internal structure and policies.				
9A	Action Plan	Milestones	Milestone Status	Responsibility
	Begin Equity Policy Framework to establish equity goals and policies for ensuring structural equity within the business processes and procedures within SBCTA/SBCOG.	Begin project following procurement - Q2	Consultant selection completed in Q2.	COG
	Notes			
Division Strategy: Ensure Equity goals met for projects and programs implemented in collaboration with SBCOG/SBCTA member agencies.				
9B	Action Plan	Milestones	Milestone Status	Responsibility
	Outdoor Equity Program, pending funding agreement from state department of parks.	Begin Program - Q1	Delayed. See Notes.	COG
	Small Business Training Program	Finish study - Q1	Study completed in Q2. Will be presenting to CCMTAC in Q4.	COG
	Notes			
Waiting on community-based organization to provide insurance requirements. SBCTA will issue NTP upon reception of the documents.				

Minute Action

AGENDA ITEM: 9

Date: March 13, 2024

Subject:

Amendment No. 1 to Agreement with California Highway Patrol for Freeway Service Patrol and Construction Extra Time Oversight Services

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Amendment No. 1 to Agreement No. 21-1002547 with the California Highway Patrol (CHP) to extend the contract term from June 30, 2024, to October 31, 2024, and to increase the agreement amount by \$215,000 for a new total contract not-to-exceed amount of \$1,878,614. The extension of Agreement No. 21-1002547 will allow for on-going Freeway Service Patrol (FSP) field supervision support provided by CHP for overtime services related to regular and construction FSP tow services.

Background:

On June 2, 2021, the San Bernardino County Transportation Authority (SBCTA) originally approved Agreement No. 21-1002547 with the California Highway Patrol (CHP) to provide oversight of the state and locally funded Freeway Service Patrol (FSP) Program and Construction Freeway Service Patrol (CFSP) support for the SBCTA led Express Lanes construction projects. The initial term of this contract is from July 1, 2021, through June 30, 2024, with a not-to-exceed amount of \$1,663,614. SBCTA staff has been informed that CHP now has a new contract procedure that requires the Department of General Services (DGS) approval, which results in additional time needed for review and processing. Due to the updated review and approval procedures for CHP related agreements, the new agreement will not be completed before the end of the current agreement term (June 30, 2024). Staff is currently working on a new agreement with CHP. However, an extension of Agreement No. 21-1002547 is necessary to allow enough time to process the new agreement in accordance with CHP's updated review and execution procedures. It is anticipated that the new CHP FSP overtime (also known as extra time) agreement will be executed by approximately October 1, 2024.

Staff recommends the approval of Amendment No. 1 to Agreement No. 21-1002547 to ensure CHP can continue to provide the field supervision oversight services for regular FSP activities as well as CFSP services for SBCTA led Express Lanes construction activity and Interstate 10 Express Lanes motorists' services.

Financial Impact:

This project is funded with both local DMV Safe Funds and Measure I Valley Fund- Fwy Interchange, and is included in the adopted Budget for Fiscal Year 2023/2024, and the proposed Budget for Fiscal Year 2024/2025. The FSP Program Services are included in Program 15, Commuter and Motorist Assistance. The CFSP services are included in Program 40 Project Delivery.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and the Risk Manager have reviewed this item and the draft amendment.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item
March 13, 2024
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Responsible Staff:

Rana Semaan, Management Analyst II

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

Contract No.: 21-1002547 Amendment No.: 1

Contract Class: Payable Department: Air Quality and Mobility

Vendor No.: 00496 Vendor Name: California Highway Patrol

Description: Freeway Service Patrol Overtime Agreement

List Any Related Contract Nos.:

Dollar Amount							
Original Contract		\$	1,663,614.00	Original Contingency		\$	-
Prior Amendments		\$	-	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	215,000.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	1,878,614.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	1,878,614.00

Board of Directors	Date: 04/03/2024	Committee	Item #
Contract Management (Internal Purposes Only)			

Board of Directors	Date:	04/03/2024	Committee	Item #
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Other Contracts		Sole Source?	N/A	N/A	
State/Local	Freeway Service Patrol			N/A	

Other Contracts	Sole Source?	N/A	N/A
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State/Local	Freeway Service Patrol			N/A
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[illegible]

Estimated Start Date:	07/01/2021	Expiration Date:	06/30/2024	Revised Expiration Date:	10/31/2024
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NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding: Total Contingency:

[illegible]

Rana Semaan

Steven Smith

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

STANDARD AGREEMENT - AMENDMENT

9.b

STD 213A (Rev. 4/2020)

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED _____ PAGES

AGREEMENT NUMBER

21R061000

AMENDMENT NUMBER

1

Purchasing Authority Number

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

Department of California Highway Patrol

CONTRACTOR NAME

San Bernardino County Transportation Authority (SBCTA)

2. The term of this Agreement is:

START DATE

07/01/2021

THROUGH END DATE

10/31/2024

3. The maximum amount of this Agreement after this Amendment is:

\$1,878,614.00 (One Million Eight Hundred Seventy-Eight Thousand Six Hundred Fourteen Dollars and Zero Cents)

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:

(1) The term end date of this Contract is extended from 06/30/2024 to 10/31/2024.

(2) This Amendment adds funds in the amount of \$215,000.00 (Two Hundred Fifteen Thousand Dollars and Zero Cents). The total amount of this Contract shall not exceed \$1,878,614.00 (One Million Eight Hundred Seventy-Eight Thousand Six Hundred Fourteen Dollars and Zero Cents)

All other terms and conditions shall remain the same.

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

San Bernardino County Transportation Authority (SBCTA)

CONTRACTOR BUSINESS ADDRESS

1170 West 3rd Street, 2nd Floor

CITY

San Bernardino

STATE

CA

ZIP

9241

PRINTED NAME OF PERSON SIGNING

TITLE

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME

Department of California Highway Patrol

CONTRACTING AGENCY ADDRESS

601 North 7th Street

CITY

Sacramento

STATE

CA

ZIP

9581

PRINTED NAME OF PERSON SIGNING

TITLE

CONTRACTING AGENCY AUTHORIZED SIGNATURE

DATE SIGNED

CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL

EXEMPTION (If Applicable)

APPROVED AS TO FORM: _____

Juanda Daniel, SBCTA Assistant General Counsel

Minute Action

AGENDA ITEM: 10

Date: March 13, 2024

Subject:

2023 Update of the Development Mitigation Nexus Study

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve the 2023 Update to the San Bernardino County Transportation Authority Development Mitigation Nexus Study.

Background:

California State law requires that the San Bernardino County Transportation Authority (SBCTA) update the Congestion Management Program (CMP) every two years. The Development Mitigation Nexus Study (Nexus Study), Appendix G of the CMP, is also updated every two years as part of the CMP update. The Nexus Study is being updated so that jurisdictions have this information available for their transportation fee program updates according to the normal update cycles identified in the Nexus Study. Local jurisdictions in the Valley and Victor Valley collect development impact fees (DIF) for regional arterial, interchange, and rail/highway grade separation projects, and use those funds to match Measure I funding when these projects are developed and constructed. Appendix F of the CMP outlines the provisions and requirements of the Nexus Study, particularly the development and maintenance of the Nexus Study project lists and cost estimates. Appendix F was first adopted by the SBCTA Board of Directors and incorporated into the CMP in 2005.

The Nexus Study Update has been underway since October 2023. Staff discussed the update with the Transportation Technical Advisory Committee (TTAC) and distributed a formal request for information. Jurisdictions were asked to update arterial and interchange project lists, including the addition or deletion of projects, modifications to project limits and changes to project costs. SBCTA staff updated the interchange and arterial project tables in the Nexus Study. A draft 2023 Update of Table 3: Interchange Improvements and 2023 Costs, Including a Comparison to 2021 Nexus Study Costs, and Nexus Study Arterial Projects by jurisdiction were distributed to Valley and Victor Valley representatives on the TTAC in March 2024.

In addition, Table 6: Railroad Grade Crossing Projects on Nexus Study Network, is included, which incorporates current project cost information. Nexus Study arterial project updates to the SBCTA Nexus Study as of 2023 are being provided as Attachment 1. Modifications included adding or deleting projects, modifying project scope (including project limits), adjusting project costs and updating the associated tables for each local jurisdiction.

The most important tables in the Nexus Study Update are Tables 7 and 8 for 2023, which document the development share of total costs that need to be met or exceeded with the transportation DIF programs that are updated by the Valley and Victor Valley cities and the County of San Bernardino (County). For comparison purposes, Tables 7 and 8 from the 2021 Nexus Study Update, are included in the attachment. The costs in Table 7 are for the cities, and the costs in Table 8 are for the County spheres of influence. The overall mitigation cost increased

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

March 13, 2024

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by approximately 11.1% percent when compared to the 2021 Nexus Study. The 2021 change relative to 2020 was approximately a 1.4% percent increase after correcting for a formula error previously reported in the 2021 Development Share of Railroad Grade Separation Cost.

A draft update of the Nexus Study Appendix G Tables 3 through 8, and updated cost estimates for local arterial projects have been included as attachments. Following approval of the updated Nexus Study, it will replace the public version currently available on SBCTA's public website and a request will be sent to Valley and Victor Valley jurisdictions to update their fee programs according to the schedule in Table 10 of the Nexus Study. Jurisdictions may defer any changes for one year following adoption of the 2023 Nexus Study Update.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2023/2024 and the proposed Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed by the Transportation Technical Advisory Committee on March 4, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:



San Bernardino County Transportation Authority

1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: www.SBCTA.ca.gov



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Development Mitigation Nexus Study

Appendix G

of the

SBCTA Congestion Management Program

prepared by the

San Bernardino County Transportation Authority (SBCTA)

2023

Attachment: Nexus23_All_AppendixG (10419 : 2023 Update of the Development Mitigation Nexus Study)

Preface to the SBCTA Development Mitigation Nexus Study

The SBCTA Development Mitigation Nexus Study was originally approved by the San Bernardino Associated Governments (SBCTA), acting as the San Bernardino County Congestion Management Agency (CMA), on October 5, 2005. It has been revised based on amendments approved by the SBCTA Board on July 5, 2006, October 4, 2006, November 1, 2006, January 10, 2007, March 7, 2007, November 7, 2007, November 4, 2009, November 2, 2011, November 6, 2013, February 3, 2016, July 11, 2018, July 10, 2019, September 9, 2020, and June 1, 2022. The Nexus Study has been incorporated into the SBCTA Congestion Management Program (CMP) as **Appendix G**. SBCTA serves as the Congestion Management Agency responsible for implementing and maintaining the CMP. This update includes a complete revision of project cost estimates, superseding prior updates that generally involved the use of escalation factors. This document serves as the final version for the 2023 update to the Nexus Study, which is required by the Development Mitigation Program implementation language included in **Appendix F** of the CMP and the Measure I 2010-2040 Strategic Plan. This update reflects comments from members of the Transportation Technical Advisory Committee (TTAC), as presented to the SBCTA General Policy Committee on March 13, 2024, and subsequently to the SBCTA Board of Directors on April 3, 2024.

Background

SBCTA staff began preparation of the Nexus Study in early 2004 at the direction of the SBCTA Board of Directors to support the development of Measure I 2010-2040. Measure I 2010-2040 was overwhelmingly approved by the voters of San Bernardino County on November 2, 2004. Included in the Measure I 2010-2040 Ordinance was language mandating development to pay its fair share for transportation improvements within San Bernardino County. The specific language governing the development contribution requirements of Measure I 2010-2040 are included in Section VIII of the ordinance as follows:

“SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of the Measure ‘I’ that would:

“1) Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code 66000 et seq. and as determined by the Congestion Management Agency.

“2) Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

“The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of Measure ‘I’.”

The SBCTA Development Mitigation Program is collectively comprised of three documents - Chapter 4 (“Land Use/Transportation Analysis Program”), **Appendix F** and **Appendix G** of the CMP. The Development Mitigation Program was originally approved by the CMA on November 2, 2005, along with other revisions to the CMP. **Appendix F** of the CMP provides the specific requirements local jurisdictions must follow when implementing their development mitigation program for regional transportation facilities.

The San Bernardino County CMP implements the Land Use/Transportation Analysis Program with two distinct approaches, depending on geographic location within the County. The first approach addresses the cities and associated spheres of influence in the San Bernardino Valley and Victor Valley, to which the Nexus Study and related development mitigation requirements apply. The second approach applies to all other areas of the County. These two approaches are summarized below:

1. For San Bernardino Valley and Victor Valley cities and sphere areas: local jurisdictions implement development mitigation programs that generate development contributions for regional transportation improvements equal to or greater than fair share contributions determined through the SBCTA Development Mitigation Nexus Study. Regional transportation facilities addressed by the Nexus Study include freeway interchanges, railroad grade separations, and regional arterial highways on the Nexus Study Network. Local jurisdiction development mitigation programs must comply with requirements established in **Appendix F** of the CMP. Each local jurisdiction has adopted a compliant development mitigation program based on the requirements established in this appendix and implemented in accordance with Chapter 4 and **Appendix F** of the CMP.
2. For areas outside the San Bernardino Valley and Victor Valley cities and spheres: local jurisdictions must prepare Traffic Impact Analysis (TIA) reports for proposed development projects exceeding specified thresholds of trip generation. This is a continuation of a requirement established when the CMP was originally approved by the SBCTA Board in 1992. TIA reports must comply with requirements contained in Chapter 4 and **Appendix B** of the CMP.

At their discretion, jurisdictions outside the Valley and Victor Valley may adopt Approach 1, in coordination with and subject to the approval of the SBCTA Board. However, an amendment to the Nexus Study would be required for this to occur.

Overview of the Nexus Study

The SBCTA Nexus Study identifies the fair share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and regional arterial highways). The Nexus Study is updated biennially or as requested and in close coordination with local jurisdictions.

The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. Roadway improvement projects must be located on

this network for their costs to be included in the Nexus Study and to be eligible to receive or expend Measure I 2010-2040 Valley Freeway Interchange, Valley Major Street, Victor Valley Local Street (capacity enhancement projects only) and Victor Valley Major Local Highway funds. Additionally, projects not included in the Nexus Study are not eligible for SBCTA allocations of state or federal transportation funds included in the Measure I 2010-2040 Expenditure Plan. The Nexus Study only applies to the Victor Valley Local Street Program insofar as the jurisdiction intends to use Measure I Local Street funds to add capacity to projects on the Nexus Study Network, per Policy 40012/VVLS-8 of the Strategic Plan. A local jurisdiction may wish to identify other local or non-regional improvements (projects not on the Nexus Network) as part of its overall development mitigation program, but these local or non-regional projects are not eligible for inclusion in the Nexus Study.

The Nexus Study identifies specific improvement projects on the Nexus Study Network and includes a cost estimate for the projects. The cost estimates have been developed collaboratively, working with local jurisdictions to obtain the most up-to-date project cost data available. Costs may include planning, project development (including Project Study Reports, Project Reports, and environmental documents), design, construction, construction management, project management, right-of-way, and mitigation of impacts subject to the policy provisions contained in the Measure I Strategic Plan. Only those project phases for which costs are included in the Nexus Study are eligible for Measure I or other transportation funding allocated by SBCTA.

The Nexus Study also includes an estimate of growth in dwelling units and employment expected over the planning period of the Nexus Study (2004 to 2030). The percentage growth in trips associated with the new development is development's fair share for that geographic area. The growth estimates were prepared in collaboration with local jurisdictions, SBCTA and SCAG as part of the 2004 Regional Transportation Plan (RTP). The development mitigation fair share estimates contained in the Nexus Study represent a minimum fair share for regional transportation improvements for each local jurisdiction and for each jurisdiction's sphere area, based on the estimates of project costs and the growth data provided by those jurisdictions. San Bernardino County has provided the estimates of project costs and growth in dwelling units/employment for sphere areas and unincorporated sub-areas, such as the Redlands Donut Hole and Glen Helen/Devore. The Nexus Study calculates a fair share percentage attributable to new development for each local jurisdiction, sphere of influence, unincorporated County sub-area not contained within a sphere of influence and interchange traffic shed.

The Nexus Study does not dictate how local jurisdictions develop and implement their development mitigation programs to achieve the development contribution levels specified in this report. Local jurisdictions have substantial flexibility in their program approach. In addition, the SBCTA Nexus Study does not dictate per-unit contribution levels (or development fees) by land use type. Each jurisdiction must develop its own schedule of fees or other per-unit mitigation levels that can be demonstrated to achieve the development contribution levels specified in this Nexus Study by facility type. **Appendix F** of the CMP also indicates that cities and the County may make arrangements to combine the required development contribution levels for each jurisdiction and its sphere and to develop a unified development mitigation program for the city and the sphere. For example, if a city is using a development impact fee (DIF) program to meet the SBCTA requirements, a common fee structure for the city and sphere could be established. The city and County would need to establish the appropriate legal

agreements and administrative processes to manage such a joint program. The information in the SBCTA Nexus Study allows for either separate or joint city/County programs. If a joint program is pursued, the city and County would add the development contribution levels for the both the city and sphere area.

The methodology employed by the Nexus Study for calculating fair share development contributions was developed in early 2004 by the Nexus Study Task Force, consisting of staff representatives from local jurisdictions and from the private sector (principally the Building Industry Association and the National Association of Industrial and Office Properties). Individual meetings were also held with local jurisdictions and private entities, including representatives of the retail development industry. The implementation requirements contained in Chapter 4 and **Appendix F** of the CMP were developed in early 2005 by a working group of representatives from both local jurisdictions and the private sector. Chapter 4 and **Appendix F** were also reviewed by the SBCTA Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) prior to policy review and adoption by the SBCTA Board of Directors.

The Regional Transportation System

A “Nexus Study Network” has been defined as a basis for establishing the arterial roadways to be included in the Nexus Study. This network is regional in nature, but should not be confused with other systems, such as the existing Measure I Regional Arterial System in the Victor Valley. The system has been based on a generalized set of criteria involving roadway functional classification, propensity to carry inter-jurisdictional traffic, connection to the freeway system, etc. For example, every roadway that interchanges with a freeway is included on the Nexus Study Network. **Figure 1** and **Figure 2** show the Nexus Study Network in the Valley and Victor Valley, respectively.

A list of interchanges has been compiled for inclusion in the Nexus Study. The list was originally based on the interchanges submitted by SBCTA and local jurisdictions for the 2004 Regional Transportation Plan (RTP) and then modified for the Nexus Study based on local jurisdiction input. The list was distributed to local jurisdictions for review and comment. A list of potential railroad grade crossing projects also has been compiled. Only the grade crossings on the Nexus Study Network are included in the analysis.

Figure 1 (Nexus Network—Valley)

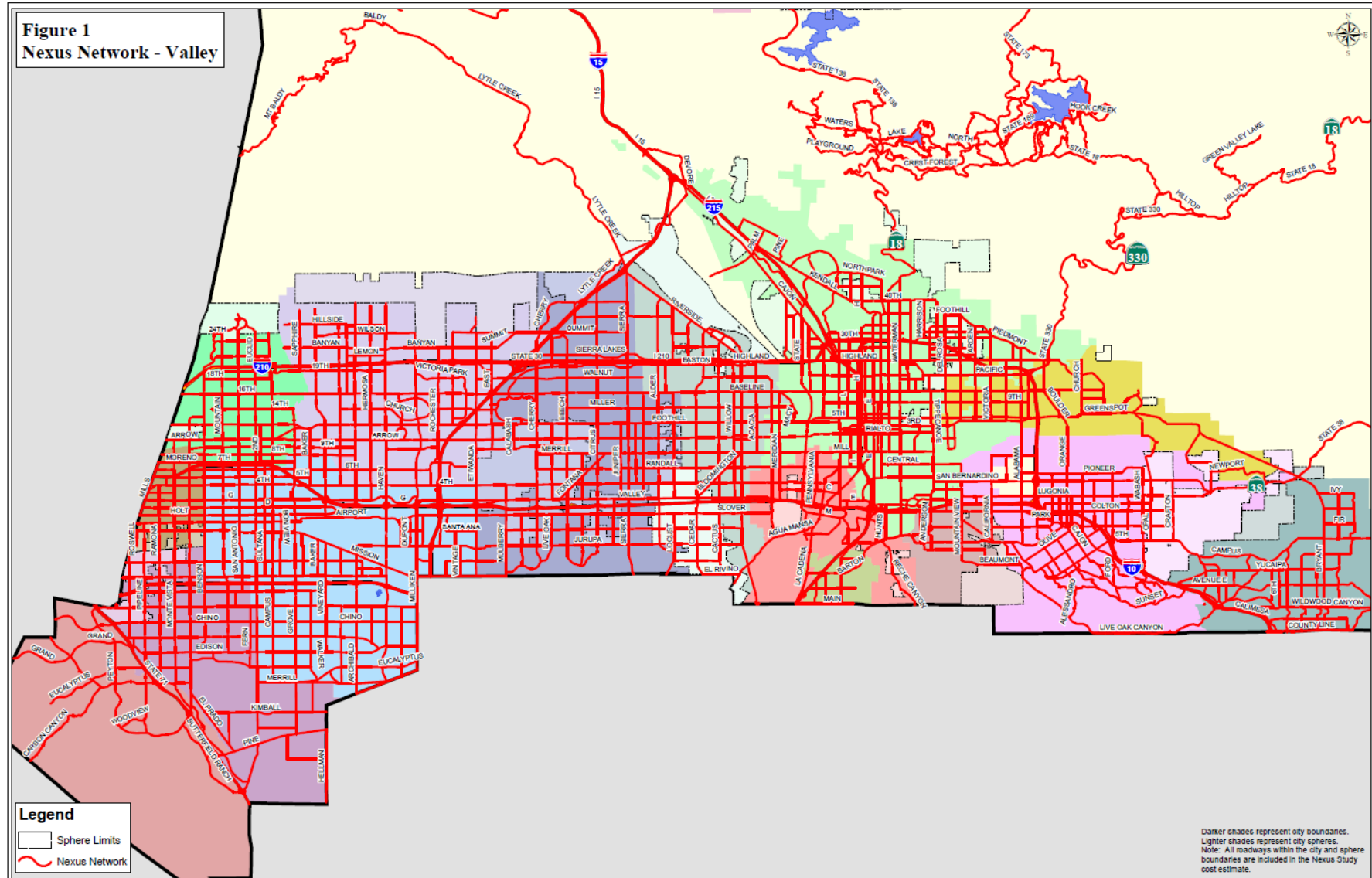
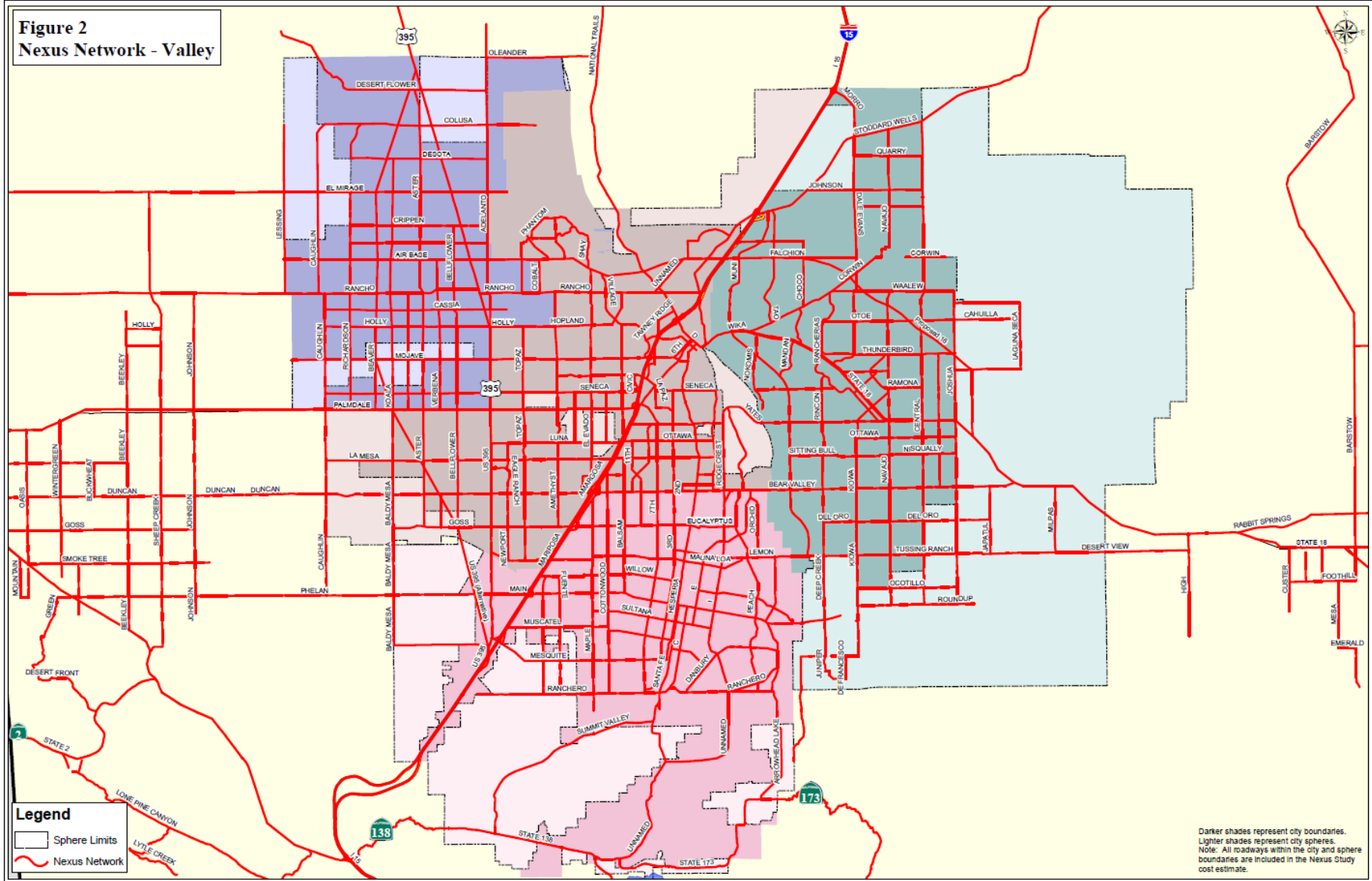


Figure 2 (Nexus Network—Victor Valley)



Forecast Growth by Jurisdiction

The calculation of fair share development contributions required an estimate of projected growth for residential and non-residential development. The data set used as the starting point for projection of residential development (single and multi-family dwelling units) and nonresidential development (retail and non-retail employment) was the 2030 local input provided as part of the growth forecasting process for the 2004 RTP. This iterative process, well-documented in the 2004 RTP of the Southern California Association of Governments (SCAG), generated an initial forecast for the entire Southern California region by jurisdiction, which was then given to local jurisdictions for review, comment, and possible modification. The “local input” 2030 data set was used for the Nexus Study because it was developed through the direct involvement of and review by each of the local jurisdictions. Each local jurisdiction signed off on its local input data in late 2002. These forecasts have been reviewed and updated by local jurisdictions in early and mid-2005. Three specific review and comment periods were provided to local jurisdictions in 2005 for both the growth forecasts and for the project lists. SBCTA staff was also available to meet with local jurisdictions individually and held such meetings with the majority of jurisdictions. The year 2004 was used as the base year for the analysis of growth forecasts. The 2004 dwelling unit totals by jurisdiction are based on California Department of Finance data. The 2004 employment data (retail and non-retail) was derived by adding one year of growth to the 2003 employment data reviewed by each of the local jurisdictions. The growth was estimated as $1/27^{\text{th}}$ of the projected growth between 2003 and 2030.

Table 1 presents the 2004 and 2030 estimates of dwelling units and employment by jurisdiction.

Table 2 presents the growth estimates for unincorporated areas within each city sphere area. The tables show the projected growth over the entire 26-year period. By way of comparison, an average of approximately 8,000 new residential dwelling units were permitted annually by local jurisdictions in San Bernardino County between 1994 and 2010 (California Department of Finance Table I-6). The range in annual housing permits is large, from a high of approximately 18,000 in 2004 to a low of approximately 2,000 units in 2010. This period included two significant Southern California recessions plus the residential housing boom of the mid-2000s. The projected growth of about 290,000 dwelling units over the 26-year Nexus Study planning period equates to an average annual rate of about 10,700 units. Thus, the rate of growth contained in the projections for the Nexus Study would appear to be slightly higher than the historic rate, but the total growth would be achieved with additional years of growth beyond 2030.

Table 1. Summary of Growth Data for Cities

Jurisdiction	Single Family			Multi-Family			Employment						Trip Ends (in PCEs)		Ratio of Trip Growth to 2030 Trips (Development Share %)
							Retail			Non-Retail					
	2004	2030	Growth	2004	2030	Growth	2004	2030	Growth	2004	2030	Growth	2004	2030	
Adelanto	3,866	11,524	7,658	1,462	4,238	2,776	369	707	338	2,725	5,148	2,423	61,465	168,406	63.5%
Apple Valley	15,870	32,849	16,979	4,170	4,518	348	3,285	9,967	6,682	12,790	35,029	22,239	270,012	600,556	55.0%
Chino	13,600	20,230	6,630	4,339	9,348	5,009	8,855	13,706	4,851	39,465	56,673	17,208	404,030	623,078	35.2%
Chino Hills	18,949	20,560	1,611	2,931	4,862	1,931	933	1,163	230	4,222	5,823	1,601	233,956	271,081	13.7%
Colton	9,228	11,979	2,751	5,541	13,959	8,418	7,176	13,492	6,316	19,038	35,003	15,965	287,549	509,440	43.6%
Fontana	33,002	46,393	13,391	8,338	11,947	3,609	9,451	15,818	6,367	41,435	59,868	18,433	638,669	940,825	32.1%
Grand Terrace	2,896	3,563	667	1,345	2,282	937	575	1,564	989	1,922	4,403	2,481	51,782	86,208	39.9%
Hesperia	17,808	43,008	25,200	3,610	9,690	6,080	4,743	11,008	6,265	14,833	37,974	23,141	312,374	760,574	58.9%
Highland	13,005	16,739	3,734	2,508	2,674	166	1,377	8,591	7,214	5,919	11,336	5,417	183,127	341,729	46.4%
Loma Linda	3,898	7,148	3,250	4,003	5,458	1,455	4,637	7,839	3,202	11,636	17,585	5,949	166,335	271,939	38.8%
Montclair	6,095	8,000	1,905	2,373	2,800	427	10,347	12,414	2,067	13,065	16,536	3,471	264,245	325,943	18.9%
Ontario	29,726	42,132	12,406	14,442	26,897	12,455	10,983	30,063	19,080	65,282	101,403	36,121	736,782	1,324,759	44.4%
Rancho Cucamonga	34,856	36,443	1,587	12,630	22,519	9,889	6,552	14,108	7,556	51,751	79,342	27,591	673,040	943,897	28.7%
Redlands	16,525	19,252	2,727	7,902	9,862	1,960	6,369	9,345	2,976	20,803	30,524	9,721	369,511	480,572	23.1%
Rialto	19,474	34,335	14,861	7,083	10,563	3,480	4,390	7,181	2,791	17,461	29,255	11,794	355,016	600,270	40.9%
San Bernardino	35,957	48,311	12,354	20,844	23,077	2,233	9,344	21,417	12,073	69,188	99,051	29,863	829,782	1,227,184	32.4%
Upland	16,091	19,866	3,775	10,751	14,134	3,383	2,136	11,552	9,416	28,505	37,792	9,288	344,457	568,512	39.4%
Victorville	17,886	34,419	16,533	8,826	12,702	3,876	8,019	17,500	9,481	29,011	61,500	32,489	436,301	856,046	49.0%
Yucaipa	11,273	16,450	5,177	5,757	7,398	1,641	1,806	2,981	1,175	6,701	9,593	2,892	196,732	284,692	30.9%
Total	320,003	473,201	153,198	128,855	198,928	70,073	101,345	210,416	109,071	455,748	733,838	278,090	7,062,868	11,185,711	

Table 2. Summary of Growth Data for Spheres of Influence

Jurisdiction	Single Family			Multi-Family			Employment						Trip Ends (in PCEs)		Ratio of Trip Growth to 2030 Trips (Development Share %)
							Retail			Non-Retail					
	2004	2030	Growth	2004	2030	Growth	2004	2030	Growth	2004	2030	Growth	2004	2030	
Adelanto Sphere	62	145	83	26	50	24	2	18	16	18	114	96	876	2,366	63.0%
Apple Valley Sphere	1,539	4,000	2,461	325	457	132	58	120	62	709	1,030	321	20,368	47,535	57.2%
Chino Sphere	1,243	1,837	594	357	513	156	626	1,078	452	694	1,200	506	25,879	40,865	36.7%
Colton Sphere	674	983	309	175	299	124	22	51	29	518	1,011	493	9,666	15,388	37.2%
Devore/Glen Helen	1,102	3,635	2,533	121	338	217	12	17	5	1,998	2,738	740	17,520	46,334	62.2%
Fontana Sphere	5,634	8,706	3,072	1,922	3,501	1,579	2,792	5,717	2,925	6,323	8,960	2,637	127,577	219,011	41.7%
Hesperia Sphere	1,667	3,019	1,352	372	524	152	99	134	35	456	648	192	21,856	37,385	41.5%
Loma Linda Sphere	245	1,173	928	122	281	159	9	27	18	417	889	472	4,558	16,464	72.3%
Montclair Sphere	1,289	1,949	660	830	1,160	330	670	1,155	485	1,010	1,744	734	31,108	49,072	36.6%
Redlands Sphere	2,307	3,910	1,603	735	1,233	498	30	64	34	6,253	8,183	1,930	45,819	71,052	35.5%
Redlands Donut Hole	3	10	7	11	11	0	7	1,612	1,605	399	5,457	5,058	1,317	38,866	62.0%
Rialto Sphere	5,805	9,459	3,654	876	1,344	468	237	411	174	4,579	6,799	2,220	79,939	128,208	37.6%
San Bernardino Sphere	6,838	8,662	1,824	2,142	2,853	711	229	304	75	5,018	7,171	2,153	100,031	130,151	23.1%
Upland Sphere	1,144	1,680	536	72	105	33	1,119	1,934	815	1,403	2,420	1,017	32,110	52,376	38.7%
Victorville Sphere	3,748	4,356	608	392	649	257	66	110	44	716	1,005	289	42,919	52,182	17.8%
Yucaipa Sphere	123	204	81	40	63	23	0	1	1	165	275	110	1,960	3,241	39.5%
Total	33,424	53,728	20,304	8,517	13,381	4,864	5,978	12,753	6,776	30,675	49,644	18,969	563,502	950,496	

Costs of Arterial, Interchange, and Railroad Grade Crossing Improvements

Cost estimates for many of the proposed improvements were originally obtained through jurisdiction submissions as part of the 2004 Regional Transportation Plan. This served as an initial foundation for the estimates of project cost. In other cases, the list was derived from projects contained in existing local jurisdiction development impact fee (DIF) programs. The initial list of projects and costs was again reviewed by each local jurisdiction in each biennial update of the Nexus Study. Costs have been updated through development of cost estimates as part of project development activities or through application of escalation factors. The cost estimates were generated as follows:



- **Arterial** costs were estimated as follows:
 - The local jurisdiction projects and cost estimates were accepted directly and entered into a database. These included only the arterial projects on the Nexus Study Network. Unless otherwise noted, the costs include project development, engineering, right-of-way and construction costs. In some cases, bridges, traffic signals, and other cost items are specified separately. Where these items are not separately identified, the costs are assumed to be included in the overall cost estimate for widening of each facility. The existing number of lanes and the number of lanes after improvement are also identified for projects where the information was available. Local jurisdictions may not include costs of improvements such as sidewalk, curb and gutter and match-up pavement along undeveloped frontages, for which developers would ordinarily be responsible. See **Appendix F** of the CMP for details on project cost eligibility. The costs included in the Nexus Study were reduced by the amount of federal earmarks for individual arterial projects contained in prior federal legislation or appropriations, where specifically identified, based on the development mitigation principles adopted by the SBCTA Board.
 - The Measure I Strategic Plan identified equitable share percentages for each jurisdiction in the San Bernardino Valley. Equitable shares are defined as the percentage of Measure I Arterial Sub-program funding guaranteed to each Valley jurisdiction over the life of Measure I 2010-2040. The percentage is the ratio of public share costs for each jurisdiction's list of arterial projects to the total Valley arterial public share costs in the Nexus Study as it was approved by the SBCTA Board in November 2007.
 - It should be recognized that the affordability of the arterial program, defined by the project cost estimates compared to the forecast revenue from both the development share and the public share, varies over time. When the Nexus Study was first prepared in 2005, the forecast revenue was approximately equal to the estimated costs. Although costs decreased during the recent recession, the estimated costs are higher than those estimated in 2005, and the Measure I revenue forecast has declined. This means that in this 2020 Nexus Study update it is estimated that Measure I revenue can fund only about half of the estimated public share cost. This does not necessarily mean that jurisdictions should reduce their projects. The estimated Measure I revenue could increase faster than the




increase in costs in the future, or additional revenue (state, federal, or local) may be identified to make up part of the public share gap. Alternatively, some of the arterials may not be constructed by 2040 but rather may still be constructed subsequent to the current Measure I using an as-yet unidentified public funding source.

- Once arterial projects are completed, the final cost at completion is escalated to current year dollars for each subsequent biennial Nexus Study update to ensure the arterial program keeps pace with inflation.
- **Interchange** costs were estimated based on the following basic criteria:
 - The most recent Project Programming Request (PPR), Regional Transportation Improvement Program (RTIP) data, Project Study Report (PSR), or other updated costs from local jurisdictions. If necessary, these costs were updated to 2020 dollars through application of an escalation factor or through more recent cost estimation activities. In some cases, verified cost estimates for one interchange were used to estimate costs for other interchanges where the improvement needs were expected to be similar. The interchange costs were reduced by the amount of federal earmarks, where specifically identified.
 - It should be understood that these planning-level estimates are based on the best available information and represent costs for 2020. SBCTA will actively participate in project development activities for interchanges included in the Nexus Study.
 - Once interchange projects are completed, the final cost at completion is escalated to current year dollars for each subsequent biennial Nexus Study update to ensure the interchange program keeps pace with inflation. An escalation to any project buydowns is also updated
- **Railroad grade crossing project** costs were estimated as follows:
 - The most recent project development activities by SBCTA and local jurisdictions. Costs were reduced based on federal earmarks, where specifically identified. Costs are consistent with the Trade Corridors Improvement Fund Project Programming Requests (PPRs) submitted to the California Transportation Commission.

The list of railroad grade crossing improvements is presented in a later section. The arterial project list is provided in Attachment 1 of this report. The interchange project list and associated cost estimates are provided in **Table 3**.

Table 3
Interchange Improvements and 2023 Costs,
Inlcuding a Comparison to 2021 Nexus Study Costs

Interchange		Lead Agency	2021 Estimate (\$Millions)	2023 Estimate (\$Millions)	Federal Earmark/State Buy-Down (\$Millions)	Source of Cost Estimate	Year Estimate Prepared
	Ramona	Chino	\$30.00	\$30.00		SBCTA	2011
	Central	SBCTA	\$36.03	\$36.62		SBCTA	2023
	Mountain	Ontario/Chino	\$15.00	\$15.00		Ontario DIF & SBCTA	2012
	Euclid:						
	- Phase 1 (Widen WB	Caltrans	\$0.52	\$0.52	\$0.26	Ontario DIF & SBCTA	2015
	- Phase 2 (Widen EB exit)	Ontario	\$0.69	\$0.69	2015		
	- Phase 3 (Widen EB/ WB on-ramps)	Ontario	\$9.39	\$9.39	2015		
	Grove	Ontario	\$50.81	\$50.81		Ontario DIF & SBCTA	2012
	Vineyard	Ontario	\$50.81	\$50.81		Ontario DIF & SBCTA	2012
Archibald	SBCTA	\$27.70	\$27.70		SBCTA	2020	
	Monte Vista	Montclair	\$33.15	\$33.15		SBCTA	2020
	Euclid	Upland	\$8.97	\$8.97		SBCTA	2020
	Grove/4th	Ontario	\$21.57	\$21.57	\$3.83	Ontario	2020
	Vineyard	Ontario	\$3.01	\$3.01		SBCTA	2020
	Cherry*	SBCTA	\$107.66	\$116.27	\$1.46	SBCTA	2017
	Beech	Fontana	\$114.00	\$114.00		Fontana	2011
	Citrus*	SBCTA	\$83.86	\$90.57		SBCTA	2013
	Alder	Fontana	\$99.00	\$99.00		Fontana	2011
	Cedar	County	\$109.83	\$112.67		SBCTA	2023
	Riverside						
	- Phase 1 (Ramps)*	SBCTA	\$52.70	\$52.70		SBCTA/ Rialto	2014
	- Phase 2 (Bridge)	Rialto	\$37.95	\$37.95	\$8.80	SBCTA	2020
	Pepper:						
	- Pepper/Valley*	Colton/County	\$17.23	\$17.23	\$7.10	PAA	2011
	- Ramps/Bridge*	Colton/County	\$9.93	\$9.93		SBCTA	2019
	Mt. Vernon	Colton	\$71.59	\$81.48		SBCTA	2023
	Tipppecanoe*	SBCTA	\$79.14	\$79.14	\$35.30	SBCTA	2015
	Mountain View	Loma Linda	\$25.45	\$25.45		SBCTA	2015
	California	Redlands	\$58.50	\$58.50		SBCTA	2011
	Alabama	SBCTA	\$14.38	\$14.49		SBCTA	2023
	University	Redlands	\$5.84	\$6.61		SBCTA	2023
	Wabash	County	\$40.00	\$40.00		County	2013
	Live Oak*	SBCTA	\$17.94	\$17.94		PAA	2011
	Wildwood	Yucaipa	\$1.75	\$1.75		Yucaipa	2020

Interchange		Lead Agency	2021 Estimate (\$Millions)	2023 Estimate (\$Millions)	Federal Earmark/State Buy-Down (\$Millions)	Source of Cost Estimate	Year Estimate Prepared
	6th/Arrow	Rancho	\$91.30	\$91.30		FTIP	2013
	Baseline*	Rancho	\$48.97	\$48.97	\$31.00	SBCTA	2016
	Duncan Canyon*	Fontana	\$39.53	\$39.53	\$2.10	Fontana	2013
	Sierra	Rialto	\$13.89	\$13.89		SBCTA	2011
	Ranchero*	Hesperia	\$64.26	\$64.26	\$7.80	Hesperia	2015
	Muscotel	Hesperia	\$71.00	\$71.00		Project DB	2011
	Eucalyptus	Hesperia	\$61.00	\$61.00		FTIP	2013
	Bear Valley	Victorville	\$25.00	\$25.00		Victorville	2009
	La Mesa/Nisqualli*	Victorville	\$121.50	\$121.50	\$9.40	Victorville	2015
	University	SB City	\$18.57	\$23.14		PSR-PDS	2023
	Campus	SB City	\$60.00	\$60.00		SB City	2015
	Palm	SB City	\$11.60	\$11.60		SB City	2015
	Waterman	SB City	\$5.89	\$8.63		SB City	2023
	Del Rosa	SB City	\$38.00	\$38.00		SB City	2015
	Baseline	SBCTA	\$32.07	\$32.07		Highland	2020
	5th	Highland	\$15.83	\$15.83		Highland	2020

*Completed Project: Escalated Cost

Definitions

PSR – Project Study Report

PPR – Project Programming Request provided by local jurisdiction or SBCTA

PAA – Project Advancement Agreement

FTIP – Federal Transportation Improvement Program

Methodology for Estimating Proportion of Costs Attributable to New Development

State law requires that new development not be charged to correct existing transportation deficiencies. An analysis was therefore conducted to estimate the cost of the identified improvements attributable to new development. It is important to note that there are different methodologies that could be used to estimate the proportion of cost attributable to new development. One approach would determine whether new development would require the widening or expansion of an existing facility to meet predetermined performance criteria (e.g. a specified “level of service”). New development could be deemed to be responsible for 100 percent of the cost of improving the facility to a level that would achieve the performance criteria, since that improvement would not be necessary if the development did not occur.

Another approach is to allocate new development’s fair share based on the proportion of total traffic that the new growth represents. This would be calculated as a ratio of the estimated growth in traffic (between existing and future years) to the total traffic in the future year. The second approach is more conservative, as new development is held to be responsible for a share of the cost of facility expansion, not 100 percent of the cost. Even though the SBCTA Nexus Study takes the second approach, local jurisdictions may follow the first approach or any alternate approach that is consistent with California law and that achieves the minimum fair share development contribution levels specified in this Nexus Study. The methodology for arterials, interchanges, and railroad crossings involved the following steps:

Methodology for Arterial Project Fair Share

- Calculate trip growth (2004 to 2030) for each jurisdiction, based on growth data. Trips for each jurisdiction were estimated by applying vehicle trip generation rates per dwelling unit (single and multiple family) and per employee (retail and non-retail) to the previously described 2004 and 2030 dwelling unit and employment data. These are actually defined as “trip ends.” The number of trips would be calculated as the number of trip ends divided by two. The trip generation rates are:
 - Single family dwelling unit – 9.57 vehicle trip ends (in and out) per day (based on the Institute of Transportation Engineers report *Trip Generation*)
 - Multi-family dwelling unit – 6.63 vehicle trip ends per day (based on the ITE report *Trip Generation*)
 - Retail – 19.5 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
 - Non-retail - 1.85 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
- Calculate total trip ends in passenger car equivalents (PCEs) for each jurisdiction and sphere area.
- Growth’s fair share = ratio of growth in trip ends (2004 to 2030) to total 2030 trip ends. These percentages (for each jurisdiction and sphere) were previously illustrated in the last column of **Table 1** and **Table 2**. (Note: for the “Donut Hole” in unincorporated San Bernardino County, the ratio of trip growth to 2030 trips was based on trips taken from a January 2005 Traffic Impact Analysis entitled “County of San Bernardino Donut Hole Projects Cumulative Traffic Impact Analysis.” The dwelling unit and employment data in the Donut Hole were not adequately up-to-date for calculating this percentage.)

- Multiply fair share by Nexus Study Network arterial improvement cost for each jurisdiction

There is no allocation of arterial project costs to jurisdictions outside the jurisdiction in which the project is located. Each jurisdiction is responsible for the arterial improvements within its own jurisdiction.

Methodology for Interchange Project Fair Share

- Define “traffic sheds” for each interchange. A traffic shed represents the geographic area around the interchange from which most of the traffic using that interchange is likely to be drawn. In general, traffic will be drawn to an interchange following the roadways that cross the freeway. However, it is not expected that traffic within each traffic shed will exclusively use the interchange with which the traffic shed is associated. Where an arterial crosses the freeway at a perpendicular angle, the traffic shed was extended half way to the adjacent interchanges. Different configurations were required for traffic sheds in which the arterial was not perpendicular to the freeway. Further, the traffic sheds were generally extended laterally (i.e. perpendicular to the freeway) no farther than half way to the next parallel freeway. Traffic sheds used in the analysis are shown in **Figure 3** and **Figure 4** for the Valley and Victor Valley, respectively. Several “select link” runs were conducted using the RIVSAN CTP model to verify the logic behind the definition of the traffic sheds. The traffic shed approach was accepted by the Nexus Study Task Force and CTP TAC through reviews of the methodology in 2004.
- Calculate the projected growth in trips (2004 to 2030) by jurisdiction within the traffic shed for each interchange. This analysis was conducted using SBCTA’s GIS system, overlaying the traffic sheds on the traffic analysis zones (TAZs) containing the socio-economic data. Trip generation rates used in this analysis are discussed in a subsequent section.
- The fair share attributed to new development = ratio of traffic growth (2030 minus 2004) to total 2030 traffic. It should be noted that this approach will provide a conservatively low estimate of the fair share attributable to growth, compared to the alternate approach discussed earlier for arterials (i.e. assign 100 percent of the cost of the improvement to new development, if it were determined that the improvement would not be needed if no more growth were to occur). For new interchanges, a minimum fair share percentage of 50 percent was applied.
- Allocate the fair share cost among jurisdictions based on the calculations of trip growth within the traffic shed, by jurisdiction. For unincorporated areas, the fair share cost was estimated for each city sphere area.
- Multiply fair share by interchange improvement cost.

Figure 3, Traffic Sheds Valley

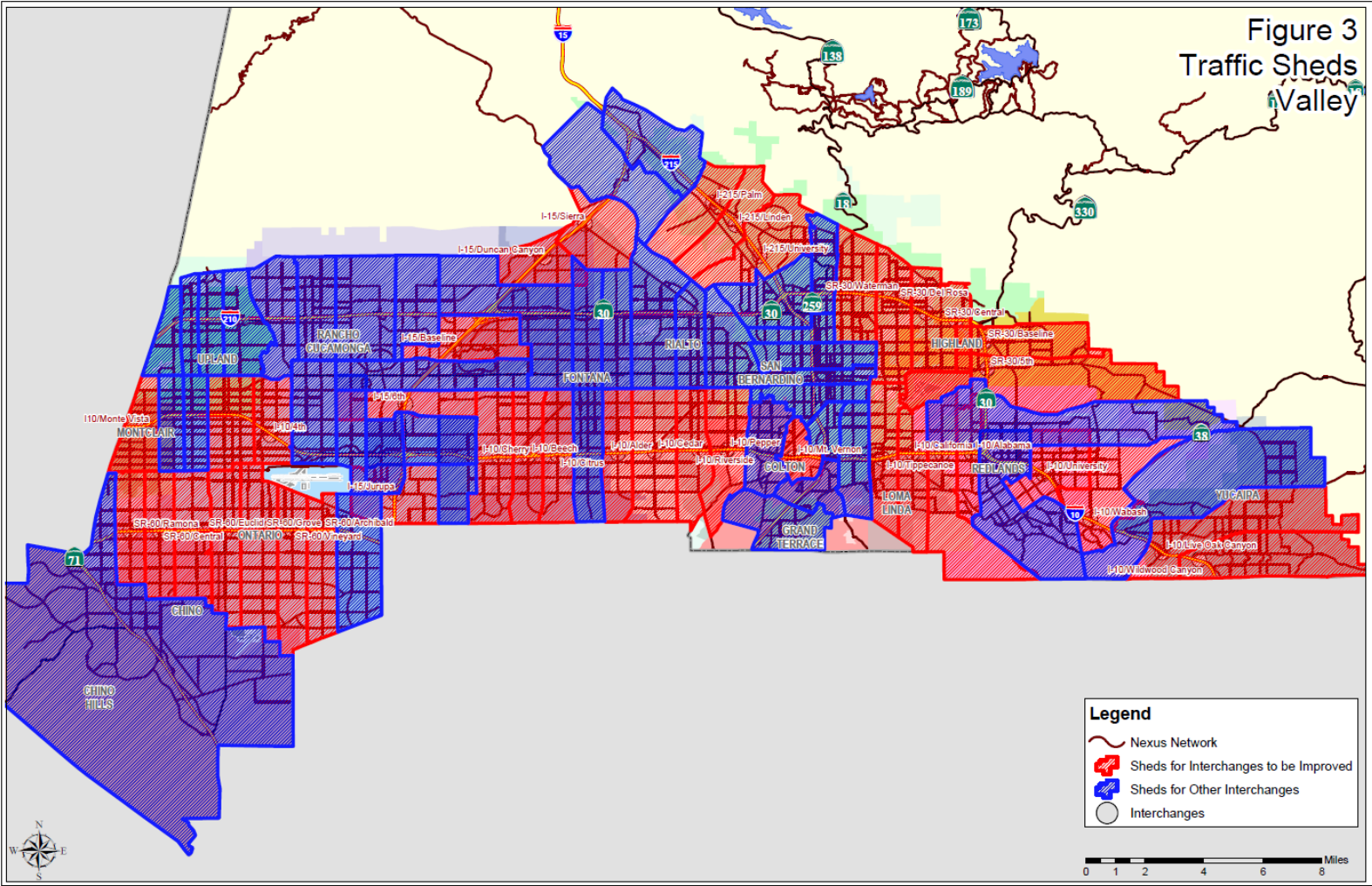


Figure 4. Traffic Sheds Victor Valley

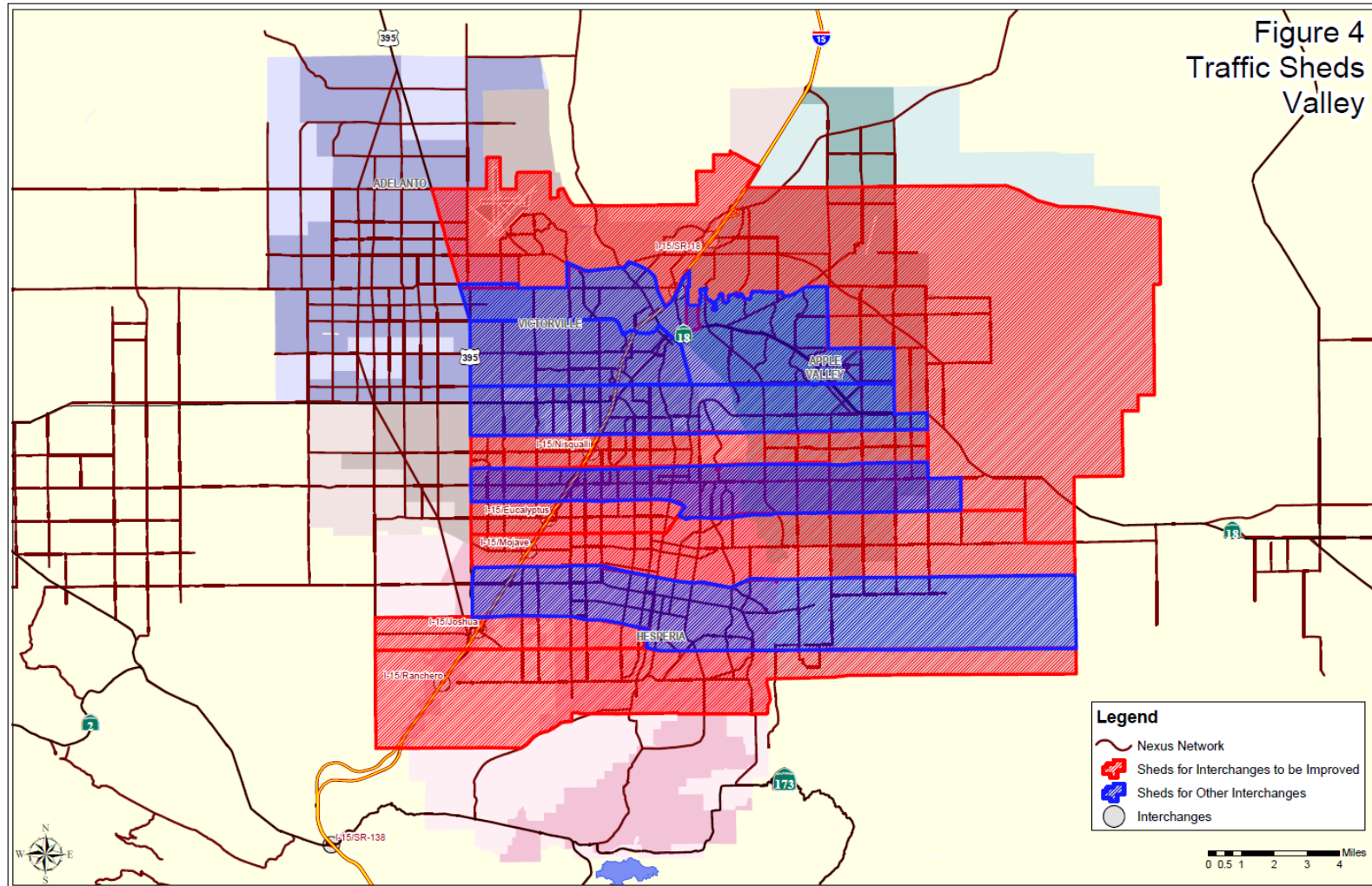


Figure 4
Traffic Sheds
Valley

- Calculate jurisdiction-level total fair share interchange costs. **Table 4** presents the calculations of percent responsibility by jurisdiction and jurisdiction sphere area. **Table 5** presents the fair share dollar allocation for jurisdictions and spheres. For example, the fair share allocation of interchange cost could be allocated as follows:
 - Interchange cost = \$20 million
 - Ratio of growth (2030 trips within the traffic shed minus 2004 trips) to 2030 trips = 25%
 - Fair share cost = \$5 million (\$20 million x 25%)
 - 80% of “traffic shed” trips from Jurisdiction X = \$4 million
 - 20% of trips from Jurisdiction Y = \$1 million

Methodology for Railroad Grade Crossing Project Fair Share

- The ratio of trip growth to 2030 trips by jurisdiction (same as for the arterial analysis) was applied to the railroad grade crossing project cost.
- An assessment was made of the proportion of the growth in traffic delays attributable to train growth versus traffic growth. The fair share allocated to new development was reduced by the percentage of train growth. Growth in train volume was based on forecasts prepared for the Inland Empire Rail Mainline Study by Robert Leachman & Associates. Fair share costs are not assessed to new development for the proportion attributable to train growth.
- Only costs for railroad crossing projects on the Nexus Study network were included in the fair share calculation. Individual jurisdictions may include other projects in their own DIF programs. **Table 6** lists the railroad grade separation projects on the Nexus Study Network, their costs, ratio of train growth to 2030 train volume, ratio of traffic growth to 2030 traffic volume (at a jurisdictional level), and fair share cost for the railroad grade crossing projects.

Estimated Development Contribution Levels by Jurisdiction and Sphere Area

Table 7 summarizes the jurisdiction-by-jurisdiction costs and fair share amounts for regional arterials, interchanges, and railroad grade crossing projects. **Table 8** breaks down the fair share amounts by sphere of influence or County subarea. **Table 9** provides the equitable share percentages by jurisdiction for the Valley subarea. Provisions for the on-going maintenance and implementation of local jurisdiction development mitigation programs are contained in **Appendix F** of the CMP.

Table 4. Estimate of Development’s Percent Fair Share of Interchange Costs, by Interchange and Jurisdiction

Fwy.	Interchange	Fair Share %	2023 Cost (\$mill)	Buy Down	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	San Bernardino Sphere	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	Apple Valley	Apple Valley Sphere	
SR-60	Ramona	31.3%	\$30.00		53.6%	16.7%	7.7%	22.0%																											
	Central	58.8%	\$36.62		91.8%	0.9%	0.6%	6.7%																											
	Mountain	46.2%	\$15.00		49.6%						50.4%																								
	Euclid	44.5%	\$10.60		43.0%						57.0%																								
	Grove	48.3%	\$50.81		1.2%						98.8%																								
	Vineyard	60.3%	\$50.81		6.7%						93.3%																								
	Archibald	66.1%	\$27.70								100.0%																								
I-10	Monte Vista	24.1%	\$33.15				73.5%			26.5%																									
	Euclid	17.4%	\$8.97						60.0%		40.0%																								
	Grove/4th	17.1%	\$21.57	(\$3.83)					13.7%		63.7%			22.6%																					
	Vineyard	60.0%	\$3.01								100.0%																								
	Cherry*	35.4%	\$116.27	(\$1.46)								36.0%	64.0%																						
	Beech	50.0%	\$114.00									69.9%	30.1%																						
	Citrus*	38.4%	\$90.57									99.4%	0.6%																						
	Alder	50.0%	\$99.00									71.2%				28.8%																			
	Cedar	30.0%	\$112.67									11.9%				19.5%	68.6%																		
	Riverside, Phase I*	27.4%	\$52.70	\$8.8												65.9%	7.9%	26.2%																	
	Riverside, Phase II	27.4%	\$37.95													65.9%	7.9%	26.2%																	
	Pepper, Phase I*	34.0%	\$17.23														1.8%	91.9%	2.2%	4.1%															
	Pepper, Phase II	34.0%	\$9.93	(\$7.1)													1.8%	91.9%	2.2%	4.1%															
	Mt. Vernon	5.1%	\$81.48														100.0%																		
	Tippecanoe*	34.6%	\$79.14	(\$35.3)															50.0%		50.0%														
	Mountain View	37.8%	\$25.45																20.0%		70.0%	6.1%	3.9%												
	California	47.8%	\$58.50																		37.9%	22.4%	14.6%	25.2%											
	Alabama	50.5%	\$14.49																				34.9%	65.1%											
	University	17.9%	\$6.61																				100.0%												
	Wabash	35.8%	\$40.00																					12.5%		87.5%									
	Live Oak*	37.0%	\$17.94																				1.0%					99.0%							
	Wildwood	50.0%	\$1.75																									100.0%							
I-15	6th/Arrow	50.0%	\$91.30										10.0%	90.0%																					
	Baseline*	50.0%	\$48.97	(\$13.0)								33.4%		66.6%																					
	Duncan Canyon*	77.3%	\$39.53	(\$2.1)								99.1%	0.9%																						
	Sierra	80.3%	\$13.89									27.9%	1.4%		64.6%	6.1%																			
	Ranchero*	57.5%	\$64.26	(\$7.8)																														0.9%	
	Joshua/Muscatel	58.7%	\$71.00																																
	Eucalyptus	57.4%	\$61.00																																
	Bear Valley	31.3%	\$25.00																																
	La Mesa*	50.0%	\$121.50	(\$9.4)																								15.0%		53.0%			31.0%	1.0%	
I-215	University	15.8%	\$23.14	(\$0.7)												2.2%			42.9%	54.9%															
	Pepper/Linden	50.0%	\$60.00																100.0%																
	Palm	35.7%	\$11.60																50.0%	50.0%															
SR-210	Waterman	18.2%	\$8.63																100.0%																
	Del Rosa	32.8%	\$38.00																63.0%	9.0%						28.0%									
	Baseline	41.9%	\$32.07																							100.0%									
	5th	44.1%	\$15.83																5.2%				1.4%			93.4%									
Total			\$1,273.21	(\$71.9)																															

Table 5. Estimate of Development’s Fair Share of Interchange Costs, by Interchange and Jurisdiction

Fwy.	Interchange	Fair Share %	2023 Cost (\$mill)	Buy Down	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	San Bernardino Sphere	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	Apple Valley	Apple Valley Sphere
SR-60	Ramona	31.3%	\$30.00		\$5.03	\$1.57	\$0.72	\$2.07																										
	Central	58.8%	\$36.62		\$19.77	\$0.19	\$0.13	\$1.44																										
	Mountain	46.2%	\$15.00		\$3.44						\$3.49																							
	Euclid	44.5%	\$10.60		\$2.03						\$2.69																							
	Grove	48.3%	\$50.81		\$0.29						\$24.25																							
	Vineyard	60.3%	\$50.81		\$2.05						\$28.59																							
	Archibald	66.1%	\$27.70								\$18.31																							
I-10	Monte Vista	24.1%	\$33.15				\$5.87			\$2.12																								
	Euclid	17.4%	\$8.97						\$0.94		\$0.62																							
	Grove/4th	17.1%	\$21.57	(\$3.83)					\$0.42		\$1.93			\$0.69																				
	Vineyard	60.0%	\$3.01								\$1.80																							
	Cherry*	35.4%	\$116.27	(\$1.46)								\$14.63	\$26.01																					
	Beech	50.0%	\$114.00										\$39.84	\$17.16																				
	Citrus*	38.4%	\$90.57									\$34.57	\$0.21																					
	Alder	50.0%	\$99.00									\$35.24						\$14.26																
	Cedar	30.0%	\$112.67									\$4.02						\$6.59	\$23.19															
	Riverside, Phase I*	27.4%	\$52.70	\$8.8														\$11.10	\$1.33	\$4.42														
	Riverside, Phase II	27.4%	\$37.95															\$6.85	\$0.82	\$2.73														
	Pepper, Phase I*	34.0%	\$17.23															\$0.11	\$5.38	\$0.13	\$0.24													
	Pepper, Phase II	34.0%	\$9.93	(\$7.1)														\$0.02	\$0.88	\$0.02	\$0.04													
	Mt. Vernon	5.1%	\$81.48															\$4.16																
	Tippecanoe*	34.6%	\$79.14	(\$35.3)																\$7.59		\$7.59												
	Mountain View	37.8%	\$25.45																	\$1.92		\$6.73	\$0.59	\$0.38										
	California	47.8%	\$58.50																			\$10.59	\$6.26	\$4.08	\$7.04									
	Alabama	50.5%	\$14.49																					\$2.55	\$4.76									
	University	17.9%	\$6.61																					\$1.18										
	Wabash	35.8%	\$40.00																					\$1.79		\$12.53								
Live Oak*	37.0%	\$17.94																				\$0.07					\$6.57							
Wildwood	50.0%	\$1.75																									\$0.88							
I-15	6th/Arrow	50.0%	\$91.30										\$4.57	\$41.09																				
	Baseline*	50.0%	\$48.97	(\$13.0)								\$6.01		\$11.98																				
	Duncan Canyon*	77.3%	\$39.53	(\$2.1)								\$28.70	\$0.26																					
	Sierra	80.3%	\$13.89									\$3.11	\$0.16		\$7.20	\$0.68																		
	Ranchero*	57.5%	\$64.26	(\$7.8)																														\$0.29
	Joshua/Muscatel	58.7%	\$71.00																															
	Eucalyptus	57.4%	\$61.00																															
	Bear Valley	31.3%	\$25.00																															
	La Mesa*	50.0%	\$121.50	(\$9.4)																														
I-215	University	15.8%	\$23.14	(\$0.7)												\$0.08			\$1.52	\$1.94														
	Pepper/Linden	50.0%	\$60.00																\$30.00															
	Palm	35.7%	\$11.60																\$2.07	\$2.07														
SR-210	Waterman	18.2%	\$8.63																\$1.57															
	Del Rosa	32.8%	\$38.00																\$7.85	\$1.12							\$3.49							
	Baseline	41.9%	\$32.07																								\$13.44							
	5th	44.1%	\$15.83																\$0.36								\$6.52							
Total			\$1,273.21	(\$71.9)	\$32.61	\$1.76	\$6.72	\$3.51	\$1.35	\$2.12	\$81.69	\$166.14	\$48.36	\$53.75	\$31.74	\$40.48	\$17.57	\$0.15	\$53.17	\$5.14	\$24.91	\$6.84	\$10.10	\$11.80	\$12.53	\$23.45	\$7.45	\$89.63	\$4.00	\$64.70	\$0.90	\$0.00	\$13.41	\$0.37

Table 6. Railroad Grade Crossing Projects on Nexus Study Network

Description	2021 Cost Estimate (\$1000s)	Buy Down	Location	Ratio Train Growth to 2030	Ratio Trip Growth to 2030	2021 Cost Allocation To Development (\$1000s)	Local Share
Olive Street in Colton on the San Bernardino Line	\$0		Colton	55%	43.6%	\$0	0.0%
Valley Boulevard in Colton on the San Bernardino Line	\$0		Colton	55%	43.6%	\$0	0.0%
Laurel Street in Colton (Replaces Valley)	\$60,647	(\$10,334)	Colton	55%	43.6%	\$9,861	19.6%
Fogg Street in Colton (Replaces Olive)	\$24,673		Colton	55%	43.6%	\$4,836	19.6%
Widen Mount Vernon Avenue grade separation in Colton on the Alhambra Line	\$0		Colton	55%	43.6%	\$0	0.0%
In Fontana on Citrus Avenue At Santa Fe Railroad, Construct Undercrossing For Existing 4 Lanes	\$0		Fontana	55%	32.1%	\$0	0.0%
Main Street in Grand Terrace on the San Bernardino Line	\$29,050		Grand Terrace	55%	39.9%	\$5,220	18.0%
In Hesperia on Ranchero Road 7th Avenue To Danbury, Realign Road, Construct Railroad Undercrossing	\$32,015	(\$9,070)	Hesperia	55%	58.9%	\$6,084	26.5%
Mauna Loa/Lemon and BNSF Grade Separation (costs from feasibility study)	\$59,980		Hesperia	55%	58.9%	\$15,906	26.5%
Eucalyptus Road in Hesperia on the BNSF Line	\$0		Hesperia	55%	58.9%	\$0	0.0%
Beaumont Avenue in Loma Linda on the Yuma Line	\$24,901		Loma Linda	55%	38.8%	\$4,352	17.5%
Monte Vista Avenue in Montclair at the UPRR Crossing	\$31,460	(\$2,090)	Montclair	55%	18.9%	\$2,502	8.5%
Widen Central Avenue grade separation in Montclair on the Alhambra and Los Angeles Lines	\$0		Montclair	55%	18.9%	\$0	0.0%
Archibald Avenue in Ontario on the Los Angeles Line	\$59,486		Ontario	55%	44.4%	\$11,881	20.0%
North Milliken Avenue in Ontario on the Alhambra Line	\$40,621	(\$7,161)	Ontario	55%	44.4%	\$6,683	20.0%
South Milliken Avenue in Ontario on the Los Angeles Line	\$63,835	(\$2,482)	Ontario	55%	44.4%	\$12,254	20.0%
Vineyard Avenue in Ontario on the Alhambra Line	\$45,180	(\$2,074)	Ontario	55%	44.4%	\$8,609	20.0%
Haven Avenue in Rancho Cucamonga at Metrolink Crossing	\$21,069		Rancho	55%	28.7%	\$2,721	12.9%
Railroad crossing safety improvements at San Timoteo Road in Redlands on the Yuma Line	\$1,961		Redlands	55%	23.1%	\$204	10.4%
Palm Avenue in San Bernardino on the Cajon Line	\$23,667	(\$7,130)	San Bernardino	55%	32.4%	\$2,410	14.6%
Rialto Avenue in San Bernardino on the San Bernardino Line	\$25,803		San Bernardino	55%	32.4%	\$3,760	14.6%
Hunts Lane in San Bernardino/Colton on the Yuma Line	\$28,866	(\$9,499)	S. Bern./Colton	55%	38.0%	\$3,309	17.1%
Glen Helen Parkway in San Bernardino County on Cajon Line	\$30,978	(\$2,320)	County	55%	62.2%	\$8,021	28.0%

**Table 7. Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for Cities (through year 2030)
Cost in Millions of 2023 dollars**

Previous with Railroad Share Correction:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Development Share %)	Total Art. Cost (\$Mill)	2021					
			Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto	63.5%	\$89.42	\$222.08	\$141.02	\$81.05	\$0.00	\$0.00	\$141.02
Apple Valley	55.0%	\$140.39	\$330.98	\$182.17	\$148.81	\$13.41	\$0.00	\$195.58
Chino	35.2%	\$91.89	\$246.59	\$86.69	\$159.90	\$32.29	\$0.00	\$118.98
Chino Hills	13.7%	\$20.77	\$42.03	\$5.76	\$36.27	\$0.00	\$0.00	\$5.76
Colton	43.6%	\$36.48	\$67.05	\$29.20	\$37.84	\$17.07	\$16.35	\$62.62
Fontana	32.1%	\$233.45	\$466.24	\$149.74	\$316.50	\$162.38	\$0.00	\$312.12
Grand Terrace	39.9%	\$18.89	\$24.56	\$9.81	\$14.75	\$0.00	\$5.22	\$15.03
Hesperia*	58.9%	\$142.65	\$218.90	\$129.00	\$89.91	\$89.63	\$21.99	\$240.62
Highland	46.4%	\$96.18	\$202.05	\$93.77	\$108.27	\$23.45	\$0.00	\$117.22
Loma Linda	38.8%	\$54.41	\$103.57	\$40.22	\$63.35	\$24.91	\$4.35	\$69.48
Montclair	18.9%	\$6.02	\$10.00	\$1.89	\$8.11	\$6.72	\$2.50	\$11.12
Ontario	44.4%	\$180.24	\$233.46	\$103.62	\$129.84	\$81.69	\$39.43	\$224.73
Rancho Cucamonga	28.7%	\$60.04	\$131.83	\$37.83	\$94.00	\$53.75	\$2.72	\$94.30
Redlands*	23.1%	\$58.22	\$96.77	\$22.36	\$74.41	\$9.94	\$0.20	\$32.51
Rialto	40.9%	\$67.91	\$125.13	\$51.12	\$74.00	\$31.58	\$0.00	\$82.70
San Bernardino	32.4%	\$94.69	\$239.93	\$77.70	\$162.23	\$52.36	\$7.82	\$137.88
Upland*	39.4%	\$20.22	\$59.73	\$23.54	\$36.19	\$1.35	\$0.00	\$24.89
Victorville	49.0%	\$82.93	\$96.50	\$47.31	\$49.18	\$64.70	\$0.00	\$112.01
Yucaipa	30.9%	\$88.29	\$153.97	\$47.57	\$106.40	\$7.45	\$0.00	\$55.02
Total		\$1,583.09	\$3,071.37	\$1,280.34	\$1,791.03	\$672.68	\$100.59	\$2,053.60

*Corrected 2021 Development Share of Railroad Grade Separation Cost

Update:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Development Share %)	Total Art. Cost (\$Mill)	2023					
			Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto	63.5%	\$89.42	\$222.08	\$141.02	\$81.05	\$0.00	\$0.00	\$141.02
Apple Valley	55.0%	\$140.39	\$355.55	\$195.69	\$159.86	\$13.41	\$0.00	\$209.10
Chino	35.2%	\$91.89	\$248.23	\$87.27	\$160.96	\$32.61	\$0.00	\$119.88
Chino Hills	13.7%	\$20.77	\$42.03	\$5.76	\$36.27	\$0.00	\$0.00	\$5.76
Colton	43.6%	\$36.48	\$77.41	\$33.71	\$43.69	\$17.57	\$16.35	\$67.64
Fontana	32.1%	\$233.45	\$576.18	\$185.05	\$391.14	\$166.14	\$0.00	\$351.19
Grand Terrace	39.9%	\$18.89	\$16.84	\$6.72	\$10.11	\$0.00	\$5.22	\$11.95
Hesperia*	58.9%	\$142.65	\$350.48	\$206.54	\$143.95	\$89.63	\$21.99	\$318.16
Highland	46.4%	\$96.18	\$262.53	\$121.85	\$140.69	\$23.45	\$0.00	\$145.29
Loma Linda	38.8%	\$54.41	\$103.57	\$40.22	\$63.35	\$24.91	\$4.35	\$69.48
Montclair	18.9%	\$6.02	\$10.00	\$1.89	\$8.11	\$6.72	\$2.50	\$11.12
Ontario	44.4%	\$180.24	\$232.07	\$103.00	\$129.07	\$81.69	\$39.43	\$224.11
Rancho Cucamonga	28.7%	\$60.04	\$215.31	\$61.79	\$153.53	\$53.75	\$2.72	\$118.26
Redlands*	23.1%	\$58.22	\$30.03	\$6.94	\$23.09	\$10.10	\$0.20	\$17.24
Rialto	40.9%	\$67.91	\$162.36	\$66.33	\$96.02	\$31.74	\$0.00	\$98.08
San Bernardino	32.4%	\$94.69	\$324.53	\$105.09	\$219.44	\$53.17	\$7.82	\$166.09
Upland*	39.4%	\$20.22	\$55.54	\$21.89	\$33.65	\$1.35	\$0.00	\$23.24
Victorville	49.0%	\$82.93	\$105.69	\$51.82	\$53.87	\$64.70	\$0.00	\$116.52
Yucaipa	30.9%	\$88.29	\$247.80	\$76.56	\$171.24	\$7.45	\$0.00	\$84.01
Total		\$1,583.09	\$3,638.23	\$1,519.15	\$2,119.08	\$678.39	\$100.59	\$2,298.13

**Table 8. Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for Sphere Areas (through 2030)
Costs in Millions of 2021 dollars**

Previous:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	Total Art. Cost (\$Mill)	2021					
			Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto Sphere	63.0%	\$1.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$13.77	\$10.95	\$6.26	\$4.69	\$0.37	\$0.00	\$6.63
Chino Sphere	36.7%	\$21.40	\$28.84	\$10.57	\$18.26	\$1.76	\$0.00	\$12.33
Colton Sphere	37.2%	\$6.53	\$6.95	\$2.59	\$4.37	\$0.15	\$0.00	\$2.74
Devore/Glen Helen	62.2%	\$14.63	\$17.69	\$11.00	\$6.69	\$0.00	\$0.00	\$11.00
Fontana Sphere	41.7%	\$61.34	\$70.58	\$29.47	\$41.12	\$46.39	\$0.00	\$75.86
Hesperia Sphere	41.5%	\$19.12	\$41.20	\$17.11	\$24.09	\$4.00	\$0.00	\$21.12
Loma Linda Sphere	72.3%	\$0.70	\$0.00	\$0.00	\$0.00	\$6.84	\$0.00	\$6.84
Montclair Sphere	36.6%	\$12.78	\$11.76	\$4.30	\$7.45	\$3.49	\$0.00	\$7.79
Redlands Sphere	35.5%	\$18.40	\$21.71	\$7.71	\$14.00	\$12.53	\$0.00	\$20.24
Redlands Donut Hole	62.0%	\$18.10	\$1.50	\$0.93	\$0.57	\$11.77	\$0.00	\$12.69
Rialto Sphere	37.6%	\$30.63	\$43.60	\$16.41	\$27.18	\$39.88	\$0.00	\$56.29
San Bernardino Sphere	23.1%	\$10.03	\$13.43	\$3.11	\$10.32	\$4.74	\$0.00	\$7.85
Upland Sphere	38.7%	\$12.60	\$7.15	\$2.77	\$4.39	\$2.12	\$0.00	\$4.88
Victorville Sphere	17.8%	\$23.75	\$26.71	\$4.74	\$21.97	\$0.90	\$0.00	\$5.64
Yucaipa Sphere	39.5%	\$1.40	\$0.88	\$0.35	\$0.53	\$0.00	\$0.00	\$0.35
Total		\$267.08	\$302.94	\$117.32	\$185.62	\$134.93	\$0.00	\$252.25

Update:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	Total Art. Cost (\$Mill)	2023					
			Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto Sphere	63.0%	\$1.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$13.77	\$38.30	\$21.89	\$16.41	\$0.37	\$0.00	\$22.26
Chino Sphere	36.7%	\$21.40	\$28.84	\$10.57	\$18.26	\$1.76	\$0.00	\$12.34
Colton Sphere	37.2%	\$6.53	\$6.95	\$2.59	\$4.37	\$0.15	\$0.00	\$2.74
Devore/Glen Helen	62.2%	\$14.63	\$17.69	\$11.00	\$6.69	\$0.00	-\$8.02	\$2.98
Fontana Sphere	41.7%	\$61.34	\$70.58	\$29.47	\$41.12	\$48.36	\$0.00	\$77.83
Hesperia Sphere	41.5%	\$19.12	\$41.20	\$17.11	\$24.09	\$4.00	\$0.00	\$21.12
Loma Linda Sphere	72.3%	\$0.70	\$0.00	\$0.00	\$0.00	\$6.84	\$0.00	\$6.84
Montclair Sphere	36.6%	\$12.78	\$11.76	\$4.30	\$7.45	\$3.51	\$0.00	\$7.81
Redlands Sphere	35.5%	\$18.40	\$21.71	\$7.71	\$14.00	\$12.53	\$0.00	\$20.24
Redlands Donut Hole	62.0%	\$18.10	\$1.50	\$0.93	\$0.57	\$11.80	\$0.00	\$12.73
Rialto Sphere	37.6%	\$30.63	\$43.60	\$16.41	\$27.18	\$40.48	\$0.00	\$56.89
San Bernardino Sphere	23.1%	\$10.03	\$13.43	\$3.11	\$10.32	\$5.14	\$0.00	\$8.24
Upland Sphere	38.7%	\$12.60	\$7.15	\$2.77	\$4.39	\$2.12	\$0.00	\$4.88
Victorville Sphere	17.8%	\$23.75	\$26.71	\$4.74	\$21.97	\$0.90	\$0.00	\$5.64
Yucaipa Sphere	39.5%	\$1.40	\$0.88	\$0.35	\$0.53	\$0.00	\$0.00	\$0.35
Total		\$267.08	\$330.30	\$132.95	\$197.34	\$137.96	-\$8.02	\$262.89

Table 9. Valley Subarea Jurisdiction Equitable Share

Jurisdiction	Equitable Share
Chino	7.591%
Chino Hills	2.194%
Colton	2.534%
Fontana	19.400%
Grand Terrace	1.389%
Highland	6.777%
Loma Linda	4.074%
Montclair	0.597%
Ontario	12.272%
Rancho Cucamonga	5.044%
Redlands	4.854%
Rialto	3.831%
San Bernardino	7.857%
Upland	2.743%
Yucaipa	5.965%
County	12.878%
Arterial Allocation	100.00%

Update of Local Jurisdiction Fee Programs

Local jurisdiction development mitigation programs must be updated biennially to incorporate project cost escalation. The city council/Board of Supervisors must approve the adjustments on a biennial basis and reflect those adjustments in local development impact fees or other per-unit mitigation levels or assessments. The adjustments shall be in accordance with the total development share of the arterial, interchange and railroad grade crossing projects as presented on **Table 7** and **Table 8** of the biennial Nexus Study update. Local development impact fee programs must demonstrate the ability to collect the total development share considering fees collected to date and remaining projected growth.

Local jurisdictions must biennially adopt adjustments to their development mitigation programs to reflect the SBCTA Board adopted changes to the Nexus Study. The adjustment must be approved by the city council/Board of Supervisors by resolution on or before either January 1 or July 1, depending on the timeline chosen by the local jurisdiction. **Table 10** presents the list of local jurisdiction development mitigation program update timelines as submitted to SBCTA during the 2007 Nexus Study update.

**Table 10. Local Jurisdiction Development
Mitigation Program Update Schedule**

Jurisdiction	July 1	January 1
Adelanto*	X	
Apple Valley		X
Chino		X
Chino Hills	X	
Colton	X	
Fontana		X
Grand Terrace		X
Hesperia		X
Highland		X
Loma Linda		X
Montclair	X	
Ontario		X
Rancho Cucamonga	X	
Redlands	X	
Rialto		X
San Bernardino	X	
San Bernardino County	X	
Upland		X
Victorville		X
Yucaipa		X

* Jurisdiction did not respond to the request for a development mitigation program update timeline. These jurisdictions are assumed to update their fees on a fiscal year basis.

Attachment 1

Arterial Projects

(\$ in thousands)

ADELANTO

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Adelanto Road from Holly to Air Expressway	6.1	\$2,699	\$2,699	F		
Widen Adelanto Road from Colusa to Oleander	6.0	\$3,728	\$3,728	F		
Widen Adelanto Road from El Mirage to Colusa	6.0	\$3,023	\$3,023	F		
Widen Adelanto Road from Air Expressway to El Mirage	6.0	\$2,212	\$2,212	F		
Widen Air Expressway from Richardson to Lessing	6.0	\$8,555	\$8,555	F		
Widen Air Expressway from Aster to Richardson	6.0	\$8,029	\$8,029	F		
Widen Air Expressway from US-395 to Aster	4.5	\$6,346	\$6,346	F		
Widen Air Expressway from Cobalt Rd to US-395	10.3	\$3,603	\$3,603	F		
Widen Amethst from Holly to Rancho	6.0	\$3,691	\$3,691	F		
Widen Aster from Air Expressway to El Mirage	6.0	\$4,421	\$4,421	F		
Widen Aster from Palmdale to Air Expressway	11.3	\$9,313	\$9,313	F		
Widen Aster from El Mirage to Colusa	6.0	\$7,934	\$7,934	F		
Widen Aster from Colusa to Desert Flower	3.0	\$3,691	\$3,691	F		
Widen Bartlett from US-395 to Aster	4.0	\$2,737	\$2,737	F		
Widen Bartlett from Aster to Richardson	3.5	\$7,178	\$7,178	F		
Widen Bartlett from Adelanto to US-395	2.1	\$1,243	\$1,243	F		
Widen Beaver from Villa to Victor	0.5	\$352	\$352	F		
Widen Beaver from Air Expressway to El Mirage	4.8	\$3,495	\$3,495	F		
Widen Beaver from Cactus to Air Expressway	5.1	\$3,656	\$3,656	F		
Widen Beaver from Palmdale to Villa	1.5	\$1,569	\$1,569	F		
Widen Bellflower from Air Expressway to Chamberlaine	4.5	\$1,316	\$1,316	D		
Widen Bellflower from Palmdale to Mojave	6.0	\$1,405	\$1,405	F		
Widen Bellflower from Cactus to Air Expressway	11.2	\$5,048	\$5,048	F		
Widen Cassia from Caughlin Road to Hwy 395	8.4	\$12,891	\$12,891	F		
Widen Caughlin from Air Expressway to Bartlett	1.5	\$1,781	\$1,781	F		
Widen Caughlin from Mojave to Air Expressway	9.4	\$15,632	\$15,632	F		
Widen Caughlin from Palmdale to Villa	2.3	\$2,512	\$2,512	F		
Widen Chamberlaine from US-395 to Aster	3.8	\$6,288	\$6,288	D		
Widen Chamberlaine from Adelanto to US-395	3.0	\$1,882	\$1,882	F		
Widen Chamberlaine from Aster to Richardson	6.0	\$10,525	\$10,525	F		
Widen Colbalt Road from Air Express to Rancho	3.0	\$2,782	\$2,782	F		
Widen Colusa from Richardson to Caughlin	3.0	\$3,178	\$3,178	F		
Widen Colusa from Aster to Richardson	6.0	\$8,957	\$8,957	F		
Widen Colusa from Mesa to Adelanto	1.9	\$973	\$973	F		
Widen Desert Flower from Emerald to Adelanto	2.0	\$3,306	\$3,306	F		
Widen Desert Flower from Aster to Caughlin	6.0	\$12,091	\$12,091	F		
Widen Desoto from US-395 to Aster	1.9	\$3,289	\$3,289	F		
Widen Desoto from Aster to Richardson	6.0	\$10,138	\$10,138	F		
Widen Desoto from Adelanto to US-395	4.1	\$4,510	\$4,510	F		
Widen El Mirage Road from US-395 to Aster	4.7	\$8,410	\$8,410	D		
Widen El Mirage Road from Aguadera to US-395	8.4	\$7,813	\$7,813	F		
Widen El Mirage Road from Aster to Richardson	14.7	\$8,486	\$8,486	F		
Widen Emerald from Holly to Air Expressway	6.1	\$2,057	\$2,057	D		
Widen Highway 395 from Air Expressway to Calleja	18.2	\$6,927	\$6,927	F		
Widen Highway 395 from Palmdale to Air Expressway	26.8	\$7,597	\$7,597	F		
Widen Holly Road from Aster to Richardson	5.6	\$10,342	\$10,342	F		
Widen Holly Road from Amethyst to US-395	6.0	\$6,860	\$6,860	F		
Widen Holly Road from Richardson to Caughlin	2.6	\$3,709	\$3,709	F		
Widen Holly Road from US-395 to Aster	6.0	\$7,350	\$7,350	F		
Widen Koala from Cactus to Air Expressway	7.7	\$4,015	\$4,015	F		
Widen Koala from Air Expressway to El Mirage	6.0	\$4,611	\$4,611	F		
Widen Koala from Palmdale to Villa	2.3	\$1,229	\$1,229	F		
Widen Koala from El Mirage to Desoto	3.0	\$2,793	\$2,793	F		
Widen Lessing from Rancho to Bartlett	4.5	\$2,064	\$2,064	F		
Widen Mojave Drive from El Privelegio to Richardson	1.3	\$1,377	\$1,377	F		
Widen Mojave Drive from US-395 to Aster	10.0	\$6,772	\$6,772	F		
Widen Mojave Drive from Richardson to Lessing	10.0	\$6,234	\$6,234	F		
Widen Oleander from Emerald to Adelanto Rd	3.0	\$3,691	\$3,691	F		
Widen Palmdale Rd from US-395 to Aster	14.0	\$9,383	\$9,383	F		
Widen Palmdale Rd from Richardson to Caughlin	7.0	\$3,070	\$3,070	F		
Widen Palmdale Rd from Aster to Richardson	14.0	\$8,845	\$8,845	F		
Widen Raccoon from Cactus to Rancho	3.0	\$6,451	\$6,451	F		
Widen Raccoon from Palmdale to Villa	1.5	\$3,190	\$3,190	F		
Widen Rancho Road from Aster to Richardson	4.5	\$7,150	\$7,150	F		

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Widen Rancho Road from Amethyst to US-395	6.8	\$7,535	\$7,535	F		
Widen Rancho Road from Richardson to Lessing	6.8	\$9,545	\$9,545	F		
Widen Rancho Road from US-395 to Aster	5.3	\$4,020	\$4,020	F		
Widen Richardson from El Mirage to Colusa	6.0	\$4,195	\$4,195	F		
Widen Richardson from Air Expressway to El Mirage	6.0	\$7,405	\$7,405	F		
Widen Richardson from Mojave to Air Expressway	7.3	\$9,186	\$9,186	F		
Widen Richardson from Palmdale to Victor	3.0	\$3,178	\$3,178	F		
Widen Seneca Rd from US-395 to Aster	6.0	\$4,399	\$4,399	F		
Widen Seneca Rd from Aster to Richardson	6.0	\$7,054	\$7,054	F		
Widen Seneca Rd from Richardson to Caughlin	3.0	\$3,178	\$3,178	F		
Widen Verbena from Cactus to Air Expressway	5.0	\$6,317	\$6,317	F		
Widen Verbena from Palmdale to Mojave	3.0	\$1,353	\$1,353	F		
Widen Amethyst from Desert Flower to Oleander	NA	\$0	NA	R		
Widen Bartlett from Richardson to Caughlin	NA	\$0	NA	R		
Widen Beaver from Colusa to Oleander	NA	\$0	NA	R		
Widen Beaver from El Mirage to Colusa	NA	\$0	NA	R		
Widen Bellflower from El Mirage to Calleja	NA	\$0	NA	R		
Widen Caughlin from Colusa to Oleander	NA	\$0	NA	R		
Widen Chamberlaine from Richardson to Caughlin	NA	\$0	NA	R		
Widen Desoto from Richardson to Vinton	NA	\$0	NA	R		
Widen Helendale from Desert Flower to Oleander	NA	\$0	NA	R		
Widen Koala from Colusa to Oleander	NA	\$0	NA	R		
Widen Oleander from Aster to Caughlin	NA	\$0	NA	R		
Widen Raccoon from Colusa to Oleander	NA	\$0	NA	R		
Widen Raccoon from Air Expressway to El Mirage	NA	\$0	NA	R		
Widen Raccoon from El Mirage to Colusa	NA	\$0	NA	R		
Widen Richardson from Colusa to Oleander	NA	\$0	NA	R		
Widen Verbena from Air Expressway to El Mirage	NA	\$0	NA	R		
Widen Verbena from El Mirage to Calleja	NA	\$0	NA	R		
Widen Vinton from Air Expressway to El Mirage	NA	\$0	NA	R		
Widen Vinton from Desert Flower to Oleander	NA	\$0	NA	R		
Widen Vinton from Palmdale to Victor	NA	\$0	NA	R		
Widen Vinton from El Mirage to Colusa	NA	\$0	NA	R		
Widen Vinton from Mojave to Air Expressway	NA	\$0	NA	R		
Adelanto Total	449.3	\$403,773	\$403,773			

*C = Completed, D = In Development, F = Future, R = Removed

Attachment 1

Arterial Projects

(\$ in thousands)

APPLE VALLEY

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Apple Valley Rd from Bear Valley Rd to Yucca Loma Rd from 2 to 4 lanes	4.0	\$10,731	\$11,385	C	2009	
Widen Apple Valley Rd from Ohna to Falchion from 0 to 2 lanes	4.0	\$924	\$980	C	2007	
Widen Apple Valley Rd from Yucca Loma Rd to SR-18 from 2 to 4 lanes	8.0	\$12,945	\$13,734	F		
Widen Bear Valley Rd from Kiowa Rd to Navajo Rd from 4 to 6 lanes	2.0	\$3,499	\$3,712	F		
Widen Bear Valley Rd from Navajo Rd to Joshua Rd from 2 to 4 lanes	2.0	\$6,997	\$7,423	F		
Widen Bear Valley Rd from Apple Valley Rd to Kiowa Rd from 4 to 6 lanes	2.0	\$6,997	\$7,423	F		
Widen Central Rd from Bear Valley Rd to Waalew Rd from 2 to 4 lanes	4.0	\$20,993	\$22,271	D		First phase in design: BV Rd to SR18
Widen Corwin Rd from SR-18 to Dale Evans Pkwy from 2 to 4 lanes	8.0	\$13,294	\$14,104	F		
Widen Dale Evans Pkwy from Thunderbird Rd to I-15 from 2 to 4 lanes	16.0	\$27,990	\$29,694	F		
Widen Deep Creek Rd from Bear Valley Rd to Yucca Loma Rd from 0 to 4 lanes	4.0	\$13,994	\$14,846	F		
Widen Deep Creek Rd from Tussing Rach Rd to Bear Valley Rd from 2 to 4 lanes	4.0	\$6,997	\$7,423	F		
Widen Del Oro Rd from Apple Valley Rd to Deep Creek Rd from 0 to 2 lanes	1.2	\$0	\$0	C	2006	Consultant completed project
Widen Del Oro Rd from Deep Creek Rd to Central Rd from 0 to 2 lanes	6.8	\$21,412	\$22,716	F		
Widen Falchion Rd from I-15 to Apple Valley Road from 0 to 2 lanes	1.0	\$231	\$245	C	2007	
Widen Falchion Rd from Apple Valley Road to Dale Evans Pkwy from 0 to 2 lanes	7.0	\$12,244	\$12,990	F		
Widen Falchion Rd from Dale Evans Pkwy to Navajo Rd from 0 to 6 lanes	6.0	\$9,796	\$10,393	F		
Widen Kiowa Rd from Bear Valley Rd to Yucca Loma Rd from 2 to 4 lanes	4.0	\$6,997	\$7,423	F		
Widen Kiowa Rd from Ocotillo Rd to Bear Valley Rd from 2 to 4 lanes	4.0	\$6,997	\$7,423	F		
Widen Navajo Rd from SR-18 to Thunderbird Rd from 2 to 4 lanes	4.0	\$6,997	\$7,423	F		
Widen Rancherias Rd from Rincon Rd to Corwin Rd from 2 to 4 lanes	6.0	\$9,796	\$10,392	F		
Widen Sitting Bull Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	4.0	\$10,496	\$11,135	F		
Widen Thunderbird Rd from Rancherias Rd to Central Rd from 2 to 4 lanes.	6.0	\$10,496	\$11,135	F		
Widen Waalew Rd from Corwin Rd to Central Rd from 2 to 4 lanes	6.0	\$9,447	\$10,022	F		
Widen Yucca Loma Rd (Mojave Br) from Yates Rd to W Town Limits from 0 to 4 lanes	0.5	\$34,114	\$36,192	C	2016	
Widen Yuca Loma Rd from West Town Limits to Apple Valley Rd from 2 to 4 lanes	1.4	\$10,365	\$10,996	C	2017	
Widen Yuca Loma Rd from Apple Valley Rd to Rincon Rd from 2 to 4 lanes	2.0	\$3,149	\$6,000	D		To be partially constructed in 20
Widen Yuca Loma Rd from Rincon Rd to SR-18 from 2 to 4 lanes	4.6	\$7,241	\$10,000	F		
Widen and rehabilitate Bear Valley bridge (over Mojave River)	3.0	\$35,926	\$37,547	D		
Widen and realign Apple Valley Rd and SR-18 intersection	2.8	\$9,919	\$10,524	C	2022	
Apple Valley Total	128.3	\$330,984	\$355,550			

*C = Completed, D = In Development, F = Future, R = Removed

**Escalated costs at 3% per year

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1 Arterial Projects

(\$ in thousands)

CHINO

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Note
Widen Central Ave from Riverside Dr to SR-71 from 4 to 6 lanes	3.50	\$8,200	\$8,200	F		
Widen Central Ave from Francis Ave to Riverside Dr from 6 to 8 lanes	1.50	\$3,407	\$3,407	F		
Widen Chino Ave from SR-71 to East End Ave from 4 to 6 lanes	0.50	\$1,473	\$1,473	F		
Widen Peyton Dr from Woodview Rd to Soquel Canyon Pkwy from 0 to 2 lanes- Soquel Canyon Pkwy/Peyton Drive Connection - construct a 2-lane east-west corridor between the current west terminus of Soquel Canyon Pkwy to the south terminus of Peyton Drive at Woodview Road	0.40	\$1,371	\$1,371	D		
Widen Chino Ave from 600' e/o Monte Vista Rd to Sixth St from 2 to 4 lanes	0.15	\$800	\$800	F		
Widen Chino Ave from Sixth St to Central Ave from 2 to 4 lanes	0.35	\$249	\$249	F		
Widen Chino Ave from Mountain Ave to Fern Ave from 2 to 4 lanes	1.25	\$1,418	\$1,418	F		
Widen Chino Ave from Monte Vista Rd; North, South and West leg 600' each direction	0.25	\$1,309	\$1,309	F		
Widen Chino Ave from Central Ave to Mountain Ave from 2 to 4 lanes	0.70	\$3,102	\$3,102	F		
Widen Chino Hills Pkwy from Ramona Ave to Chino Creek Bridge from 4 to 6 lanes	0.50	\$447	\$447	F		
Widen Edison Ave from Ramona Ave to Central Ave from 4 to 6 lanes	0.50	\$8,370	\$8,370	F		
Widen Edison Ave from Pipeline Ave to Ramona Ave from 4 to 6 lanes	0.50	\$3,250	\$3,250	F		
Widen Edison Ave from Central Ave to Euclid Ave from 4 to 6 lanes	2.20	\$12,407	\$12,407	D		
Widen El Prado Rd from Central Ave to Pine Ave from 2 to 4 lanes	2.35	\$5,345	\$5,345	D		
Widen Euclid Ave (SR-83) from Merrill Ave to Kimball Ave from 2 to 4 lanes	1.00	\$1,371	\$1,371	F		
Widen Euclid Ave (SR-83) from Pine Ave to SR-71 from 2 to 8 lanes	1.75	\$15,758	\$15,758	F		
Widen Euclid Ave (SR-83) from Kimball Ave to Pine Ave from 4 to 8 lanes	1.00	\$3,329	\$3,329	D		
Widen Francis Ave from WCL to 600' e/o Concord Ct from 2 to 4 lanes (S. Side Only)	0.25	\$1,214	\$1,214	F		
Widen Francis Ave from 600' e/o Snyder to Benson Ave from 2 to 4 lanes	0.75	\$567	\$567	D		
Widen Kimball Ave from Euclid Ave to Hellman Ave from 2 to 4 lanes	2.50	\$41,881	\$41,881	D		
Widen Merrill Ave from Euclid Ave to ECL from 2 to 4 lanes (South Side Only)	2.50	\$2,583	\$2,583	F		
Widen Mountain Ave from Bickmore Ave to El Prado Rd from 2 to 4 lanes	0.50	\$476	\$476	D		
Widen Mountain Ave from Philadelphia St to Riverside Dr from 4 to 6 lanes	1.00	\$2,463	\$2,463	F		
Widen Philadelphia St from Central Ave to Benson Ave from 4 to 6 lanes	0.50	\$1,231	\$1,231	F		
Widen Philadelphia St from LA County Line to Central Ave from 2 to 4 lanes	2.25	\$4,022	\$4,022	D		
Widen Pine Ave from Euclid Ave to El Prado Rd from 2 to 4 lanes	1.00	\$8,525	\$8,525	D		
Widen Pine Ave from Hellman Ave to Euclid Ave from 2 to 6 lanes	2.50	\$42,249	\$42,249	D		
Widen Pine Ave from El Prado Rd to SR-71 from 2 to 4 lanes	0.50	\$39,292	\$39,292	D		
Widen Riverside Dr from Central Ave to Mountain Av from 4 to 6 lanes	1.25	\$5,219	\$5,219	F		
Widen Riverside Dr from Mountain Ave to Fern Ave from 2 to 6 lanes	0.75	\$4,612	\$4,612	F		
Widen Riverside Dr from WCL to 800' e/o Reservoir Ave from 4 to 6 lanes (N. Side Only)	1.25	\$742	\$742	F		
Widen Riverside Dr from Pipeline Ave to Central Ave from 4 to 6 lanes	1.50	\$6,675	\$6,675	F		
Widen Riverside Dr from Fern Ave to Euclid Ave from 2 to 6 lanes (South Side Only)	0.20	\$1,064	\$1,064	F		
Widen Schaefer Ave from Benson Ave to Euclid Ave from 2 to 4 lanes	1.70	\$4,186	\$4,186	D		
Construct a Traffic Signal at the Intersection of El Prado and Kimball	N/A	\$277	\$509	C	2006	
Construct a Traffic Signal at the Intersection of Eucalyptus and Mountain	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Fern and Riverside	N/A	\$277	\$512	C	2007	
Construct a Traffic Signal at the Intersection of Kimball and Main	N/A	\$321	\$608	C	2013	
Construct a Traffic Signal at the Intersection of Kimball and Hellman Ave	N/A	\$361	\$361	F		
Construct a Traffic Signal at the Intersection of Kimball and Mill Creek Rd	N/A	\$249	\$491	C	2008	
Construct a Traffic Signal at the Intersection of Kimball and Walker	N/A	\$361	\$361	F		
Construct a Traffic Signal at the Intersection of Merrill and Bon View	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Merrill and Walker	N/A	\$361	\$361	F		
Construct a Traffic Signal at the Intersection of Pine Ave and Sultana	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and El Prado Rd	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and Euclid Ave	N/A	\$481	\$481	D		
Construct a Traffic Signal at the Intersection of Pine Ave and Rincon Meadows	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and Chino-Corona Rd	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and SR-71	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and Main St	N/A	\$481	\$481	F		
Construct a Traffic Signal at the Intersection of Pine Ave and East Preserve Loop	N/A	\$481	\$481	D		
Construct a Traffic Signal at the Intersection of Pine Ave and Hellman	N/A	\$481	\$1,130	C	2010	
Construct a Traffic Signal at the Intersection of Pine Ave and West Preserve Loop	N/A	\$481	\$481	D		
Widen Mountain Ave from Schaefer Ave to Edison Ave from 2 to 4 lanes	NA	\$0	NA	R		Completed
Chino Total	35.8	\$246,586	\$248,230			

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Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

CHINO HILLS

Arterial Description	Lane-	2021 Cost	2023 Cost	Status	If C, year of	2023 Notes
Widen Peyton Dr from Eucalyptus to Chino Hills Pkwy from 2 to 4 lanes	0.995	\$8,900	\$8,900	C	2018	
Ph1: Widen Peyton Dr from Grand to English from 4 to 6 lanes	0.72	\$6,236	\$6,236	C	2007	
Ph2: Widen Peyton Dr from English to Eucalyptus from 4 to 6 lanes	1.96	\$6,690	\$6,690	C	2012	
Widen Peyton Dr from Woodview Rd to Soquel Canyon Pkwy from 0 to 2 lanes	2.00	\$16,000	\$16,000	F		
Soquel Canyon Pkwy/Peyton Drive Connection - construct a 2-lane east-west corridor between the current west terminus of Soquel Canyon Pkwy to the south terminus of Peyton Drive at Woodview Road						
Widen Pine Ave from SR-71 to Chino Creek (north side only)	0.91	\$4,201	\$4,201	D		
Fairfield Ranch Road (FRR) Extension - Extend FFR from 950 ft. S/O intersection of FFR parallel to SR71 to the intersection of Pine Avenue (construct 2 new lane rd. w/ bike lanes)	NA	\$0	NA	R		
Chino Hills Total	6.6	\$42,027	\$42,027			

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Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

COLTON

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Aqua Mansa Rd from Rancho Ave to Rialto Channel from 2 to 4 lanes	6.40	\$6,379	\$6,637	D		Bridge Cost is \$5.08
Widen Aqua Mansa Rd from Riverside Ave to Rialto Channel from 2 to 4 lanes	1.80	\$3,099	\$1,684	C, F	2010	550 feet from Riverside
Widen Barton Rd from S. City Limits to Washington Ave from 2 to 4 lanes	1.74	\$1,855	\$2,226	F		
Widen C St from City Limits w/o Rancho Ave to Pennsylvania Ave from 2 to 4 lanes	1.70	\$1,815	\$2,178	F		
Widen Fairway Dr from Sperry Dr to City Limits from 2 lanes to 4 lanes	3.52	\$6,149	\$7,379	F		
Improvement of La Cadena Dr from Rancho Ave to Litton Ave including bridge	3.40	\$4,866	\$5,839	D		
Improvement at La Cadena Dr from Palm Ave to Iowa Ave incl. installation of signal at Laloma intersection	2.40	\$4,023	\$4,828	C		Traffic Signal at La Loma is completed
Widen and realign Reche Cyn Rd from Washington St (Hunts Ln) to City Limits from 2 to 4 lanes	1.29	\$5,652	\$6,782	D		Based on consultant preliminary estimate
Widen Reche Cyn Rd from S. Crystal Ridge to Riverside County Line from 2 to 4 lanes	1.97	\$3,599	\$4,319	D		
Widen Riverside Ave from Riv. County Line to Santa Ana River from 4 to 6 lanes	1.90	\$3,991	\$4,789	F		
Widen Riverside Ave from Santa Ana River to Agua Mansa Rd from 4 to 6 lanes	2.47	\$2,535	\$3,042	F		
Widen San Bernardino Ave/Olive St. from Pepper Ave to County Limit from 2 lanes to 4 lanes	2.01	\$2,613	\$3,136	F		
Widen Olive St. from County Limit to Rancho Ave from 2 to 4 lanes	0.17	\$217	\$260	F		
Widen Slover from Pepper Ave to Riverside Ave from 2 to 4 lanes	NA	NA	NA	R		
Extend Washington St from Aqueduct to La Cadena Dr from 0 to 2 lanes	1.86	\$8,357	\$10,028	D		
Widen Washington St from Waterman to I-215 from 4 to 6 lanes	9.60	\$7,898	\$9,478	F		
Widen South Mt. Vernon Ave. from I-10 to Cooley Drive from 2 to 4 Lanes	1.80	\$4,000	\$4,800	D		
Widen and extend Pepper Ave from I-10 to Agua Mansa Rd from 0/2 to 4 lanes	NA	NA	NA	R		Replaced by South Mt. Vernon Widening
Colton Total	44.03	\$67,048	\$77,405			

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Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

FONTANA

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Alder Ave from Baseline Ave to Foothill Blvd from 2 to 4 lanes	2.00	\$3,531	\$4,219	F		
Widen Arrow Blvd from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$2,700	\$3,227	F		
Widen Arrow Highway from Almeria Ave to Citrus Ave from 2 to 4 lanes	1.00	\$1,701	\$2,033	F		
Widen Baseline Ave from Sierra Ave to Mango Ave from 4 to 6 lanes	1.00	\$1,875	\$2,604	C	2009	Changed from 2 to 6 la
Widen Baseline Ave from Mango Ave to Maple Ave from 2 to 6 lanes	6.00	\$10,591	\$12,656	F		
Widen Baseline Ave from Citrus Ave to Sierra Ave from 2 to 6 lanes	4.00	\$8,041	\$11,167	C	2009	
Widen Beech Ave from Miller Ave to Foothill Blvd from 2 to 4 lanes	2.00	\$6,227	\$7,441	F		
Widen Beech Ave from Valley Blvd to Randall Ave from 2 to 4 lanes	2.00	\$4,479	\$5,352	F		
Widen Casa Grande from Lytle Creek Rd to Mango Ave from 0 to 4 lanes	8.00	\$14,121	\$16,875	F		
Widen Cherry Ave from So. Highland Ave to I-15 from 2 to 6 lanes	3.00	\$4,035	\$4,821	D		
Widen Cherry Ave from Valley Blvd to San Bernardino Ave from 4 to 6 lanes	1.00	\$1,823	\$2,178	F		
Widen Cherry Ave from Jurupa Ave to Slover Ave from 2 to 6 lanes	4.00	\$4,801	\$6,667	C	2009	
Widen Cherry Ave from Baseline Ave to So. Highland Ave from 4 to 6 lanes	3.50	\$4,707	\$5,625	D		
Widen Citrus Ave from San Bernardino Ave to Foothill Blvd from 2 to 4 lanes	4.00	\$6,076	\$8,438	C	2006	
Widen Citrus Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$7,841	\$9,370	F		
Widen Citrus Ave from Summit Ave to I-15 from 2 to 4 lanes	1.00	\$3,531	\$4,219	F		
Widen Citrus Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$1,518	\$2,108	C	2006	
Widen Citrus Ave from Baseline Ave to So. Highland Ave from 2 to 4 lanes	2.00	\$6,135	\$8,520	C	2007	
Widen Citrus Ave from So. Highland Ave to SR-210 from 4 to 6 lanes	0.25	\$1,000	\$1,195	F		
Widen Cypress Ave from So. Highland Ave to Sierra Lakes Pkwy from 0 to 4 lanes	1.00	\$13,449	\$16,071	F		
Widen Cypress Ave from Slover Ave to Valley Blvd from 0 to 4 lanes (I-10)	2.00	\$42,554	\$59,095	C	2010	
Widen Cypress Ave from Slover Ave to Jurupa Ave from 2 to 4 lanes	2.00	\$3,360	\$4,015	D		
Widen Cypress Ave from Duncan Canyon Rd to Frontage Rd (I-15) from 2 to 4 lanes	3.00	\$4,304	\$5,143	D		
Widen Duncan Canyon Rd from Citrus Ave to Sierra Ave from 0 to 4 lanes	4.00	\$7,061	\$8,438	D		
Widen Duncan Canyon Rd from I-15 to Citrus Ave from 0 to 4 lanes	1.50	\$2,017	\$2,411	D		
Widen Etiwanda Ave from Riverside County Line to I-10 from 4 to 6 lanes	4.66	\$6,052	\$7,232	F		
Widen Fontana Ave from Valley Blvd to Merrill Ave from 2 to 4 lanes	NA	\$0	\$0	R	NA	
Widen Foothill Blvd from Cherry Ave to Hemlock Ave from 4 to 6 lanes	1.50	\$5,941	\$8,250	C	2009	
Widen Foothill Blvd from East Ave to Cherry Ave from 2 to 3 lanes on eastbound side	1.50	\$8,476	\$11,770	C	2009	
Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes	5.50	\$9,708	\$11,601	F		
Widen Foothill Blvd from Hemlock to Almeria from 4 to 6 lanes	2.00	\$13,826	\$16,522	D		
Widen Frontage Rd (I-15) from Duncan Canyon Rd to Riverside Ave from 0 to 4 lanes	4.00	\$10,591	\$12,656	D		
Widen Jurupa Ave from Etiwanda Ave to Sierra Ave from 2 to 6 lanes	6.40	\$32,900	\$39,316	F		
Widen Jurupa Ave from Tamarind Ave to Alder Ave from 2 to 4 lanes	0.50	\$1,289	\$1,540	F		
Widen Live Oak Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$3,531	\$4,219	F		
Widen Lytle Creek from Summit Ave to Duncan Ave from 0 to 4 lanes	3.00	\$10,087	\$12,054	F		
Widen Lytle Creek from Duncan Ave to Sierra Ave from 0 to 4 lanes	8.00	\$10,759	\$12,857	D		
Widen Merrill Ave from Catawba Ave to Fontana Ave from 2 to 4 lanes	1.00	\$1,764	\$2,108	F		
Widen Merrill Ave from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$2,777	\$3,319	F		
Widen Mulberry Ave from Jurupa Ave to Santa Ana Ave from 2 to 4 lanes	1.00	\$1,345	\$1,607	D		
Widen Poplar Ave from Slover Ave to Valley Blvd from 0 to 4 lanes (I-10 Overcrossing)	2.00	\$40,347	\$48,214	F		
Widen Randall Ave from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$2,306	\$2,756	F		
Widen San Sevaine Rd from Baseline Ave to Summit Ave from 2 to 4 lanes	4.00	\$7,061	\$8,438	F		
Santa Ana Avenue from Sierra Avenue to Mulberry Widen from 2 to 4 lanes	8.00	\$10,759	\$12,857	F		
Santa Ana at Railroad Crossing At Grade	0.00	\$3,362	\$4,018	F		
Widen Sierra Ave from Foothill Blvd to Baseline Ave from 4 to 6 lanes	2.00	\$12,031	\$14,377	D		
Widen Sierra Ave from San Bernardino Ave to Foothill Blvd from 4 to 6 lanes	4.00	\$12,588	\$15,043	F		
Widen Sierra Ave from Valley Blvd to San Bernardino Ave from 4 to 6 lanes	1.00	\$3,267	\$4,537	C	2011	
Widen Sierra Ave from Slover Ave to Valley Blvd from 3 to 4 lanes on west side	1.00	\$1,764	\$2,108	F		
Widen Sierra Ave from Baseline Ave to Walnut Ave from 4 to 6 lanes	1.00	\$4,985	\$6,922	C	2007	
Widen Sierra Ave from Summit Av to I-15 Widen from 2 to 6 lanes	8.00	\$10,759	\$12,857	F		
Widen Sierra Lakes Pkwy from Cherry Ave to Beech Ave from 2 to 4 lanes	2.00	\$13,237	\$15,819	F		
Widen Sierra Lakes Pkwy from Beech Ave to Citrus Ave from 2 to 4 lanes	2.00	\$5,770	\$6,895	F		
Widen Slover Ave from Tamarind Ave to E. City Limits from 4 to 6 lanes	0.50	\$910	\$1,088	F		
Widen Slover Ave from Etiwanda Ave to 800' e/o Etiwanda from 2 to 4 lanes	0.50	\$8,069	\$9,643	D		
Widen So. Highland Ave from Cherry Ave to Citrus Ave from 2 to 4 lanes	4.00	\$7,061	\$8,438	F		
Widen So. Highland Ave from Sierra Ave to Palmetto Ave from 2 to 4 lanes	1.00	\$2,278	\$2,723	D		
Widen Valley Blvd from Cherry Ave to Beech Ave from 2 to 4 lanes	2.00	\$3,253	\$3,887	F		
Widen Valley Blvd from Beech Ave to Citrus Ave from 4 to 6 lanes	2.00	\$3,253	\$3,887	F		
Widen Valley Blvd from Citrus Ave to Sierra Ave from 4 to 6 lanes	2.00	\$3,253	\$3,887	F		
Widen Valley Blvd from Sierra Ave to Alder Ave from 4 to 6 lanes	2.00	\$3,253	\$3,887	F		
Widen Walnut Ave from Almeria to Sierra Ave from 2 to 4 lanes	3.00	\$4,536	\$6,300	C	2007	
Widen Walnut Ave from I-15 to San Sevaine from 2 to 4 lanes	3.00	\$4,859	\$5,806	D		
Widen Slover Ave from Mulberry Ave to Sierra Ave from 4 lanes to 6 lanes	8.00	\$10,760	\$12,858	F		
Widen So. Highland from Baseline Rd to Cherry Ave from 0 to 4 lanes	NA	\$0	\$0	R	NA	
Widen Summit Ave from Cherry Ave to San Sevaine Rd from 2 to 4 lanes	NA	\$0	\$0	R	NA	
Widen Valley Blvd from Poplar Ave to Catawba Ave from 4 to 6 lanes	NA	\$0	\$0	R	NA	
Fontana Total	169.81	\$466,244	\$576,184			

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Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

GRAND TERRACE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Barton Rd from Honey Hills to N.E. City Limits from 2 lanes to 4 lanes	0.34	\$3,869	NA	R		
Widen Barton Rd from SFRR to I-215 from 2 to 4 lanes	0.21	\$2,207	\$2,481	F		Pending a combined proje with the City of Colton
Extend Commerce Wy from 900' n/o DeBerry Rd to Main St from 0 to 4 lanes	0.66	\$5,500	\$6,185	F		
Extend Commerce Wy from Michigan to Barton Rd	0.11	\$2,306	\$5,418	C	2010	
Widen Main St (w.b.) from SFRR to SPRR from 2 to 4 lanes	0.02	\$73	\$450	C	2003	
Widen Michigan St from Commerce Way and Van Buren St from 2 lanes to 4 lanes	0.90	\$6,427	NA	R		
Widen Mt Vernon Ave from Canal St to North City Limits from 2 lanes to 4 lanes	0.32	\$3,553	NA	R		
Widen Mt Vernon Ave from Barton Rd 700' n/o Minona St from 2 lanes to 4 lanes	0.24	\$628	\$706	C	2009	
Widen Barton Rd at I-215 Overcrossing from 2 to 4 lanes	0.08	\$0	\$1,600	C	2021	
Grand Terrace Total	2.81	\$24,563	\$16,840			

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Attachment 1

Arterial Projects

(\$ in thousands)

HESPERIA

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen 7th Ave from Rancho Rd to Bear Valley Rd from 2 to 5 lanes	18.0	\$20,183	\$26,238	F		30% construction cost escalatio
Widen Bear Valley Rd from I-15 To Mojave River (south side)	5.0	\$4,464	\$5,803	F		30% construction cost escalatio
Widen Danbury Ave. from Rancho Rd. to Arrowhead Lake Rd. from 2 to 5 lanes	10.0	\$11,172	\$14,524	F		30% construction cost escalatio
Widen E St from Sultana St to I St from 2 to 4 lanes	11.6	NA	\$14,912	F	2010	
Widen Escondido Ave from Main St to Mariposa Rd. from 0 to 4 lanes with new Aqueduct Bridge	NA	NA	NA	R		
Widen Eucalyptus St from I-15 To Peach Ave from 2 to 5 lanes and construct railroad crossing	5.2	NA	\$21,391	F		Project added back consistent with City DIF Study
Widen Hesperia Rd from-Sultana St. to Main St. from 2 to 5 lanes	1.5	\$1,663	\$2,162	F		30% construction cost escalatio
Widen Hesperia Rd from Bear Valley Rd to Yucca St from 3 to 5 lanes	6.8	\$11,305	\$14,697	F		30% construction cost escalatio
Widen "I" Ave from Rancho Rd to Main St from 2 to 5 lanes	8.1	\$8,710	\$11,323	F		30% construction cost escalatio
Widen "I" Ave from Main St. To Bear Valley Rd from 3 to 5 lanes	7.4	\$12,436	\$16,167	F		30% construction cost escalatio
Widen Lemon St from Mauna Loa to Mojave River from 2 to 4 lanes and construct Railroad Crossing	NA	NA	NA	R		
Widen Main St from Escondido Ave To 11Th Ave from 4 to 6 lanes, including aqueduct	5.6	\$31,103	\$40,434	D		30% construction cost escalatio
Widen Main St from I-15 to US Hwy 395 from 2 to 4 lanes (Phase 1)	1.9	\$1,257	NA	R	2009	Was not included in City's latest Nexus
Widen Main St from I-15 to US Hwy 395 from 4 to 6 lanes (Phase 2)	1.9	NA	NA	R		
Widen Main St from Highway 395 to Mesa Linda Rd from 4 lanes to 6 lanes	1.1	\$1,829	\$2,378	F		30% construction cost escalatio
Widen Main St from 11th St to 9th St from 4 to 6 lanes	0.5	\$1,800	\$540	F		30% construction cost escalatio
Widen Maple Av from Eucalyptus Ave to Main St from 2 to 5 lanes	3.0	NA	\$34,550	F		30% construction cost escalatio
Widen Mariposa from Eucalyptus Ave to Bear Valley Rd from 2 to 6 lanes	NA	NA	NA	R		
Widen Mauna Loa from 7th Ave to Lemon St from 0 to 4 lanes	2.2	\$12,292	\$15,980	F		30% construction cost escalatio
Widen Mauna Loa from Maple Ave to 7th Ave from 2 to 4 lanes	4.0	\$6,550	\$8,515	F		30% construction cost escalatio
Widen Mesquite St from Topaz Ave to Maple Ave from 2 to 4 lanes	NA	NA	NA	R		30% construction cost escalatio
Widen Mojave St from I-15 to Maple Ave from 2 to 4 lanes	2.4	\$9,898	\$12,867	F		30% construction cost escalatio
Widen Rancho Rd from Mariposa Rd. to UP RR Crossing from 2 to 5 lanes with RR X-ing widening	2.0	\$3,319	\$3,983	D		30% construction cost escalatio
Widen Rancho Road from Topaz Ave. to 7th Ave. from 2 to 5 lanes, including aqueduct bridge widening	6.0	\$33,026	\$43,000	D		30% construction cost escalatio
Widen Rancho Rd from 7th Ave to Danbury Rd from 2 to 4 lanes	2.5	\$31,647	\$42,354	C	2013	
Widen Rancho Rd from Danbury to-I Ave. from 2 to 5 lanes	3.8	\$4,440	\$5,772	F		30% construction cost escalatio
Widen Rancho Rd. from I Ave. to Arrowhead Lake Rd. from 2 to 3 lanes	1.7	\$1,732	\$719	F		Wrong project marked complete 30% Escalation; City indicated exp should have been \$552.75k in FY21.
Widen Rock Springs Rd from Arrowhead Lake Rd to E City Limits from 2 to 4 lanes	1.5	\$1,333	\$1,556	C	2009	Wrong project previously marked complete/30% Escalation
Widen Rock Springs Rd from Glendale Ave to east City Limits from 2 to 5 lanes	0.7	\$1,273	\$1,733	F		30% construction cost escalatio
Widen Santa Fe Ave. from Rancho Rd. to Summit Valley Rd. from 0 to 4 lanes	NA	NA	NA	R		
Widen Summit Valley Rd from Southerly City Limit to Santa Fe Ave. from 2 to 5 lanes	NA	NA	NA	R		
Widen Escondido Road from Rancho to Cedar from 2 to 4 lanes	NA	NA	NA	R		
Widen Hesperia Rd from Mesquite to Lime from 0 to 4 lanes	NA	NA	NA	R		
Widen Main St from I-15 to Escondido Ave from 4 to 6 lanes	NA	NA	NA	R		
Widen Main St from 7th Ave to I Ave from 4 lanes to 6 lanes	NA	NA	NA	R		
Widen Main St from I Ave to Rock Springs Rd from 4 to 6 lanes	NA	NA	NA	R		30% construction cost escalatio
Widen Rancho Las Flores Pkwy from SR-138 To Rancho Rd from 0 to 4 lanes	9.2	\$5,667	\$7,367	F		30% construction cost escalatio
Widen Muscatel St from Mariposa Rd to Catana Rd	0.3	\$1,167	\$1,517	F		30% construction cost escalatio
Widen Sultana St from Escondido Ave to Mariposa Ave	1.5	\$637	NA	R	2001	Was not included in City's latest Nexus
Widen Escondido Ave from Main St to Sultana St from 2 to 4 lanes	NA	NA	NA	R	2001	
Hesperia Total	125.4	\$218,903	\$350,480			

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Attachment 1

Arterial Projects

(\$ in thousands)

HIGHLAND

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen 3rd St from Palm Ave to 5th St from 2 to 3 lanes	0.27	\$3,371	\$4,437	D		
Widen 3rd St from Tippecanoe Ave to 200' e/o Shirley Ave from 2 to 6 lanes	0.69	\$4,708	\$6,195	D		
Widen 3rd St from Victoria Ave to Palm Ave (no additional lanes)	1.00	\$8,409	\$11,069	C	2019	
Widen 5th St from Tippecanoe Ave to Del Rosa Dr from 2 to 4 lanes	0.56	\$8,428	\$11,094	D	2010	
Widen 5th St from Del Rosa Dr to Palm Ave from 2 to 4 lanes and from Church Ave to SR 210 from 4 to 6 lanes (including fwy undercrossing)	3.04	\$23,294	\$30,662	D		
Widen 9th St from Victoria Ave to Cunningham with 3 lanes and bike lanes	0.25	\$457	\$602	C	2016	
Widen 9th St from 160' e/o of Drummond Ave to Palm Ave with 3 lanes and bike lanes	0.06	\$603	\$794	C	2016	
Widen 9th St from Lillian Ln to 160' e/o Drummond Ave with 3 lanes and bike lanes	0.19	\$353	\$465	C	2016	
Widen 9th St from Central Ave to Lillian Ln with 3 lanes and bike lanes	0.25	\$537	\$707	C	2016	
Widen 9th St from Cunningham St to Hillview St from 2 to 4 lanes	0.07	\$192	\$253	C	2016	
Widen 9th St from Del Rosa Dr to Victoria Ave from 2 to 4 lanes	1.52	\$6,647	\$8,750	F		
Widen 9th St from Hillview St to Central Ave from 2 to 4 lanes	0.18	\$855	\$1,125	C	2016	
Widen 9th St from Tippecanoe Ave to 145' e/o Fairfax Ln from 2 to 4 lanes	0.25	\$412	\$542	F		
Extend Arden Ave to connect to Lankershim Ave from 0 lanes to 2 lanes	0.68	\$3,137	NR	R		Removed from DIF
Widen Base Line from Palm Ave to Boulder Ave from 4 to 6 lanes (excluding freeway bridge)	1.28	\$4,827	\$6,354	F		
Widen Base Line from Boulder Ave to Church St (including bridge at City Creek) (no additional lanes)	1.25	\$4,360	\$5,739	D		
Widen Base Line from W. City Limit to Palm Ave (no additional lanes)	1.99	\$10,903	\$14,352	D		
Widen Base Line from 510' e/o Fairwood Ln to Brookwood Ln from 2 to 4 lanes	0.39	\$1,735	\$2,284	C	2022	Const. at 2 lanes and ultimate
Widen Boulder Ave from Highland Ave to 5th St from 2 lanes to 4 lanes (including bridge)	2.10	\$6,468	\$8,514	D		
Widen Boulder Ave/Orange St from 5th St to S. City Limits from 2 to 4 lanes (including 2 bridges)	0.68	\$18,684	\$24,594	F		
Extend Cone Camp Rd from Greenspot Rd to S. City Limits from 0 to 2 lanes	0.75	\$4,319	NR	R		Removed from G.P. Circ.
Widen Del Rosa Dr from 3rd St to 5th St (no additional lanes)	0.26	\$884	\$1,164	D		
Widen Del Rosa Dr from 5th St to Base Line (no additional lanes)	0.38	\$1,048	\$1,380	F		
Widen Greenspot Rd from SR-210 to Boulder Ave from 2 to 6 lanes	0.86	\$6,620	\$8,714	C	2014	
Widen Greenspot Rd from Boulder Ave to Valencia Ct from 2 to 4 or 6 lanes	0.54	\$2,799	\$3,684	C	2000	
Widen Greenspot Rd from Valencia Ct to 145' w/o Weaver St (no additional lanes)	0.63	\$504	\$663	F		
Widen Greenspot Rd from 145' w/o Weaver St to 1250' e/o Weaver Street St (no additional lanes)	0.39	\$1,272	\$1,674	F		
Widen Greenspot Rd from 1250' e/o Weaver Street St to 560' e/o Santa Paula St (no additional lanes)	1.70	\$6,407	\$8,434	F		
Extend Greenspot Rd from 560' e/o Santa Paula St to East City Limit (including bridge at Santa Ana River)	4.95	\$24,786	\$32,626	D		
Widen Highland Ave from Olive St to 800' w/o Victoria Ave (no additional lanes)	0.40	\$1,382	\$1,819	F		
Widen Highland Ave from Boulder Ave to 200' w/o Denair Ave (no additional lanes)	0.39	\$1,106	\$1,456	F		
Widen Highland Ave from Church St to Boulder Ave from 2 to 4 lanes	1.34	\$4,717	\$6,209	F		
Widen Palm Ave/Alabama St from S. City Limit to Base Line from 2 to 4 lanes	1.31	\$6,607	\$8,697	C	2000	
Widen Palm Ave from Pacific St to Atlantic Ave from 2 to 4 lanes	0.20	\$633	\$833	D		
Widen Sterling Ave from S. City Limits to Pacific Ave (no additional lanes)	1.35	\$6,837	\$8,407	F		
Widen Tippecanoe Ave from 3rd St to 9th St (no additional lanes)	0.80	\$5,108	\$6,724	D		
Widen Victoria Ave from 6th St to 660' n/o 6th St (no additional lanes)	0.13	\$672	\$885	D		
Widen Victoria Ave from n/o 6th St to N. City Limits (no additional lanes)	1.70	\$7,316	\$9,630	F		
Widen Victoria Ave from 3rd St to 6th St (no additional lanes)	0.25	\$4,975	\$6,549	F		
Widen Lankershim Ave from 5th St to 1200' north of 9th St (no additional lanes)	0.76	\$1,014	\$1,355	D		
Widen Greenspot Rd from Santa Ana River to south city limits	0.60	\$2,075	\$2,731	F		
Widen Palm Ave from Base Line to Pacific St (no additional lanes)	0.50	\$2,585	\$3,403	F		
Widen 5th St from Victoria Ave to Palm Ave from 2 to 4 lanes	NA	\$0	NR	R		
Widen 5th St from Tippecanoe Ave to 845' e/o Shirley from 2 to 4 lanes	NA	\$0	\$6,965	F		
Widen 5th St from Sterling Ave to Victoria Ave from 2 to 4 lanes	NA	\$0	NR	R		
Widen 5th St from Church Ave to SR-210 from 2 to 6 lanes	NA	\$0	NR	R		
Widen Del Rosa Dr from 3rd St to Base Line from 2 to 4 lanes	NA	\$0	NR	R		
Widen Base Line from Church St to Weaver St (no additional lanes)	0.75	\$0	NR	R	2002	
Highland Total	36.89	\$202,046	\$262,534			

*C = Completed, D = In Development, F = Future, R = Removed

**Did not provide input.

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1
Arterial Projects
(\$ in thousands)

10.b

LOMA LINDA

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Barton Rd from E. City Limits to W. City Limits from 4 to 6 lanes	7.00	\$1,170	\$1,170	F		
Widen California St from Barton Rd to Redlands Blvd from 2 to 6 lanes	4.00	\$4,100	\$4,100	D		
Widen Evans St from I-10 to Barton Rd from 0 to 4 lanes	5.00	\$77,000	\$77,000	F		
Widen Mountain View Ave from Van Leuvan to Prospect Ave from 2 to 4 lanes	0.80	\$7,126	\$7,126	C	2010	
Widen Redlands Blvd from E. City Limits to W. City Limits from 4 to 6 lanes	0.50	\$13,175	\$13,175	F		
Intersection Improvements at Mound St and Anderson St	NA	\$1,000	\$1,000	D		
Loma Linda Total	17.30	\$103,571	\$103,571			

*C = Completed, D = In Development, F = Future, R = Removed

**Did not provide input.

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

MONTCLAIR

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Note
Widen Monte Vista Ave from San Bernardino St to Arrow Hwy from 4 to 6 lanes	2.04	\$5,000	\$5,000	F		
Widen San Bernardino St from LA County Line to Benson Ave from 4 to 6 lanes	3.54	\$5,000	\$5,000	F		
Montclair Total	5.58	\$10,000	\$10,000			

*C = Completed, D = In Development, F = Future, R = Removed

Attachment 1

Arterial Projects

(\$ in thousands)

ONTARIO

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Railroad-highway grade separation on Campus Ave at UPRR Alhambra and Los Angeles lines	0.6	\$24,000	\$24,905	F		
Railroad-highway grade separation on San Antonio Ave at UPRR Alhambra and Los Angeles lines	0.6	\$24,000	\$24,905	F		
Spot widen Benson Ave from Mission to Philadelphia from 2 to 4 lanes	3.0	\$866	\$899	F		
Widen Mountain Ave from Sixth Street to s/o Holt Blvd	3.3	\$7,467	\$2,631	D		
Spot widen San Antonio Ave from Park St to Phillips St	1.2	\$1,746	NA	R		
Spot widen Bon View Ave from Holt Blvd to Belmont St	0.8	\$1,766	\$1,833	F		
Widen Turner Ave from Inland Empire Boulevard to Fourth St from 2 to 4 lanes	1.0	\$714	\$741	F		
Widen Archibald Avenue from Inland Empire Blvd to Fourth St from 4 to 6 lanes	1.0	\$1,921	\$1,994	F		
Widen west 1/2 Milliken/Hamner from SR60 to Riverside Dr from 4 to 6 lanes	0.5	\$381	\$396	F		
Widen west 1/2 Etiwanda Ave from n/o Airport Dr to south of Airport Dr	0.5	\$2,375	\$2,375	F		
Spot widen Eighth St from West Cucamonga Channel to Grove Ave from 2 to 4	0.5	\$156	\$162	F		
Widen Guasti Rd from Holt Blvd to Archibald Ave from 2 to 4 lanes	1.5	\$932	\$967	F		
Widen State St from Benson Ave to Grove Ave from 2 to 4 lanes	3.0	\$4,621	\$4,796	F		
Widen Phillips St from Benson Ave to Mountain Ave from 2 to 4 lanes	2.2	\$802	\$557	F		
Spot widen Acacia St from Baker Ave to Vineyard Ave from 2 to 4 lanes	0.5	\$70	\$73	F		
Widen a bridge on Grove Ave over West Cucamonga Cr	0.0	\$907	\$941	F		
Widen a bridge Philadelphia St over Cucamonga Cr	0.0	\$2,142	\$2,142	F		
Widen 4th St from Campus Ave to Cucamonga Ave from 2 to 4 lanes	1.5	\$978	\$1,016	F		
Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes	0.3	\$21,567	\$20,758	F		
Widen 4th St from Vineyard Ave to Archibald Avenue from 4 to 6 lanes, Including W. Cuc. Creek Bridge	1.2	\$1,213	\$655	F		
Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Slover	0.8	\$9,880	\$8,733	F		
Widen a bridge on Archibald Ave over Lower Deer Creek	0.0	\$358	\$372	F		
Widen a bridge on Archibald Ave over Upper Deer Creek Spillway	0.0	\$1,696	\$1,760	D		
Widen a bridge on Archibald Ave over Upper Deer Creek	0.0	\$1,211	\$1,258	D		
Widen Campus Ave from Woodlawn St to Mission Blvd from 2 to 4 lanes	1.8	\$1,130	NA	R		
Widen a bridge on Eighth St over Cucamonga Creek	0.0	\$1,855	\$1,925	F		
Widen Euclid Ave from Riverside Dr to Merrill Ave (east half) from 2 to 4 lanes	NA	NA	NA	R		
Spot Widen Francis Ave from Benson Ave to Campus Ave from 2 to 4 lanes	0.8	\$3,225	\$4,497	F		
Widen a bridge on Francis St over West Cucamonga Creek	0.0	\$217	\$225	F		
Widen a bridge on Francis St over Cucamonga Creek	0.0	\$1,806	\$1,875	F		
Widen Grove Ave from I-10 Frwy. to State St from 4 to 6 lanes, Including W. Cuc. Creek Bridge	2.5	\$37,688	\$37,894	D		
Widen Grove Ave from State St. to Holt Blvd from 4 to 6 lanes	NA	NA	NA	R		
Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes	7.7	\$48,817	\$50,898	D		
Widen a bridge on Holt Blvd over West Cucamonga Creek	0.0	\$241	\$250	F		
Widen a bridge on Holt Blvd over Cucamonga Creek	0.0	\$2,692	\$2,794	F		
Widen Jurupa St from Turner Ave to Archibald Ave from 2 to 6 lanes	1.7	\$734	\$763	D		
Widen Mission Blvd from Cypress Ave to Milliken Ave from 4 to 6 lanes	14.5	\$13,600	\$16,322	D/F		
Widen a bridge on Mission Blvd over West Cucamonga Creek	0.0	\$674	\$700	F		
Widen a bridge on Mission Blvd over Cucamonga Creek	0.0	\$1,975	\$2,050	D		
Spot Widen Philadelphia St from Campus Ave to 750' e/o Grove Ave from 2 to 4	0.9	\$817	\$848	F		
Widen Philadelphia St from Vineyard Ave to Cucamonga Creek from 2 to 4 lanes, including Bridge over Cucamonga Creek	1.3	\$793	\$524	F		
Widen a bridge on Riverside Dr over Cucamonga Creek	0.0	\$1,052	\$1,094	F		
Widen Riverside Dr from Euclid Ave to Milliken (Hamner) Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen a bridge on Sixth St over Cucamonga Creek	0.0	\$1,481	\$1,537	F		
Widen Airport Dr under the I-15 Freeway	0.0	\$2,895	\$3,005	F		
Spot Widen Francis St from Bon View Ave to Grove St from 2 to 4 lanes	NA	NA	NA	R		
Widen Archibald Ave from Riverside Ave to Edison Ave from 2 to 6 lanes	NA	NA	NA	R		
Widen Archibald Ave from Edison Ave to South City Limits from 2 to 6 lanes	NA	NA	NA	R		
Widen Bellegrove Ave from Haven Ave to Milliken Ave (Hamner Ave) from 2 to 4	NA	NA	NA	R		
Widen Campus Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen Chino Ave from Euclid Ave to Milliken (Hamner) Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen Edison Ave from Vineyard Ave to Mill Creek from 2 to 4 lanes	NA	NA	NA	R		
Widen Edison Ave from Walker Ave to Vineyard Ave from 2 to 8 lanes	NA	NA	NA	R		
Widen Edison Ave from Euclid Ave to Walker Ave from 2 to 8 lanes	NA	NA	NA	R		
Widen Edison Ave from Mill Creek to Milliken (Hamner) Ave from 2 to 8 lanes	NA	NA	NA	R		
Widen Eucalyptus Ave from Euclid Ave to Milliken (Hamner) Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen Grove Ave from Riverside Dr to Merrill Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen Haven Ave from Riverside Dr to Bellegrove Ave from 2 to 4 lanes	NA	NA	NA	R		
Widen Merrill Ave from Euclid Ave to Haven Ave from 2 to 4 and/or 0 to 4 lanes	NA	NA	NA	R		
Widen Mill Creek Ave from Riverside to Bellgrave from 0 to 4 and/or 2 to 4 lanes	NA	NA	NA	R		
Widen West 1/2 Milliken Ave (Hamner Ave) from Riverside Ave to Edison Ave from 2 to 8 lanes	NA	NA	NA	R		

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Widen West 1/2 Milliken Ave (Hamner Ave) from Edison Ave to S. City Limits from 2 to 6 lanes	NA	NA	NA	R		
Widen Hellman (Ontario) Ave from Riverside Dr to Merrill from 0 to 2/4 lanes	NA	NA	NA	R		
Widen Schaefer Ave from Euclid Ave to Haven Ave from 0 to 4 and/or 2 to 4 lanes	NA	NA	NA	R		
Widen Vineyard Ave from Riverside Dr to Merrill Ave from 0 to 6 lanes	NA	NA	NA	R		
Widen Vineyard Ave from 4th St to I-10 from 4 to 6 lanes	NA	NA	NA	R		
Widen Walker Ave from Riverside to Merrill from 2 to 4 lanes	NA	NA	NA	R		
Ontario Total	55.2	\$233,462	\$232,070			

*C = Completed, D = In Development, F = Future, R = Removed

**Did not provide input.

Attachment 1

Arterial Projects

(\$ in thousands)

RANCHO CUCAMONGA

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate***	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen 6th St from Hyssop Dr to 2500' e/o Hyssop Dr from 0 to 2 lanes	0.95	\$841	\$2,756	C	2010	Missing info, SBCTA used average year for escalation; Research needed to find Year Completion and Final Project Cost
Widen Arrow Route from south side 500 ft east of I-15 to 1300 ft east from 2	0.49	\$1,370	\$1,967	F		
Widen Arrow Route from Grove St to Baker St from 2 to 4 lanes	1.04	\$1,619	\$2,372	F		
Widen Banyan St from East Ave to Wardman/Bullock (new alignment)	1.89	\$9,804	\$18,111	C	2007	
Widen Banyan St from Etiwanda to East Ave, north side only	N/A	\$1,232	\$2,332	C	2013	
Widen Baseline Rd from Etiwanda Av to I-15 from 3 lanes to 4 lanes	0.62	\$1,254	\$1,731	F		
Widen Cherry Ave From S. City Limits to Wilson Ave from 1 to 2 lanes	0.53	\$1,434	\$2,098	F		
Widen Church Ave from Archibald to Haven from 2 to 4 lanes	1.83	\$1,534	\$2,247	F		
Widen East Ave from I-15 to Victoria Ave from 2 to 4 lanes	0.75	\$994	\$1,437	F		
Widen East Ave from Wilson to North Rim Way (new) 0 lanes to 2	1.00	\$547	\$771	F		
Widen East Ave from Fire Station to Wilson Ave from 2 to 4 lanes	0.38	\$1,581	\$2,281	F		
Widen Etiwanda Ave from existing terminus to North Rim Wy (new) 0 to 2 lanes	1.00	\$658	\$925	F		
Widen Etiwanda Ave from Banyan to Wilson	N/A	\$1,168	\$1,636	F		
Widen Etiwanda Ave from 6th to Arrow Route from 2 to 4 lanes	1.76	\$5,206	\$7,265	F		
Widen Etiwanda Ave from Miller to 850' n/o Miller, east side only	N/A	\$356	\$497	F		
Widen Foothill Bl from Vineyard to Archibald Av from 4 to 6 lanes	2.00	\$1,519	\$5,519	F		incorrect estimates entered for 2019 & 2021
Widen Foothill Blvd from Archibald to Hermosa from 4 to 6 lanes	1.00	\$2,472	\$3,450	F		
Widen Grove Ave from 8th To Tapia Via (east side) from 1 to 2 lanes	0.67	\$1,350	\$1,891	F		
Widen Grove Ave from San Bernardino Rd to Foothill Blvd (east side) from 1	0.12	\$829	\$1,164	F		
Widen Haven from Baseline to I-210 (west side) from 2 to 3 lanes	0.95	\$15,545	\$28,571	C	2006	
Widen Miller Rd from Etiwanda Ave to East Ave from 2 to 4 lanes	1.00	\$3,062	\$4,272	F		
Widen Milliken Ave from 5th St to 700' south (west side)	N/A	\$383	\$1,262	C	2010	Missing info, SBCTA used average year for escalation; Research needed to find Year Completion and Final Project Cost
Widen Victoria Ave from EHS to I-15	N/A	\$369	\$554	C	2015	
Widen Wilson Ave from East Ave to Wardman/Bullock from 0 to 4 lanes	3.00	\$7,572	\$10,567	F		
Widen Wilson Ave from Milliken to west of Day Creek Blvd from 0 to 4 lanes	4.67	\$8,578	\$12,018	F		
Widen Wilson Ave from Etiwanda Ave to East Ave from 0 to 2 lanes	1.00	\$708	\$995	F		
Widen 6th St at Cucamonga Creek Channel (50% RC, 50% Ontario) from 2 to	0.20	\$2,587	\$3,610	F		
Widen 9th St at Cucamonga Creek Channel	N/A	\$1,222	\$1,712	F		
Widen Arrow Route at Etiwanda Ditch from 2 to 4 lanes	0.20	\$1,196	\$1,680	F		
Construct new bridge at Banyan Street and the Etiwanda Creek Channel	0.20	\$1,371	\$2,533	C	2007	
Widen Hellman at Cucamonga Creek Channel (50%RC, 50% Ontario)	N/A	\$7,797	\$10,925	F		
Construct new bridge at Wilson Ave and Etiwanda Creek Channel 4 lanes	0.40	\$2,606	\$8,577	C	2010	Missing info, SBCTA used average year for escalation; Research needed to find Year Completion and Final Project Cost
Construct new bridge at Wilson and Day Creek Channel 4 lanes	0.40	\$1,554	\$2,168	F		
Intersection Improvements at Foothill and Archibald	N/A	\$8,554	\$12,759	F		
Construct Signal Interconnect and Provide Signal Coordination on Nexus Study Arterials	N/A	\$9,091	\$13,560	D		Phase 1 complete, project cost (design con) \$1,750,000; Phase 2 currently in design and construction expected to start Fall 2024
Construct a Traffic Signal at the Intersection of Spruce and Red Oak	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Ridgeline and Wilson	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Day Creek and Wilson	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Spruce and Elm	N/A	\$442	\$1,038	C	2010	Missing info, SBCTA staff used average year and same cost as others; Research needed to find Year Completion and Final Project Cost

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Construct a Traffic Signal at the Intersection of Hermosa and Church	N/A	\$442	\$926	C	2011	
Construct a Traffic Signal at the Intersection of Spruce and Mountainview	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Terra Vista and Town Center	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Church and Elm	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Church and Mayten	N/A	\$442	\$745	C	2014	
Construct a Traffic Signal at the Intersection of Church and Ramona	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Church and Terra Vista	N/A	\$442	\$959	C	2012	
Construct a Traffic Signal at the Intersection of Civic Center and Red Oak	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Rochester and Jersey	N/A	\$442	\$481	C	2018	
Construct a Traffic Signal at the Intersection of Terra Vista and Spruce	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of 4th and Richmond	N/A	\$442	\$812	C	2006	
Construct a Traffic Signal at the Intersection of 4th and Utica	N/A	\$442	\$812	C	2006	
Construct a Traffic Signal at the Intersection of 6th and Hellman	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of 6th and Utica	N/A	\$442	\$539	C	2017	
Construct a Traffic Signal at the Intersection of 6th and Santa Anita	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of 6th and Rochester	N/A	\$442	\$481	C	2018	
Construct a Traffic Signal at the Intersection of 6th and Pittsburgh	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of 6th and Etiwanda	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of 6th and Cleveland	N/A	\$442	\$1,038	C	2010	Missing info, SBCTA staff used average year and same cost as others; Research needed to find Year Completion and Final Project Cost
Construct a Traffic Signal at the Intersection of 6th and Buffalo	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Archibald and Banyan	N/A	\$442	\$817	C	2007	
Construct a Traffic Signal at the Intersection of Archibald and San Bernardino	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Archibald and Victoria	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Archibald and Wilson	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Arrow and Center	N/A	\$442	\$817	C	2007	Missing info, SBCTA staff guessed final project cost for escalation.
Construct a Traffic Signal at the Intersection of Banyan and Rochester	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Banyan and Wardman Bullock	N/A	\$442	\$817	C	2007	
Construct a Traffic Signal at the Intersection of Base Line and Shelby	N/A	\$442	\$1,038	C	2010	Missing info, SBCTA staff used average year and same cost as others; Research needed to find Year Completion and Final Project Cost
Construct a Traffic Signal at the Intersection of Base Line and San Carmela	N/A	\$442	\$543	C	2016	
Construct a Traffic Signal at the Intersection of Camelian and Banyan	N/A	\$442	\$539	C	2017	
Construct a Traffic Signal at the Intersection of Camelian and Wilson	N/A	\$442	\$817	C	2007	
Construct a Traffic Signal at the Intersection of Cherry and Youngs Canyon	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of East and Miller	N/A	\$442	\$481	C	2018	
Construct a Traffic Signal at the Intersection of East and Highland	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Etiwanda and Whittram	N/A	\$442	\$663	C	2015	
Construct a Traffic Signal at the Intersection of Etiwanda and Garcia	N/A	\$442	\$959	C	2012	
Construct a Traffic Signal at the Intersection of Foothill and Malachite	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Foothill and East	N/A	\$442	\$1,038	C	2010	
Construct a Traffic Signal at the Intersection of Foothill and Cornwall	N/A	\$442	\$817	C	2007	
Construct a Traffic Signal at the Intersection of Haven and Trademark	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Haven and Wilson	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Haven and Valencia	N/A	\$442	\$837	C	2013	
Construct a Traffic Signal at the Intersection of Hellmen and 8th	N/A	\$442	\$507	C	2019	
Construct a Traffic Signal at the Intersection of Miliken and Wilson	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Milliken and 5th	N/A	\$442	\$481	C	2018	
Construct a Traffic Signal at the Intersection of Wilson and Wardman Bullock	N/A	\$442	\$817	C	2007	
Construct a Traffic Signal at the Intersection of Wilson and Etiwanda	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Wilson and East	N/A	\$442	\$617	F		
Construct a Traffic Signal at the Intersection of Wison and San Sevaime	N/A	\$442	\$872	C	2008	
Construct a Traffic Signal at the Intersection of Day Creek and Madrigal	N/A	\$442	\$841	C	2005	
Rancho Cucamonga Total	28.0	\$131,831	\$215,315			

*C = Completed, D = In Development, F = Future, R = Removed

**Completed project cost represents cost at completion in year of completion dollars

***Missing information estimated by SBCTA staff.

Attachment 1

Arterial Projects

(\$ in thousands)

REDLANDS

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Alabama St from N. City Limits to Palmetto from 2 to 4 lanes	4.91	\$14,966	NA	R		
Widen California St from Redlands Blvd to I-10 from 5 to 6 lanes	1.41	\$1,091	\$1,500	F		
Widen California St from Lugonia Ave to San Bernardino Ave from 2 to 6 lanes	3.00	\$1,637	NA	R		
Widen Citrus Ave from Auburn Ct to Wabash Ave from 2 to 4 lanes	1.59	\$1,091	NA	R		
Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes	1.99	\$1,663	\$1,500	F		
Widen Cypress Ave from I-10 to Citrus Av from 2 lanes to 4 lanes	0.49	\$871	\$1,500	F		
Widen Ford St from 5th Ave to I-10 from 2 lanes to 4 lanes	2.18	\$2,807	NA	R		
Widen Live Oak Cyn Rd from San Timoteo Cyn Rd to E. City Limits from 2 to 4 lanes	14.00	\$8,189	NA	R		
Widen Lugonia Ave from Orange St to Wabash Ave from 2 to 4 lanes	10.00	\$12,307	NA	R		
Widen Lugonia Ave from Tennessee St to Orange St from 2 to 4 lanes	3.83	\$4,714	NA	R		
Widen Mountain View Ave from Lugonia to San Bernardino from 1 to 2 lanes (east	1.04	\$704	NA	R		
Widen Orange St from I-10 to Lugoina Ave from 2 to 4 lanes	2.23	\$4,037	NA	R		
Widen Orange St from Pioneer Ave to N. City Limits from 2 to 4 lanes	5.06	\$12,747	NA	R		
Widen Orange St from Lugonia Ave to San Bernardino Ave from 2 to 4 lanes	2.00	\$1,778	NA	R		
Widen Orange St from San Bernardino Ave to Pioneer Ave from 2 to 4 lanes	1.00	\$1,637	NA	R		
Widen Redlands Blvd from W. City Limits to Alabama St from 4 to 6 lanes	6.06	\$3,554	NA	R		
Widen Redlands Blvd at intersections of Alabama St and Colton Ave	3.28	\$6,001	\$8,656	C	2016	Total Cost \$7,049,162.84
Widen San Bernardino Ave from SR-210 to Orange St from 2 to 4 lanes	4.14	\$2,690	\$3,000	F		
Widen San Bernardino Ave from Church St to Wabash Ave from 2 to 4 lanes	8.00	\$3,743	NA	R		
Widen Wabash Ave from I-10 to 5th Ave from 0/2 to 4 lanes	4.15	\$6,018	\$6,600	F		
Construct a Traffic Signal at the Intersection of Pioneer Ave and Orange St	NA	\$464	\$367	C	2019	Project total \$320,271.85. Funded by HSIP Cycle 6 Grant
Construct a Traffic Signal at the Intersection of Wabash Ave and 5th Ave	NA	\$464	\$885	F		
Construct a Traffic Signal at the Intersection of Wabash Ave and I-10	NA	\$464	\$870	F		
Construct a Traffic Signal at the Intersection of Ford St and I-10	NA	\$464	\$870	F		
Construct a Traffic Signal at the Intersection of Dearborn St and Citrus Ave	NA	\$464	\$800	F		
Construct a Traffic Signal at the Intersection of Ford St and I-10 WB	NA	\$464	\$870	F		
Construct a Traffic Signal at the Intersection of Sixth St and I-10 EB on-ramp	NA	\$464	NA	R	2018	Completed entirely by Developer
Construct a Traffic Signal at the Intersection of Sixth St and I-10 WB off-ramp	NA	\$464	\$870	F		
Construct a Traffic Signal at the Intersection of Wabash Ave and Citrus Ave	NA	\$464	\$870	F		
Widen SR-38 from W. City Limits to E. City Limits from 2 to 4 lanes	NA	\$0	NA	R		
Construct a Traffic Signal at the Intersection of University St and Colton Ave	NA	\$350	\$870	D		
Construct a Traffic Signal at the Intersection of Cypress Ave and Cajon St	NA		\$870	F		
Construct a Traffic Signal at the Intersection of San Bernardino Ave and Church St	NA		\$870	F		
Redlands Total	80.4	\$96,769	\$30,028			

*C = Completed, D = In Development, F = Future, R = Removed

Attachment 1

Arterial Projects

(\$ in thousands)

RIALTO

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion**	2023 Notes
Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes	1.80	\$8,348	\$9,022	C	2020	
Widen Ayala Dr from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes	1.80	\$6,937	\$7,554	C	2018	
Widen Renaissance Parkway/Easton from west City Limits to east of Ayala/Cactus	5.50	\$4,329	\$5,283	C	2017	
Widen Baseline Rd from West City Limits to Cactus Av/Ayala Rd from 3 to 4 lanes	1.00	\$1,743	\$1,743	C	2022	
Widen Baseline Rd from Linden to Cactus Av/Ayala Rd from 3 to 4 lanes	1.00	\$1,617	\$3,509	C	2012	
Widen Casmalia Ave from Alder to Locust from 2 to 4 lanes	1.00	\$1,424	\$1,424	C	2017	
Widen Casmalia Ave from West City Limits to Alder from 2 to 4 lanes	1.00	\$3,037	\$5,122	C	2014	
Widen Casmalia Ave from Locust to Ayala Dr from 2 to 4 lanes	1.00	\$3,037	\$3,274	C	2023	
Widen Foothill Blvd from West to East City Limits from 4 to 6 lanes	6.00	\$2,865	\$2,865	F		
Construct Linden Ave from Baseline to Miro Way to 4 lanes	0.25	\$400	\$488	C	2017	
Construct Linden Ave from Baseline to Renaissance Pkwy to 4 lanes	2.55	\$3,735	\$4,558	C	2017	
Construct Locust Ave from Baseline to North Walnut to 4 lanes	1.30	\$2,000	\$2,441	C	2017	
Construct Locust Ave from North Walnut to Renaissance Pkwy to 4 lanes	2.20	\$3,948	\$4,818	C	2017	
Widen Merrill Ave from West City Limits to Linden Ave from 2 to 4 lanes	3.00	\$3,236	\$3,236	F		
Construct Pepper Ave from N. Terminus to Highland Ave to 4 lanes	2.60	\$14,882	\$25,098	C	2014	
Widen Pepper Ave from Baseline Rd to 400 ft S. of Foothill Blvd. from 3 to 4 lanes	0.50	\$1,421	\$1,734	C	2017	
Widen Randall Ave from West City limits to Cactus from 2 to 4 lanes	2.50	\$4,356	\$4,902	C	2021	Completed City CIP
Widen Randall Ave from Cactus to Willow from 2 to 4 lanes	1.00	\$17,643	\$0	F		
Widen Randall Ave from Willow to Riverside Avenue from 2 to 4 lanes	0.50	\$5,221	\$745	C	2021	Completed City CIP
Widen Riverside Ave from Sierra Ave to Locust Ave from 3 to 6 lanes	5.70	\$1,233	\$17,643	F		
Widen Riverside Ave from Locust Ave to Ayala Dr from 3 to 4 lanes	1.30	\$3,510	\$2,402	F		
Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes	0.72	\$697	\$1,505	C	2017	
Widen San Bernardino from Lilac Ave to East City Limits from 2 to 4 lanes	1.50	\$649	\$4,283	C	2017	
Construct a Traffic Signal at the Intersection of Baseline and Tamarind with	N/A	\$235	\$697	F		
Construct a Traffic Signal at the Intersection of Riverside and Linden with intersection	N/A	\$184	\$792	C	2017	
Construct a Traffic Signal at the Intersection of Riverside and Locust	N/A	\$0	\$553	C	2009	
Construct a Traffic Signal at the Intersection of Sycamore and Merrill	N/A	\$405	\$184	C	2011	
Construct a Traffic Signal at the Intersection of Sycamore and Randall with	N/A	\$0	\$0	F		
Construct a Traffic Signal at the Intersection of Valley and Lilac	N/A	\$0	\$748	C	2007	
Construct a Traffic Signal at the Intersection of Acacia and Rialto with intersection	N/A	\$0	NA	R		
Construct a Traffic Signal at the Intersection of Lilac and Rialto with intersection	N/A	\$392	NA	R		
Construct a Traffic Signal at the Intersection of Maple and Rialto with intersection	N/A	\$392	NA	R		
Construct a Traffic Signal at the Intersection of Cactus and Walnut	N/A	\$392	\$725	C	2007	
Construct a Traffic Signal at the Intersection of Cactus and Randall	N/A	\$392	\$725	C	2007	
Construct a Traffic Signal at the Intersection of Merrill and Willow	N/A	\$304	\$725	C	2007	
Construct a Traffic Signal at the Intersection of Riverside and Alder	N/A	\$0	\$725	C	2007	
Construct a Traffic Signal at the Intersection of Valley and Cactus	N/A	\$392	\$659	C	2012	
Construct a Traffic Signal at the Intersection of Pepper and Etiwanda with	N/A	\$697	NA	R		
Construct a Traffic Signal at the Intersection of Willow and Bloomington	N/A	\$0	\$725	C	2007	
Construct a Traffic Signal at the Intersection of Baseline and Fitzgerald with	N/A	\$0	\$752	F		
Construct a Traffic Signal at the Intersection of Baseline and Maple with Intersection	N/A	\$0	NA	R		
Construct a Traffic Signal at the Intersection of Baseline and Locust with Intersection	N/A	\$450	NA	R		
Construct a Traffic Signal at the Intersection of Baseline and Laurel with Intersection	N/A	\$0	NA	R		
Construct a Traffic Signal at the Intersection of Baseline and Alder with Intersection	N/A	\$600	\$490	C	2018	
Construct a Traffic Signal at the Intersection of Foothill and Larch with Intersection	N/A	\$697	NA	R		
Construct a Traffic Signal at the Intersection of Valley and Willow with Intersection	N/A	\$0	\$732	C	2017	
Construct a Traffic Signal at the Intersection of Valley and Spruce with Intersection	N/A	\$0	\$697	C	2022	
Construct a Traffic Signal at the Intersection of Lilac and Merrill with Intersection	N/A	\$0	NA	R		
Construct a Traffic Signal at the Intersection of Maple and Merrill with Intersection	N/A	\$697	NA	R		
Construct a Traffic Signal at the Intersection of Rialto and Eucalyptus with	N/A	\$0	NA	R		
Intersection Improvements						
Construct a Traffic Signal at the Intersection of Miro and Alder with Intersection	N/A	\$0	\$697	C	2023	
Construct a Traffic Signal at the Intersection of Miro and Ayala with Intersection	N/A	\$357	NA	R		
Construct a Traffic Signal Intersection of Highland Ave. and Pepper with Intersection	N/A	\$872	NA	R		Completed in 2018
Construct a Traffic Signal Intersection of Highland Ave. and Easton with Intersection	N/A	\$3,095	\$676	C	2013	
Traffic Signal Modifications and Intersection Improvements Foothill Blvd. Corridor	N/A	\$716	\$872	F		
Widen Cactus Av from Valley Bl to Foothill Bl from 3 to 4 lanes	0.20	\$2,131	\$774	C	2020	
Widen Valley Bl from Cactus Av to Spruce St from 3 to 4 lanes	0.50	\$0	\$2,303	C	2020	
Widen Rialto Ave from Riverside Ave to East City Limits from 2 to 4 lanes	N/A	\$15,456	NA	R		
Widen Riverside Ave from South City Limit to Slover Ave. from 4 lanes to 6 lanes.	5.00	\$0	\$15,456	F		
Intersection Improvements at Riverside Ave/Merrill Ave/Bloomington Ave	N/A	\$0	NA	R		
Intersection Improvements at Riverside Ave and Valley Blvd	N/A	NA	NA	R		
Widen Locust Avenue between Riverside Avenue and Casmalia street from 2 lanes	8.50	\$0	\$18,000	D		New in 2023 - Added ii
Rialto Total	59.9	\$125,128	\$162,356			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

SAN BERNARDINO

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes	1.0	\$5,421	\$5,992	D		
Widen 5th St from Warm Creek to Pedley from 2 to 4 lanes	2.0	\$6,448	\$7,127	D		
Widen 5th St from Sterling to Victoria from 2 to 6 lanes	6.0	\$967	\$1,069	F		
Widen Alabama St from 3rd St to City Limits from 2 to 4 lanes	1.0	\$3,224	\$3,564	F		
Widen Campus Pkwy (Pepper-Linden) from Kendall to I-215 from 0 to 4 lanes	1.3	\$9,672	\$10,691	F		
Widen Central Ave (Palm Meadows) from Tippecanoe Av to Mt View Ave from 2 to 4 lanes	3.7	\$5,428	\$17,727	C	2008	
Widen Colston Ave from Tippecanoe to Mt. View from 2 to 4 lanes	4.1	\$7,488	\$8,277	F		
Build a connector road between 3rd St and 5th St from 0 to 4 lanes	1.0	\$6,808	\$7,525	F		
Widen Del Rosa Ave from 6th St to 9th St from 2 to 4 lanes	1.6	\$2,754	\$10,889	C	2012	
Widen Electric Ave from Mt View Ave to Northpark Blvd from 2 to 4 lanes	4.3	\$6,808	\$7,525	F		
Widen "G" St from Mill St to Rialto Ave from 2 to 4 lanes	2.5	\$3,404	\$3,763	F		
Widen "H" St from Kendall Dr to 40th St from 2 to 4 lanes	0.8	\$2,145	\$2,371	D		
Widen Kendall Dr from Cambridge Ave to Pine Ave from 2 to 4 lanes	5.0	\$6,012	\$27,865	C	2009	
Widen Lena Rd from Mill to Orange Show from 0 to 4 lanes	3.5	\$13,615	\$15,049	F		
Widen Little League Dr from Palm Ave to I-215 Frontage Rd from 2 to 4 lanes	3.7	\$5,106	\$5,644	F		
Widen Little League Dr from I-215 Frontage Rd to Belmont Ave from 2 to 4 lanes	1.2	\$3,404	\$3,763	F		
Widen Little Mountain Rd from Devil Creek Channel to 48th St from 2 to 4 lanes	0.6	\$678	\$2,039	C	2013	
Widen Mill from Pepper to Meridian from 2 to 4 lanes	1.0	\$1,702	\$1,881	F		
Reconstruct Mt Vernon Bridge to 4 lanes (local match)	1.0	\$17,664	\$19,525	D		
Widen Mt View Ave from Thompson Pl to Electric Ave from 2 to 4 lanes	0.4	\$1,362	\$1,505	F		
Widen Mt View Ave Bridge At Mission Creek Channel	0.2	\$2,451	\$2,709	D		
Widen Mt View Ave from I-10 to San Bernardino Ave from 2 to 4 lanes	2.9	\$2,553	\$2,822	D		
Widen Mt View Ave from Riverview to Central from 0 to 2 lanes	0.7	\$14,705	\$16,254	D		
Widen Mt View Ave at railway crossing from 2 to 4 lanes, including gate	0.1	\$511	\$565	D		
Widen Palm Ave from Cajon Blvd to I-215 from 2 to 4 lanes	1.0	\$1,336	\$2,525	C	2015	
Widen Perris Hill Park Rd from 21st St to Pacific St from 2 to 4 lanes	1.8	\$2,723	\$3,010	F		
Widen Rancho from Colton City Limits to 5th St from 2 to 4 lanes	4.4	\$4,765	\$5,267	F		
Widen Rialto Ave from Lena Rd to Tippecanoe Ave from 2 to 4 lanes	1.9	\$3,404	\$3,763	F		
Widen Rialto Ave from Sierra Wy to Waterman Ave from 2 to 4 lanes	1.5	\$5,106	\$5,644	F		
Widen State Street from 16th St to Baseline Street from 0 to 4 lanes	2.3		\$8,479	D		
Widen State Street from 16th St to Foothill Blvd from 0 to 4 lanes	6.7	\$48,400	\$53,499	F		
Widen State St from Foothill Blvd to I-215 from 2 to 4 lanes	6.7	\$17,019	\$18,812	F		
Widen Tippecanoe from Mill St to Harriman from 4 to 6 lanes	10.7	\$12,407	\$13,714	F		
Widen University Pkwy from Hallmark Pkwy to BNSF Grade Separation from 2 to 4 lanes	1.4	\$2,186	\$10,132	C	2009	
Widen Waterman Ave from 5th St to Base Line Rd from 4 to 6 lanes	5.4	\$12,254	\$13,545	F		
Widen Pine Ave from Kendall Dr to Belmont Ave from 2 to 4 lanes	NA	\$0	NA	R	1992	
San Bernardino Total	93.4	\$239,929	\$324,532			

*C = Completed, D = In Development, F = Future, R = Remove

**Did not provide input.

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

UPLAND

Arterial Description	Lane-Miles	2021 Cost Estimate**	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Arrow Hwy from County Line to Central Ave from 2 to 4 lanes	2.9	\$2,874	\$4,000	F		
Widen Arrow Hwy from San Antonio Ave to E. City Limit from 2 to 4 lanes	1.9	\$8,626	\$12,000	F		
Widen Central Ave from S. City Limits to Arrow Route from 4 to 6 lanes.	1.1	\$3,591	\$5,000	F		
Widen Central Ave from Foothill Blvd to Benson Av from 0 to 4 lanes	2.8	\$14,361	NA	R		Remove Proj.
Widen Foothill Blvd from County Line to Central Ave from 2 to 6 lanes (Completed)	2.7	\$5,900	\$9,536	C	2013	
Widen Foothill Blvd from Benson Ave to East City Limit from 4 to 6 lanes	12.7	\$18,678	\$20,000	F		In Design
Widen 19th St from E. City Limits to Campus Ave from 2 to 4 lanes (Completed)	2.5	\$2,873	NA	R	2005	Completed by Developer
Widen Campus Ave from 19th Street to 20th St fom 0 to 4 lanes (Completed)	1.2	\$1,767	\$3,302	C	2005	
Widen Campus Ave from 16th St to 18th St from 2 to 4 lanes (Completed)	2	\$1,064	\$1,702	C	2005	
Upland Total	29.8	\$59,734	\$55,540			

*C = Completed, D = In Development, F = Future, R = Remove

**Did not provide input.

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

VICTORVILLE

Arterial Description	Lane-	2021 Cost	2023 Cost	Status	If C, year of	2023 Notes
Widen Green Tree Blvd from Hesperia to Ridgecrest from 0 to 4 lanes (includes bridge over BNSF Railroad)	4.40	\$46,826	\$43,920	C	2023	Construction completed May 2023, developer share is \$16,377,403
Widen National Trails Hwy from I-15 to 0.1 mi. north of Air Expressway from 2 to 4 lanes	3.60	\$20,500	\$22,540	F		Escalated 9.9% from 2021 to 2023
Widen Nisqualli Rd from Balsam Rd to Hesperia Rd from 2 to 4 lanes	4.50	\$23,781	\$23,358	C	2009	
Widen Monte Vista (Aster Rd) from Palmdale Rd to Bear Valley Rd from 0 to 4 lanes	10.00	\$5,388	\$5,464	C/F	2006	Constructed from 0 to 2 lanes in 2006. Escalated 4.5% from
Widen Monte Vista (Aster Rd) from Olivine Rd to Sycamore (Del Rosa Rd) from 0 to 4 lanes (50% in sphere)	NA	\$0	NA	R		
Widen 7th Ave from Bear Valley Rd to Nisqualli Rd from 2 to 4 lanes	NA	\$0	NA	R		
Widen Amargosa Rd from Rancho Rd to Village Dr from 0 to 4 lanes (includes wash)	NA	\$0	NA	R		
Widen Amargosa Rd from s/o Air Base Rd to Power Line from 1 to 4 lanes	NA	\$0	NA	R		
Widen Amargosa Rd from 1780' n/o Village Dr to LADWP Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Amargosa Rd from 2050' s/o Air Base Dr to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Amargosa Rd from Clovis Rd to Rancho Rd from 2 to 4 lanes	NA	\$0	NA	R		
Widen Amethyst Rd from n/o Hopland to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Amethyst Rd from Rancho Rd to Hopland from 0 to 4 lanes	NA	\$0	NA	R		
Widen Amethyst Rd from Sycamore Rd to Eucalyptus Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Baldy Mesa Rd from Palmdale to La Mesa Rd from 0 to 4 lanes (50% in sphere)	NA	\$0	NA	R		
Widen Baldy Mesa Rd from La Mesa Rd to Olivine Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Bear Valley Rd from 1270' w/o Topaz Rd to Power Line from 4 to 6 lanes	NA	\$0	NA	R		
Widen Bear Valley Rd from 1920' e/o Topaz Rd to Power Line from 4 to 6 lanes	NA	\$0	NA	R		
Widen Bear Valley from US Hwy 395 to Monte Vista Rd from 2 lanes to 6 lanes	NA	\$0	NA	R		
Widen Bellflower Rd from Bear Valley Rd to .5 mi s/o Goodwin Dr from 0 to 4 lanes (includes wash crossing)	NA	\$0	NA	R		
Widen Civic Dr from Mojave Dr to Roy Rogers Dr from 0 to 4 lanes	NA	\$0	NA	R		
Widen El Evado Rd from 510' s/o Rancho Rd to Power Line from 2 to 4 lanes	NA	\$0	NA	R		
Widen El Evado Rd from Hopland to Air Expressway from 0 to 4 lanes (incl. wash crossing)	NA	\$0	NA	R		
Widen El Evado Rd from 1260' n/o Hook Bl to Power Line from 2 to 4 lanes	NA	\$0	NA	R		
Widen Eucalyptus St from Mesa View to Bellflower from 0 to 4 lanes (50% in Victorville)	NA	\$0	NA	R		
Widen Eucalyptus St from US-395 to Mesa View Dr from 0 to 4 lanes	NA	\$0	NA	R		
Widen Eucalyptus St from Mesa Linda Ave to US-395 from 0 to 4 lanes	NA	\$0	NA	R		
Widen Eucalyptus St from Amethyst Rd to 0.15 mi w/o Cobalt Rd from 0 to 4 lanes (includes wash crossing)	NA	\$0	NA	R		
Widen Eucalyptus St from Amargosa Rd to Amethyst Rd from 0 to 6 lanes	NA	\$0	NA	R		
Widen Hook Blvd from US-395 to Topaz Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Hook Blvd from 1820' e/o US-395 to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Hook Blvd from 1680' w/o Emerald Rd to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Hopland St from w/o Amethyst Rd to At Power Line from 2 to 4 lanes	NA	\$0	NA	R		
Widen Hopland St from US-395 to Cobalt Rd from 0 to 4 lanes (50% in Victorville)	NA	\$0	NA	R		
Widen La Mesa Rd from White Rd to Baldy Mesa Rd from 0 to 4 lanes (50% in Victorville)	NA	\$0	NA	R		
Widen La Mesa Rd from Caughlin Rd to White Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen La Mesa Rd from 2010' e/o Topaz Rd to At Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen La Mesa Rd from Baldy Mesa to Cantina Dr from 0 to 4 lanes	NA	\$0	NA	R		
Widen Mariposa Rd from Yates Rd to 0.20 mi s/o Palmdale Rd from 2 to 4 lanes	NA	\$0	NA	R		
Widen Mojave Dr from 1190' e/ US-395 to At Power Line from 4 to 6 lanes	NA	\$0	NA	R		
Widen Mojave Dr from 1000' e/o El Evado Rd to Power Line from 4 to 6 lanes	NA	\$0	NA	R		
Widen Mojave Dr from w/o Cobalt Rd to At Power Line from 4 to 6 lanes	NA	\$0	NA	R		
Widen National Trails Hwy from Mojave River to City Limit, 1st St from 2 to 4 lanes (50% in County)	NA	\$0	NA	R		
Widen National Trails Highway Bridge over Mojave River (replace existing)	NA	\$0	NA	R		
Widen Ottawa St from Hesperia Rd to 0.4 mil west from 2 to 4 lanes	NA	\$0	NA	R		
Widen Ottawa St from Mariposa Rd to Ottawa Pl from 0 to 4 lanes	NA	\$0	NA	R		
Widen Palmdale Rd from US 395 to I-15 from 4 to 6 lanes	NA	\$0	NA	R		
Widen Rancho from Amargosa to National Trails from 0 to 4 lanes (includes wash crossing)	NA	\$0	NA	R		
Widen Rancho Rd from Stoddard Wells Rd to National Trails Hwy from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from Amethyst Rd to El Evado Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from Pacoima to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from 2025' e/o Gasline Rd to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from Cobalt Rd to Amethyst Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from w/o El Evado to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Rancho Rd from w/o Village Dr to Power Line from 2 to 4 lanes	NA	\$0	NA	R		
Widen Seneca Rd from 2340' w/o El Evado Rd to Power Line from 3 to 4 lanes	NA	\$0	NA	R		
Widen Seneca Rd from Hesperia Rd to 0.2 m e/o Hesperia Rd from 0 to 4 lanes	NA	\$0	NA	R		

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Widen Seneca Rd from US-395 to Topaz from 0 to 4 lanes	NA	\$0	NA	R		
Widen Seneca Rd from 2360' e/o US-395 to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Seneca Rd from 650' w/o Emerald Rd to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Seneca Rd from Topaz Rd to Amethyst Rd from 0 to 4 lanes (Victorville portion)	NA	\$0	NA	R		
Widen Seneca Rd from .4 m e/o Hesperia Rd to Road B from 0 to 4 lanes	NA	\$0	NA	R		
Widen Smoketree Rd from Topaz Rd to Amargosa Rd from 0 to 6 lanes	NA	\$0	NA	R		
Widen Stoddard Wells from Dante St to Osborne Rd, 0.56 mi. s/o I-15, from 2 to 4 lanes	NA	\$0	NA	R		
Widen Third Ave from 575' s/o Nisqualli Rd to Silica Dr from 0 to 4 lanes	NA	\$0	NA	R		
Widen Third Ave from Nisqualli Rd to Green Tree Blvd from 2 to 4 lanes	NA	\$0	NA	R		
Widen Third Ave from 1300' n/o Bear Valley Rd to Bear Valley Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen Topaz Rd from 360' n/o Seneca Rd to Power Line from 0 to 4 lanes	NA	\$0	NA	R		
Widen Topaz Rd from Hopland Rd to Seneca Road from 0 to 4 lanes	NA	\$0	NA	R		
Widen Topaz Rd from Seneca Rd to Palmdale Rd 0 to 4 lanes (Victorville)	NA	\$0	NA	R		
Widen Topaz Rd from Eucalyptus Rd to Smoketree Rd from 0 to 4 lanes	NA	\$0	NA	R		
Widen US 395 from Aqueduct to Mojave Dr from 2 to 6 lanes	NA	\$0	NA	R		
Widen US 395 at Aqueduct from 4 to 6 lanes	NA	\$0	NA	R		
Bear Valley Rd. from Industrial Blvd. to 555 ft. east of Ridgecrest Rd	0.45		\$10,409	C	2023	Construction completed
Victorville Total	23.0	\$96,495	\$105,691			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

YUCAIPA

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen 14th St from Yucaipa Blvd to Oak Glen Rd from 2 to 4 lanes	1.11	\$7,057	\$8,087	F		
Widen 5th St from Oak Glen Rd to Yucaipa Bl from 2 to 4 lanes	0.81	\$3,238	\$3,711	C	2022	
Widen 5th St from Yucaipa Bl to County Line Rd from 2 to 4 lanes	2.07	\$7,032	\$8,059	F		
Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes	3.33	\$23,532	\$26,968	F		
Widen Bryant St from North City Limit to County Line Rd from 2 to 4 lanes	5.56	\$13,968	\$16,008	F		
Widen California St from Yucaipa Blvd to County Line Rd from 2 to 4 lanes	2.17	\$3,946	\$4,522	F		
Widen Calimesa Bl from Oak Glen Rd to County Line Rd from 2 to 4 lanes	2.26	\$4,192	\$4,804	F		
Widen County Line Rd from I-10 to Calimesa Blvd from 2 to 4 lanes	0.19	\$610	\$699	F		
Widen County Line Rd from Calimesa Blvd to Bryant St from 2 to 4 lanes	1.60	\$2,419	\$5,152	C	2013	
Widen Live Oak Canyon Rd from Outer Hwy 10 South to I-10 from 2 to 4 lanes	0.18	\$2,739	\$3,139	D		
Widen Oak Glen Rd from Colorado St to Bryant St from 2 to 4 lanes	3.89	\$17,367	\$39,248	C	2008	
Widen Oak Glen Rd from Bryant St to Casa Blanca Ave from 2 to 4 lanes	1.21	\$1,772	\$2,030	F		
Widen Wildwood Cyn Rd from Colorado St to Holmes from 2 to 4 lanes	2.23	\$19,446	\$22,285	F		
Widen Wildwood Cyn Rd from Calimesa Bl to Colorado St from 2 to 4 lanes	1.00	\$2,767	\$3,171	F		
Widen Yucaipa Bl from I-10 to 15th St from 4 to 6 lanes	1.30	\$17,668	\$20,248	F		
Widen Yucaipa Bl from 15th St. to Bryant St. from 4 to 6 lanes	3.68	\$26,220	\$56,870	C	2013	
Calimesa Blvd (5024) - Wildwood Interchange	\$1	NA	\$12,000	F/D		Added project
Avenue E Intersections (5096)	\$1	NA	\$7,500	D		Added project
Yucaipa Blvd, 15th St to I-10 Fwy (5107)	2.80	NA	\$1,900	D		Added project
County Line Road, Bryant Street to Calimesa Blvd. (5174)	2.40	NA	\$1,400	F/D		Added project
Yucaipa Total	32.6	\$153,974	\$247,801			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

APPLE VALLEY SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Rock Springs Rd from 0.25 miles e/o Glendale Ave to Kiowa Rd from 2 lanes to 4 lanes	3.72	\$10,350	\$10,350	D		
Install traffic signal on Bear Valley Cutoff @ SR-18	N/A	\$601	\$601	F		
Widen Rock Springs Rd from .25M e/o Glendale Ave to Mojave River Crl from 2 lanes to 4 lanes	0.00	\$0	\$27,352	D		
Apple Valley Sphere Total	3.72	\$10,951	\$38,303			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

CHINO SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen East End Ave from Chino Ave to Walnut Ave from 2 to 4 lanes	1.90	\$3,663	\$3,663	F		
Widen East End Ave from .13 m s/o Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	1.74	\$2,067	\$2,067	F		
Widen Francis Ave from .11 m w/o East End to .13 m e/o Telephone Ave from 2 to 4 lanes	3.92	\$4,503	\$4,503	F		
Widen Philadelphia Ave from Los Angeles County Line to East End Ave from 2 to 4 lanes	0.44	\$753	\$753	F		
Widen Philadelphia Ave from East End Ave to e/o Norton Ave from 2 to 4 lanes	1.52	\$1,106	\$1,106	F		
Widen Philadelphia Ave from Ramona Ave to .13 m w/o Monte Vista Rd from 2 to 4 lanes	0.68	\$756	\$756	F		
Widen Phillips Blvd from Yorba Ave to Benson Ave from 2 to 4 lanes	2.54	\$3,831	\$3,831	F		
Widen Pipe Line Ave from Chino Ave to Riverside Dr from 2 to 4 lanes	1.00	\$1,100	\$1,100	F		
Widen Pipe Line Ave from Riverside Dr to .28 m s/o Walnut Ave from 2 to 4 lanes	0.40	\$1,039	\$1,039	F		
Widen Pipe Line Ave from .04m s/o Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	1.94	\$3,293	\$3,293	F		
Widen Ramona Ave from Philadelphia to Phillips Blvd from 2 to 4 lanes	1.78	\$2,788	\$2,788	F		
Widen Walnut Ave from .10 m w/o Roswell Ave to Roswell Ave from 2 to 4 lanes	0.20	\$347	\$347	F		
Install traffic signal on Francis Ave @ East End Ave	N/A	\$598	\$598	F		
Install traffic signal on Francis Ave @ Pipe Line Ave	N/A	\$598	\$598	F		
Install traffic signal on Philadelphia Ave @ East End Ave	N/A	\$449	\$449	F		
Install traffic signal on Philips Blvd @ East End Ave	N/A	\$598	\$598	F		
Install traffic signal on Philips Blvd @ Pipe Line Ave	N/A	\$299	\$299	F		
Install traffic signal on Philips Blvd @ Ramona Ave	N/A	\$750	\$750	F		
Install traffic signal on Walnut Ave @ East End Ave	N/A	\$299	\$299	F		
Install traffic signal on Philadelphia Ave @ Pipe Line Ave	N/A	\$0	\$0	R		
Chino Sphere Total	18.06	\$28,837	\$28,837			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

COLTON SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Agua Mansa Rd from .80M W, Rancho Ave E .73M From 2 to 4 lanes	1.46	\$723	\$723	F		
Widen C Street from .07M W, Jackson E/.07M E, Tejon Ave from 2 to 4 lanes	1.00	\$1,710	\$1,710	F		
Widen Olive Street from .07M W, Jackson E/.03M W, Rancho Ave from 2 to 4 lanes	1.02	\$1,613	\$1,613	F		
Widen Reche Cnyn Rd from 1.2m s/o Barton Rd to .78m North from 2 to 4 lanes	1.56	\$2,388	\$2,388	D		
Widen Reche Cnyn Rd from .67M n/w Riv Cnty Line to Colton CL from 2 to 4 lanes	0.52	\$518	\$518	F		
Colton Sphere Total	5.56	\$6,952	\$6,952			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1
Arterial Projects
(\$ in thousands)

DEVORE/GLEN HELEN SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Devore Rd from I-215 to Kenwood Dr from 2 to 4 lanes	1.78	\$3,513	\$3,513	F		
Widen Devore Rd from Kenwood Dr to Foothill Dr from 2 to 4 lanes	0.32	\$620	\$620	F		
Widen Glen Helen Pkwy from Lytle Creek to Nely/Cajon Blvd from 2 to 4 lanes	7.20	\$11,756	\$11,756	D		
Widen Glen Helen Rd from Glen Helen Pkwy to NW/END from 2 to 4 lanes	1.80	\$1,801	\$1,801	F		
Devore/Glen Helen Total	11.10	\$17,690	\$17,690			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

FONTANA SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Alder Ave from Taylor St to Valley Blvd from 2 lanes to 4	0.36	\$222	\$222	F		
Widen Alder Ave from Valley Blvd to San Bernardino Av from 2 lanes to 4	1.00	\$430	\$430	F		
Widen Arrow Route from Hickory Av E/Almeria Ave to Tokay Av from 2 to 4	6.28	\$8,519	\$8,519	D		
Widen Banana Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$1,652	\$1,652	F		
Widen Beech Ave from Valley to Randall Ave from 2 to 4 lanes	2.00	\$1,760	\$1,760	F		
Widen Beech Ave from Randall Ave to Arrow Route from 2 to 4 lanes	2.06	\$2,147	\$2,147	F		
Widen Beech Ave from Arrow Route to Foothill Blvd from 2 to 4 lanes	1.02	\$1,326	\$1,326	F		
Widen Calabash Ave from Whittram Ave to N/Foothill Blvd from 2 to 4 lanes	1.64	\$1,846	\$1,846	F		
Widen Cherry Ave Bridge from Merrill Ave to Whittram from 4 to 6 lanes	0.50	\$10,200	\$10,200	F		
Widen Fontana Ave from Valley Blvd to Lime Ave from 2 to 4 lanes	1.76	\$960	\$960	F		
Widen Live Oak Ave from Valley to Randall from 2 to 4 lanes	2.00	\$1,928	\$1,928	F		
Widen Live Oak Ave from Randall to Merrill Ave from 2 to 4 lanes	1.02	\$871	\$871	F		
Widen Live Oak Ave from Arrow Route to Foothill from 2 to 4 lanes	1.00	\$649	\$649	F		
Widen Merrill Ave from Cherry Ave to Catawba from 2 to 4 lanes	3.58	\$4,277	\$4,277	F		
Widen Mulberry Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$601	\$601	F		
Widen Mulberry Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$868	\$868	F		
Widen Randall Ave from Cherry Ave to Poplar Ave from 2 to 4 lanes	3.00	\$2,874	\$2,874	F		
Widen Randall Ave from Alder Ave to Locust Ave from 2 to 4 lanes	1.00	\$543	\$543	F		
Widen San Bernardino Ave from Alder Ave to Laurel Ave from 2 to 4 lanes	0.60	\$538	\$538	F		
Ph1: Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes	NA	NA	NA	R		
Ph2: Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes	NA	NA	NA	R		
Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes	1.26	\$16,000	\$16,000	D		
Widen Santa Ana Ave from Mulberry Ave to Almond Ave from 2 to 4 lanes	1.56	\$3,737	\$3,737	F		
Widen Valley Blvd from 0.4 miles e/o Commerce Dr to Banana Ave from 5 to 6 lanes	0.91	\$557	\$557	F		
Widen Valley Blvd from Cherry Ave to Hemlock Ave from 5 to 6 lanes	0.75	\$305	\$305	F		
Install traffic signal on Arrow Route @ Calabash Ave	N/A	\$598	\$598	D		
Install traffic signal on Arrow Route @ Live Oak Ave	N/A	\$598	\$598	F		
Install traffic signal on Fontana Ave @ Beech Ave	N/A	\$299	\$299	D		
Install traffic signal on Merrill Ave @ Beech Ave	N/A	\$598	\$598	D		
Install traffic signal on Merrill Ave @ Live Oak Ave	N/A	\$598	\$598	F		
Install traffic signal on Arrow Route @ Cottonwood Ave	N/A	\$598	\$598	F		
Install traffic signal on Arrow Route @ Mulberry Ave	N/A	\$598	\$598	F		
Install traffic signal on Randall Ave @ Alder Ave	N/A	\$150	\$150	F		
Install traffic signal on Randall Ave @ Beech Ave	N/A	\$598	\$598	F		
Install traffic signal on Randall Ave @ Live Oak Ave	N/A	\$598	\$598	F		
Install traffic signal on Randall Ave @ Locust Ave	N/A	\$150	\$150	F		
Install traffic signal on San Bernardino Ave @ Mulberry Ave	N/A	\$598	\$598	F		
Install traffic signal on Santa Ana Ave @ Banana Ave	N/A	\$598	\$598	F		
Install traffic signal on Santa Ana Ave @ Calabash Ave	N/A	\$598	\$598	F		
Install traffic signal on Valley Blvd @ Mulberry Ave	N/A	\$598	\$598	F		
Fontana Sphere Total	38.30	\$70,585	\$70,585			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

HESPERIA SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Ranchero Rd from 0.3 mi e/o Mariposa Rd east 0.94 mi e/o Mariposa from 2 to 4 lanes	1.88	\$4,729	\$4,729	D		
Widen Ranchero Rd from 0.94 mi e/o Mariposa Rd to Escondido Ave from 2 to 4 lanes	3.00	\$11,038	\$11,038	D		
Widen Ranchero Rd from Escondido Ave to Hesperia City Limits from 2 to 4 lanes	2.00	\$4,513	\$4,513	D		
Ph 1: Widen Ranchero Rd at Escondido Ave (Ph 1 of Widen Ranchero Escondido to Hesp CL)	0.80	\$5,067	\$5,067	D		
Widen Summit Valley Rd from SH-138 to 1.88 mi n/o SH-138 from 2 to 4 lanes	3.76	\$6,404	\$6,404	D		
Widen Summit Valley Rd from 1.88 mi n/o SH-138 to 4.06 mi n/o SH-138 from 2 to 4 lanes	4.36	\$4,805	\$4,805	D		
Widen Summit Valley Rd from 4.31 mi n/o SH-138 to 5.51 mi n/o SH-138 from 2 to 4 lanes	2.40	\$4,046	\$4,046	D		
Install a traffic signal on Summit Valley Rd @ SH-138	N/A	\$601	\$601	F		
Hesperia Sphere Total	18.20	\$41,203	\$41,203			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

MONTCLAIR SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Benson Ave from 0.18 mi n/o Howard St to State St from 2 to 4 lanes	0.68	\$502	\$502	F		
Widen Benson Ave from Phillips Blvd to 0.06 mi n/o Howard St from 2 to 4 lanes	0.66	\$576	\$576	F		
Widen East End Ave from Phillips Blvd to 0.03 mi s/o Grand Ave from 2 to 4 lanes	0.44	\$330	\$330	F		
Widen Mission Blvd from LA County Line to 0.26 mi e/o Pipe Line from 2 to 6 lanes	0.76	\$903	\$903	F		
Widen Mission Blvd from 0.07 mi w/o Central to Benson from 4 to 6 lanes	1.14	\$1,168	\$1,168	F		
Widen Monte Vista Ave from Phillips Blvd to State St from 2 to 4 lanes	0.80	\$834	\$834	F		
Widen Phillips Blvd from LA County Line to East End Ave from 2 to 4 lanes	0.02	\$103	\$103	F		
Widen Phillips Blvd from East End Ave to Roswell Ave from 2 to 4 lanes	0.50	\$346	\$346	F		
Widen Phillips Blvd from Roswell Ave to Yorba Ave from 2 to 4 lanes	2.00	\$2,986	\$2,986	F		
Widen Pipe Line Av from Phillips Blvd to Mission Blvd from 2 to 4 lanes	1.64	\$2,808	\$2,808	F		
Install traffic signal on Phillips Blvd @ Benson Ave	N/A	\$150	\$150	F		
Install traffic signal on Phillips Blvd @ Monte Vista Ave	N/A	\$375	\$375	F		
Install traffic signal on Phillips Blvd @ Pipe Line Ave	N/A	\$299	\$299	F		
Install traffic signal on Phillips Blvd @ Ramona Ave	N/A	\$375	\$375	F		
Install traffic signal on Phillips Blvd @ Central Ave	N/A	\$0	\$0	R		
Montclair Sphere Total	8.64	\$11,756	\$11,756			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

REDLANDS DONUT HOLE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Install traffic signal on Lugonia @ Nevada St	N/A	\$299	\$299	F		
Install traffic signal on Palmetto Ave @ Alabama St	N/A	\$598	\$598	F		
Install traffic signal on Palmetto Ave @ Nevada St	N/A	\$449	\$449	F		
Install traffic signal on Palmetto Ave @ California St	N/A	\$150	\$150	F		
Redlands Donut Hole Total		\$1,496	\$1,496			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

REDLANDS SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Ph 1: Widen Colton Ave from Wabash Ave to King/Agate Ave from 2 to 4 lanes	1.52	\$575	\$575	C	2011	
Ph 2: Widen Colton Ave from King/Agate Ave to Crafton Ave from 3 to 4 lanes	0.25	\$442	\$442	D		
Widen Crafton Hills Parkway from Overcrest to Tennessee from 0 to 2 lanes	1.02	\$6,507	\$6,507	F		
Widen Fifth Ave from Wabash Ave to Crafton Ave from 2 to 4 lanes	2.06	\$2,978	\$2,978	F		
Widen Florida St from Greenspot Rd to Garnet St from 2 to 4 lanes	1.50	\$3,068	\$3,068	F		
Widen Garnet St from SR-38 to 0.57 mi s/o Newport Ave from 2 to 4 lanes	0.26	\$371	\$371	F		
Widen Garnet St from 0.29 mi s/o Newport Ave to Florida St from 2 to 4 lanes	1.20	\$1,974	\$1,974	F		
Widen Garnet St from 0.08 m s/o Mentone Ave to Mentone Ave from 2 to 4 lanes	0.16	\$267	\$267	F		
Widen Garnet St from Mentone Ave to SR 38 from 2 to 4 lanes	0.24	\$423	\$423	F		
Widen Greenspot Rd from 0.19 m n/o Florida St to Florida St from 2 to 4 lanes	0.34	\$387	\$387	F		
Widen San Bernardino Ave from Wabash Ave to Opal Ave from 2 to 4 lanes	0.60	\$749	\$749	F		
Widen Wabash Ave from 0.30 mi s/o Seventh St to 0.13 mi n/o Seventh St from 2 to 4 lanes	0.86	\$1,007	\$1,007	F		
Widen Wabash Ave from 6th Ave to 5th Ave from 2 to 4 lanes	0.50	\$312	\$312	F		
Widen Wabash Ave from SR-38 to San Bernardino Ave from 2 to 4 lanes	1.00	\$552	\$552	F		
Install traffic signal on Colton Ave @ Wabash Ave	0.00	\$299	\$299	F		
Install traffic signal on Crafton Hills Pkwy @ Wabash Ave	0.00	\$598	\$598	F		
Install traffic signal on Fifth Ave @ Wabash Ave	0.00	\$150	\$150	F		
Install traffic signal on Florida St @ Garnet St	0.00	\$598	\$598	F		
Install traffic signal on Garnet St @ SR-38	0.00	\$299	\$299	F		
Install traffic signal on San Bernardino Ave @ Wabash Ave	0.00	\$150	\$150	F		
Redlands Sphere Total	11.51	\$21,705	\$21,705			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

RIALTO SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Alder Ave from Jurupa Ave to .12M north from 2 to 4 lanes	0.24	\$388	\$388	F		
Widen Alder Ave from .12m n, Jurupa to Slover Ave from 2 to 4 lanes	1.80	\$2,459	\$2,459	F		
Widen El Rivino Rd from Cedar Av to Agua Mansa Rd from 2 to 4 lanes	2.26	\$2,016	\$2,016	F		
Widen Jurupa Ave from Locust Ave to Cedar Ave from 2 to 5 lanes	2.34	\$1,999	\$1,999	F		
Widen Jurupa Ave from Lilac Ave to 0.09 mi w/o Willow Ave from 2 to 5 lanes	0.51	\$819	\$819	F		
Widen Jurupa Ave from Tamarind Ave to Alder Ave from 0 to 5 lanes	0.78	\$896	\$896	F		
Widen Jurupa Ave from Cedar Ave to Lilac Ave from 2 to 5 lanes	3.00	\$3,639	\$3,639	F		
Widen Locust Ave from Seventh St to Eleventh St from 2 to 4 lanes	0.54	\$524	\$524	F		
Widen Locust Ave from Jurupa Ave to Santa Ana Ave from 2 to 4 lanes	1.04	\$1,991	\$1,991	F		
Widen Locust Ave from Santa Ana Ave to Slover Ave from 2 to 4 lanes	0.96	\$1,570	\$1,570	F		
Widen Locust Ave from San Bernardino Ave to Randall Ave from 2 to 4 lanes	1.00	\$1,623	\$1,623	F		
Widen Locust Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$1,330	\$1,330	F		
Widen Randall Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	1.50	\$737	\$737	F		
Widen San Bernardino Ave from Laurel Ave to Rialto City Limits from 2 to 4 lanes	2.64	\$2,826	\$2,826	F		
Widen Santa Ana Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	1.50	\$1,590	\$1,590	F		
Widen Santa Ana Ave from Cedar Ave to 0.12 mi e/o Cactus Ave from 2 to 4 lanes	1.76	\$2,077	\$2,077	F		
Widen Santa Ana Ave from Tamarind to Locust Ave from 2 to 4 lanes	1.52	\$2,481	\$2,481	F		
Ph 1: Widen Slover Ave from Cedar Ave to Larch Ave from 2 to 4 lanes	0.50	\$349	\$349	C	2010	
Ph A: Widen Slover Ave from Alder Ave to Linden Ave from 2 to 4 lanes	2.00	\$4,976	\$4,976	C	2015	
Ph B: Widen Slover Ave from Tamarind Ave to Alder Ave & from Linden Ave to Cedar Ave from 2 to 4 lanes	1.00	\$5,327	\$5,327	C	2017	
Ph C: Widen Slover Ave from Larch Ave to Cactus Ave from 2 to 4 lanes	1.00	\$2,036	\$2,036	F		
Install traffic signal on Jurupa Ave @ Alder Ave	N/A	\$299	\$299	F		
Install traffic signal on Jurupa Ave @ Locust Ave	N/A	\$299	\$299	F		
Install traffic signal on Randall Ave @ Locust Ave	N/A	\$150	\$150	F		
Install traffic signal on Santa Ana Ave @ Alder Ave	N/A	\$598	\$598	F		
Install traffic signal on Santa Ana Ave @ Locust Ave	N/A	\$598	\$598	F		
Widen Glen Helen Pkwy from Lytle Creed Rd to I-15 from 2 to 4 lanes	N/A	\$0	\$0	R	2008	
Widen Sierra Ave from I-15 to Lytle Creek Rd from 3 to 4 lanes	N/A	\$0	\$0	R	2011	
Install traffic signal on Glen Helen Pkwy @ Lytle Creek Rd	N/A	\$0	\$0	R	2008	
Rialto Sphere Total	28.89	\$43,596	\$43,596			

*C = Completed, D = In Development, F = Future, R = Removed

Attachment: Nexus23_All_Arterial (10419 : 2023 Update of the Development Mitigation Nexus Study)

Attachment 1

Arterial Projects

(\$ in thousands)

SAN BERNARDINO SPHERE

Arterial Description	Lane-Miles	2019 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Del Rosa Ave from Del Rosa Dr to San Bernardino City Limits	0.16	\$83	\$83	F		
Widen Fifth St from Waterman Ave to Pedley Rd from 2 lanes to 4 lanes	0.90	\$1,160	\$1,160	F		
Widen Fifth St from Pedley Rd to Tippecanoe Ave from 2 lanes to 4	0.74	\$765	\$765	F		
Widen Kendall Dr from Palm Ave to Cajon Blvd from 2 lanes to 4 lanes	3.18	\$4,669	\$4,669	F		
Widen State St from Adams St N/Nolan St from 2 lanes to 4 lanes	2.00	\$6,750	\$6,750	D		widening/sidewalk
San Bernardino Sphere Total	6.98	\$13,427	\$13,427			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

UPLAND SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Euclid Ave from 24th St to Mountain Ave from 2 lanes to 4 lanes	1.92	\$2,641	\$2,641	F		
Widen Mountain Ave from 23rd St to Euclid Ave from 2 lanes to 4 lanes	2.44	\$3,522	\$3,522	F		
Widen San Antonio Ave from 23rd to 24th from 2 lanes to 4 lanes	0.52	\$290	\$290	F		
Widen San Antonio Crescent East from 24th St to San Antonio Crescent	0.12	\$102	\$102	F		
Install traffic signal on Mountain Ave @ Euclid Ave	N/A	\$598	\$598	F		
Upland Sphere Total	5.00	\$7,154	\$7,154			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

VICTORVILLE SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Yates Rd from 0.24M n/o Chinquapin Dr to Fortuna Rd from 2 to 4 lanes	2.46	\$11,089	\$11,089	C	2023	Wided from 2 lanes to 4 lanes from Chinquapin Dr to Parl Rd with Green Tree Boulevard project by Victorville
Widen Baldy Mesa Rd from Mesa St to Duncan Rd from 2 to 4 lanes	3.00	\$3,398	\$3,398	F		
Widen/Pave Baldy Mesa Rd from Duncan Rd to Palmdale (SH 18), pave 2 lanes/widen 2 to 4 lanes	3.00	\$3,595	\$3,595	F		
Pave Duncan Road from Caughlin Rd to Baldy Mesa Rd	4.00	\$2,012	\$2,012	F		
Widen Duncan Road from Caughlin Rd to Monte Vista from 2 to 4 lanes	5.88	\$6,617	\$6,617	F		
Victorville Sphere Total	18.34	\$26,711	\$26,711			

*C = Completed, D = In Development, F = Future, R = Remove

Attachment 1

Arterial Projects

(\$ in thousands)

YUCAIPA SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2023 Notes
Widen Bryant St from Juniper Ave to SR-38 from 2 to 4 lanes	0.30	\$583	\$583	F		
Install traffic signal on Bryant @ SR-38	0.00	\$299	\$299	F		
Yucaipa Sphere Total	0.30	\$882	\$882			

*C = Completed, D = In Development, F = Future, R = Remove

Minute Action

AGENDA ITEM: 11

Date: March 13, 2024

Subject:

Development Mitigation Annual Report for Fiscal Year Ending June 30, 2023

Recommendation:

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2023.

Background:

Preparation of the Development Mitigation Annual Report (DMAR) is an ongoing requirement of the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP). The Valley and Victor Valley jurisdictions are required to provide information on development activity and the expenditure of development mitigation funds on projects contained in the Development Mitigation Nexus Study for Fiscal Year (FY) 2022/2023. The development fees collected are used by the jurisdictions as the local share of arterial, interchange, and railroad grade separation projects for which SBCTA provides the “public share.”

This agenda item provides a summary of the Valley and Victor Valley jurisdictions’ DMAR. Table 1 on the following page represents development mitigation data for each Valley and Victor Valley jurisdiction and Figure 1 on page 4 of this item presents a historical reference of development mitigation fees collected and dwelling units permitted. City data is provided in Table 1 and County data is provided in Table 2 on page 3 of this item, organized by sphere of influence.

Implementation and maintenance of a development mitigation program is required of each local jurisdiction in the Valley and Victor Valley to maintain conformance with the SBCTA Land Use/Transportation Analysis Program of the CMP. Failure to submit the annual DMAR would result in non-compliance with the provisions of the Development Mitigation Program and other provisions in the CMP.

Based on the information provided to SBCTA by the jurisdictions submitting reports, \$55,929,467 in development mitigation fees for transportation projects was collected and \$40,770,326 of development mitigation fees was expended on Nexus Study projects during FY ending June 30, 2023. Of the approximately \$55.9 million of transportation related development impact fees collected by local jurisdictions, a portion of the fees are associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The \$55,929,467 of development mitigation represented a decrease of 18.42% in development mitigation revenue from the \$68,558,122 collected in FY 2021/2022, which was an increase of 29.29% from the \$53,027,331 collected in FY 2020/2021.

Since the implementation of the SBCTA Development Mitigation Program in FY 2006/2007, a total of \$644,550,292 has been collected and a total of \$319,438,686 in development mitigation has been expended on projects contained in the SBCTA Development Mitigation Nexus Study. It

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should be noted that some of the data on quantities of development (units and square footage) could not be included in the table because it did not fit standard development type categories. However, all the fees for these developments were included.

The DMAR is an attempt to secure information on development fees collected and expended on Nexus Study projects in a manner that is less formal than a full audit. Overall, the annual reporting has been informative and provides the mechanism for SBCTA staff to monitor the level of development contributions being generated by local jurisdictions for projects included in the Nexus Study. Accurate and reliable information is imperative for implementation of the Measure I Valley Freeway Interchange, the Valley Major Street, Victor Valley Major Local Highway and Victor Valley Local Street Programs as outlined in the Measure I 2010-2040 Strategic Plan.

Table 1
City/Town Development Mitigation Summary Table
For the Year Ending June 30, 2023

City/Town	# of SF Units Permitted	# of MF Units Permitted	Sq Ft of Commercial Permitted	Sq Ft of Office Permitted	Sq Ft of Industrial Permitted	Fees Collected in FY 22/23	Fees Expended on Nexus Projects in FY 22/23	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto	32	0	0	0	0	\$2,614,955	\$0	\$9,480,032	\$631,624
Apple Valley	99	16	0	27,019	7,670	\$824,140	\$0	\$13,966,511	\$8,981,193
Chino*	63	43	91,411	0	562,201	\$4,739,684	\$7,039,820	\$87,364,353	\$11,032,530
Chino Hills	5	2	0	0	0	\$1,726	\$0	\$624,661	\$4,949,814
Colton*	16	11	31,977	6,929	3,991	\$388,906	\$8,993	\$8,635,276	\$326,248
Fontana*	292	294	140,007	2,800	1,396,032	\$8,831,679	\$2,974,506	\$96,220,584	\$52,896,827
Grand Terrace	0	0	12,000	0	0	\$60,883	\$0	\$2,089,742	\$288,968
Hesperia*	201	104	13,471	0	1,227,089	\$8,834,355	\$4,454,225	\$41,487,847	\$36,868,375
Highland	82	4	0	5,750	13,850	\$710,396	\$57,371	\$8,553,151	\$2,269,521
Loma Linda	1	1	0	0	0	\$109,428	\$0	\$12,801,241	\$2,660,076
Montclair	1	0	0	29,781	413,176	\$649,660	\$0	\$4,729,918	\$234,305
Ontario	868	704	147,190	2,110	4,806,790	\$5,490,853	\$9,946,874	\$67,231,909	\$68,297,204
Rancho Cucamonga*	20	287	2,477	17,808	871,444	\$8,154,395	\$0	\$79,030,780	\$7,901,709
Redlands*	75	0	165,587	64	126,671	\$448,974	\$2,507,726	\$17,425,155	\$9,351,686
Rialto*	412	0	87,960	0	1,025,974	\$4,756,688	\$494,051	\$49,507,055	\$21,271,537
San Bernardino*	158	1	0	18,125	947,565	\$1,940,653	\$5,632,756	\$30,128,388	\$14,802,541
Upland	5	147	5	0	77	\$327,617	\$161,381	\$23,378,430	\$4,404,234
Victorville	431	4	32,130	0	356,319	\$3,242,813	\$7,149,088	\$38,506,156	\$53,725,363
Yucaipa*	111	15	0	0	0	\$1,997,401	\$343,535	\$10,651,254	\$11,107,342
Total	2,872	1,633	724,215	110,386	11,758,848	\$54,125,205	\$40,770,326	\$601,812,444	\$312,001,096

*Unresolved discrepancies in Total Cumulative Development Mitigation Expenditures.

Notes:

1. May include fees from other sources not listed in the summary table
2. Only includes revenue collected beginning FY06/07
3. Only includes expenditure of development mitigation fees
4. Adelanto only tracks "residential" and "non-residential" development

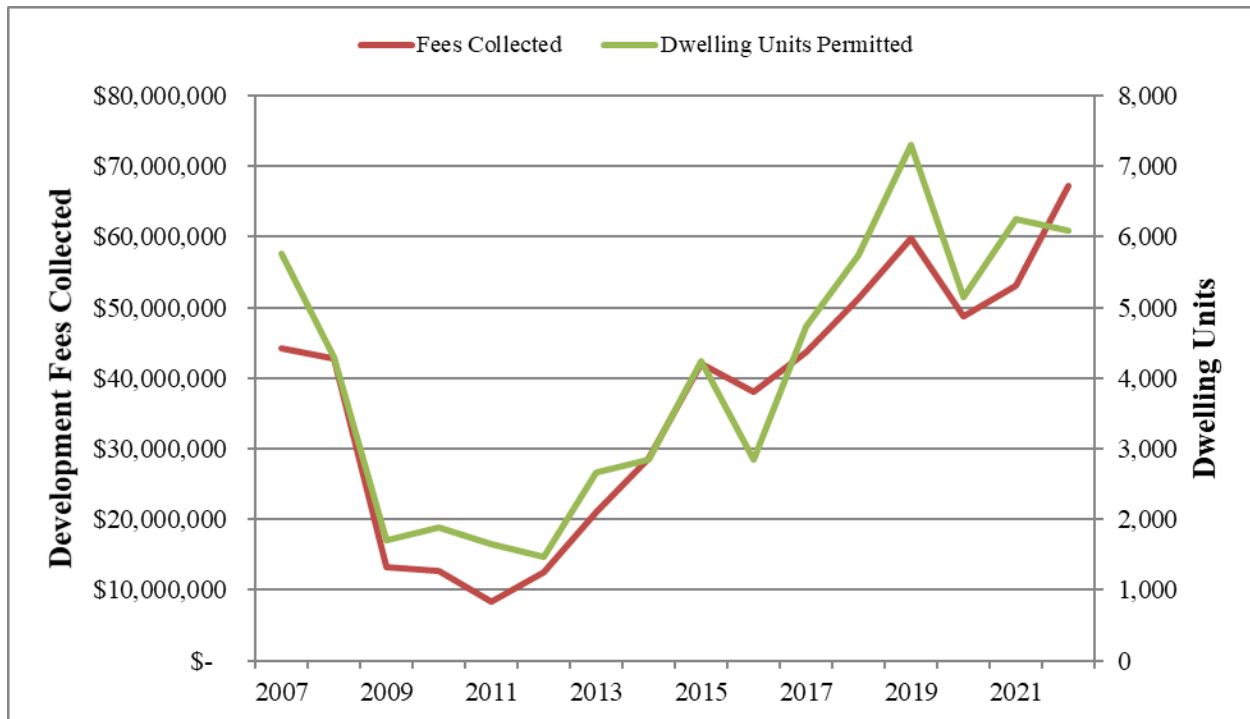
Table 2
San Bernardino County Development Mitigation Summary Table
For the Year Ending June 30, 2023

County Sphere/ Subarea	# of SF Units Permitted	# of MF Units Permitted	Sq Ft of Commercial Permitted	Sq Ft of Office Permitted	Sq Ft of Industrial Permitted	Fees Collected in FY 22/23	Fees Expended on Nexus Projects in FY 22/23	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Apple Valley Sphere	32	1	0	0	0	\$90,496	\$0	\$1,228,536	\$0
Chino Sphere	2	8	0	0	0	\$38,621	\$0	\$645,800	\$388
Colton Sphere	1	1	0	0	0	\$80	\$0	\$411,030	\$0
Devore/Glen Helen	2	0	0	0	0	\$12,826	\$0	\$188,571	\$44,540
Fontana Sphere	2	4	0	0	35,267	\$407,664	\$0	\$8,039,603	\$514,777
Hesperia Sphere	33	4	0	0	0	\$353,005	\$0	\$3,740,947	\$622,315
Loma Linda Sphere	1	0	0	0	0	\$4,617	\$0	\$254,700	\$0
Montclair Sphere	2	0	0	0	0	\$7,336	\$0	\$255,403	\$0
Redlands Sphere	3	1	0	0	0	\$23,308	\$0	\$1,337,121	\$0
Redlands Donut Hole	0	0	9,196	0	462,037	\$392,682	\$0	\$11,794,121	\$124,601
Rialto Sphere	3	3	13,350	0	0	\$267,618	\$0	\$11,394,105	\$1,635,297
San Bernardino Sphere	12	6	0	0	320	\$75,249	\$0	\$1,854,924	\$0
Upland Sphere	3	2	0	0	0	\$4,204	\$0	\$191,198	\$0
Victorville Sphere	26	5	0	0	0	\$126,556	\$0	\$1,401,790	\$0
Yucaipa Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Total County Sphere/Subarea	122	35	22,546	0	497,624	\$1,804,262	\$0	\$42,737,849	\$2,941,918
GRAND TOTAL	2,994	1,668	746,761	110,386	12,256,472	\$55,929,467	\$40,770,326	\$644,550,292	\$314,943,014

Notes:

1. May include fees from other sources not listed in the summary table
2. Only includes revenue collected beginning FY06/07
3. Only includes expenditure of development mitigation fees

Figure 1
Development Mitigation Trends



Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2022/2023 and Fiscal Year 2023/2024.

Reviewed By:

This item was reviewed by the Transportation Technical Advisory Committee on March 4, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
 General Policy Committee
 Date: March 13, 2024

Witnessed By:

Minute Action

AGENDA ITEM: 12

Date: March 13, 2024

Subject:

Carbon Reduction Program - Amendment No. 2 Priority Project List Submittal to Southern California Association of Governments

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve submittal of the following priority project nomination list to Southern California Association of Governments for Carbon Reduction Program funding:

1. \$677,340 to Redlands for the Redlands Regional Connector Project – already allocated.
2. \$701,913 to Highland for the Highland Regional Connector Project – already allocated.
3. \$2,721,400 to Fontana for the San Sevaine Trail Project (Gap Funding Project) – already allocated.
4. \$1,500,000 to Fontana for the San Sevaine Trail Project Cost of Bid in Excess of Estimate.
5. \$975,000 to Montclair for the Fremont Avenue / Arrow Highway Improvements Project.
6. \$1,382,200 to Apple Valley for the Bear Valley Road Bridge Rehabilitation and Widening Project (Gap Funding Project).
7. \$3,000,000 to Rancho Cucamonga for the Design of Haven Avenue Complete Streets Project – replacement project.
8. \$961,000 to San Bernardino County for the Del Rosa Avenue Sidewalk Improvements – replacement project.
9. \$1,405,800 to the City of San Bernardino for Arrowhead Grove Charging Infrastructure.
10. \$2,000,000 to SBCTA for the development of a Vehicle Miles Traveled Mitigation Bank.

B. Authorize the SBCTA staff to modify funding totals to the existing projects as ranked above if needed.

Background:

On March 1, 2023, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved a preliminary project list to be funded by the Federal Carbon Reduction Program (CRP) with the understanding that this list was subject to eligibility approval by the Southern California Association of Governments (SCAG) and the California Department of Transportation (Caltrans). The Board authorized staff to coordinate with local agency staff on finalizing the project scope, schedule, and funding for final approval by the Board on a project-by-project basis. Two of these projects, the North and South Highland/Redlands Regional Connector Projects, were approved by the Board for an allocation of CRP funds by way of a separate item during the same meeting.

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Staff's initial understanding from the new program guidelines was that funds were apportioned based on population share of the counties. However, the Federal Highway Administration (FHWA) subsequently determined that the project selection process identified under United States Code 23 Code of Federal Regulations § 450.332 would apply to CRP funding, similar to the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant (STBG) programs.

This determination by the FHWA meant that SBCTA had to make a change in the CRP funding strategy for our region. In March, the SBCTA Board approved a preliminary project list for the first three years of funding (Fiscal Year (FY) 2021/2022, FY 2022/2023, and FY 2023/2024), and made it available to the local active transportation projects. This was done based on the understanding that the current apportionment for California is around \$107 million annually, and that San Bernardino County's share was projected to be around \$3.79 million per year for the next five years. With the new ruling, the projected annual proportional share for San Bernardino County no longer applied and the submission schedule of the eight preliminary projects selected during the March Board meeting needed to be reconfigured.

On March 21, 2023, SCAG staff notified SBCTA staff of the initial first year interim CRP resolution and plan. SCAG had approached the FHWA and Caltrans about the need for expedited programming of CRP apportionments for our region given the tight timeline on obligations and that our projects had already been identified through SBCTA's sub-regional approval process. In recognition of this, the FHWA agreed to programming of FY 2021/2022 apportionments only, under an expedited Metropolitan Planning Organization (MPO) project selection process based on actions taken by the County Transportation Commissions (CTCs). SCAG requested that each of the CTCs identify priority projects for consideration for CRP funding for FY 2021/2022 only and submit them to SCAG staff by close of business on March 24, 2023. SBCTA staff was able to work with seven jurisdictions to submit eight projects with a refined scope and schedule, to SCAG by the deadline. SCAG staff then selected projects from the initial SBCTA Board approved priority projects list and incorporated the nominations into the staff report for Regional Council approval on April 6, 2023.

Since that was an interim process focused only on FY 2021/2022 funding, SBCTA staff emphasized the importance of obligating the funds by September 30, 2025 and expending the funds by September 30, 2030 during the discussion with jurisdiction staff. SCAG also emphasized that the identified projects needed to be ready-to-go to receive federal concurrence for expedited programming. Additionally, since the SCAG region's FY 2021/2022 CRP share was approximately \$33.5 million, and SBCTA's sub-regional request was slightly over \$11 million for eight projects (i.e. larger than what would be SBCTA's normal share for FY 2021/2022), it was important to prioritize the March 24, 2023 project list submittal based on prior Board approvals, project readiness, and need in the event SCAG was unable to program CRP funding for the entire list. Project need included links to other grant funding requirements and Transportation Control Measure (TCM) commitments. Thus, projects not selected for FY 2021/2022 funding with SCAG need to be resubmitted for the future year CRP funding.

Per FHWA direction, SCAG developed program guidelines for the selection of projects for FY 2022/2023 through FY 2025/2026, the remaining years of the CRP apportionments. With concurrence by FHWA, SCAG will use 65 percent of CRP funds (approximately

San Bernardino County Transportation Authority

\$92 million for FY 2022/2023 through FY 2025/2026) for a CTC Partnership Program with 35 percent of CRP funds (approximately \$49 million for FY 2022/2023 through FY 2025/2026) to support a Regional Partnership Program. As noted, this will follow a similar process to STBG and CMAQ programs with established county nomination targets to guide the CTCs in the amount of funding requests that are submitted to SCAG.

According to SCAG's CRP Guidelines, proposed projects will be evaluated using a 100-point maximum scoring system with up to 20 points being assigned based on the CTC's list of priority projects. Since the CRP funding is a competitive grant program, technically it does not have a geographic share component, however approximately \$11.2 million would be the target share of the total \$92 million for San Bernardino County if using the same STBG 12.2 percent goal.

Throughout this process SBCTA staff has been working with member agencies to help curate a proposed CRP Priority List for SBCTA Board consideration. Thus far, the SBCTA Board has approved the following Priority List iterations:

- March 1, 2023: Preliminary List was quickly created with the assistance of member agencies in anticipation of the FY 2021/2022 funding opportunity which would require projects that could commit funding on a tight timeline.
- April 5, 2023: First List slightly modified the Preliminary List in response to notification from SCAG on March 21, 2023 of the initial first year interim CRP resolution and plan. This is the list that was submitted to SCAG on March 24, 2023 and approved by Regional Council on April 6, 2023. The result was FY 2021/2022 funding for the full award amount for the top two priorities, Highland and Redlands Regional Connector projects, and partial funding for the third, Fontana (north) San Sevaine Trail.
- January 3, 2024: Amendment 1 added gap funding for Fontana's (north) San Sevaine Trail and San Bernardino's Arrowhead Grove Charging Stations.

Since then, Apple Valley communicated that they had a shortfall due to inflation, San Bernardino County was able to secure funding through another source for the Olive Street Pedestrian Infrastructure Project, and the priority for Rancho Cucamonga shifted after another higher-priority project was determined to be at risk of losing Regional Early Action Planning (REAP) 2.0 funding. This item proposes to increase the amount recommended for Apple Valley's project, change the San Bernardino County and Rancho Cucamonga's project scopes, and swap the priority for Rancho Cucamonga and San Bernardino County due to the greater impact anticipated from Rancho Cucamonga's project. Based on this new information, SBCTA staff recommends revising the CRP Priority List (changes from the last Priority List adopted by the SBCTA Board in January 2024 are shown underlined and Table 1 on the following page shows a summary of all Priority List iterations):

1. \$677,340 to Redlands for the Redlands Regional Connector Project – already allocated.
2. \$701,913 to Highland for the Highland Regional Connector Project – already allocated.
3. \$2,721,400 to Fontana for the San Sevaine Trail Project (Gap Funding Project) – already allocated. This is a TCM committed project for our region with no other TCM substitution options.

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4. \$1,500,000 to Fontana for the San Sevaime Trail Project Cost of Bid in Excess of Estimate.
5. \$975,000 to Montclair for the Fremont Avenue / Arrow Highway Active Transportation Improvements Project. This is a project that completes missing links connected to SBCTA's Cycle 4 Active Transportation Program grant award for the Metrolink Accessibility Phase II project.
6. \$1,382,200 to Apple Valley for the Bear Valley Road Bridge Rehabilitation and Widening Project (Gap Funding Project).
7. \$3,000,000 to Rancho Cucamonga for the Design of the Haven Complete Streets Project. This project replaces Rancho Cucamonga's Cycle Track Extension Project which had previously been budgeted for \$600,000 and was listed as Priority #8. The priority increase reflects the ability of this project to obligate funds sooner than San Bernardino County's Del Rosa Avenue Sidewalk Improvements Project.
8. \$961,000 to San Bernardino County for the Del Rosa Avenue Sidewalk Improvements Project. This project replaces the Olive Street Pedestrian Infrastructure Project.
9. \$1,405,800 to the City of San Bernardino for Arrowhead Grove Charging Infrastructure.
10. \$2,000,000 to SBCTA for the development of a Vehicle Miles Traveled Mitigation Bank.

Table 1: Carbon Reduction Program Priority List

Priority No.	Agency & Project	Preliminary List (Board: 3/1/23)	First List (Board: 4/5/23)	Amendment 1 (Board: 1/3/24)*	Amendment 2 (Board: 4/3/24)
1	Redlands: South Highland/Redlands Regional Connector	\$677,340	\$677,340	\$677,340	\$677,340
2	Highland: North Highland/Redlands Regional Connector	\$701,913	\$701,913	\$701,913	\$701,913
3	Fontana: (North) San Sevaime Trail	\$2,000,000	\$4,000,000	\$2,721,400	\$2,721,400
Total FY22 Projects		\$3,379,253	\$5,379,253	\$4,100,653	\$4,100,653
4	Fontana: (North) San Sevaime Trail	NA	NA	\$1,500,000	\$1,500,000
5	Montclair: Fremont Ave./Arrow Hwy. ATP Improvements	\$1,000,000	\$975,000	\$975,000	\$975,000
6	Apple Valley: Bear Valley Road Bridge ATP elements	\$2,000,000	\$1,143,535	\$1,143,535	\$1,382,200
7	Rancho Cucamonga: Haven Complete Streets Corridor**	\$1,000,000	\$600,000	\$600,000	\$3,000,000
8	County: Del Rosa Sidewalk Improvements***	\$1,000,000	\$961,000	\$961,000	\$961,000
9	San Bernardino: Arrowhead Grove Charging Stations	NA	NA	\$1,405,800	\$1,405,800
10	SBCTA: VMT Mitigation Bank	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
FY23-26 Application Total		\$7,000,000	\$5,679,535	\$8,585,335	\$11,224,000
Grand Total:		\$10,379,253	\$11,058,788	\$12,685,988	\$15,324,653

*FY22 Application Total in Amendment 1 reflects the total amount awarded in FY22.

**Recommendation in Amendment 2: change project from Cycle Track Extension Project, increase amount, and increase ranking from #8 to #7.

***Recommendation in Amendment 2: change project from Olive St. and lower ranking from #7 to #8.

As circumstances have changed rapidly in a short amount of time, this item recommends authorizing SBCTA staff to modify the funding amounts amongst the existing projects as ranked above if needed. This is to ensure no funds are lost to San Bernardino County as a result of any of the program participants determining they are unable to proceed with their projects as proposed above.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:

This item was not scheduled for review by any policy committee or technical advisory committee. This is an update to an item in the January 3, 2024 SBCTA Board meeting agenda on Carbon Reduction Program funding.

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Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

San Bernardino County Transportation Authority



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

FY23-FY26 CARBON REDUCTION PROGRAM GUIDELINES

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CARBON REDUCTION PROGRAM OVERVIEW

The federal Carbon Reduction Program (CRP) Guidelines, establishes the policy framework for project selection and investment of federal funds in accordance with the State of California's Carbon Reduction Strategy. CRP funding is made available by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), which provides funds for projects designed to reduce transportation emissions.

SCAG is in a unique position to utilize this resource and build upon the REAP 2.0 funded County Transportation Commission Partnership Program efforts, allowing for broader planning and implementation investments, including those which focus on reducing transportation emissions. As part of its implementation of CRP, SCAG will use 65 percent of the regional CRP share to issue a Call for Project Nominations to support transformative projects as described below.

BACKGROUND

The United States is committed to a whole-of government approach to reducing economy-wide net greenhouse gas (GHG) emissions by 2030. The BIL provides resources to help funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

The CRP encourages the advancement of projects that address climate change and sustainability. In particular, SCAG encourages projects that implement the region's Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS, known as Connect SoCal). In alignment with SCAG's Racial Equity Early Action Plan, projects that facilitate the consistent integration of equity are strongly encouraged.

FUNDING AVAILABILITY

The CRP program is authorized from FY22 through FY26. For the FY22 apportionments totaling \$33.6 million, SCAG coordinated with the CTCs to expedite and select a program of projects approved by the Regional Council on April 6, 2023. The SCAG region's allocation of CRP funds is estimated to be approximately \$141 million from FY23 through FY26. For FY23-FY26, SCAG will solicit project nominations from the CTCs using a Call for Project Nominations process to program up to an estimated approximately \$92 million. This represents 65 percent of the SCAG region's apportionments. SCAG will direct the remaining estimated up to approximately \$49 million to SCAG's regional initiatives, to identify, evaluate, and award funding for regional and/or local pilots and partnership projects that achieve regional transportation goals and further the objectives of Connect SoCal. Actual programming may be lower to reflect the latest apportionments as reported by Caltrans.

CRP funds are contract authority, reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, CRP funds are available for obligation for up to 4 years.

FEDERAL FISCAL YEAR	2023	2024	2025	2026
OBLIGATION DEADLINE	9/30/2026	9/30/2027	9/30/2028	9/30/2029
EXPENDITURE DEADLINE	9/30/2031	9/30/2032	9/30/2033	9/30/2034

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CRP funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties. CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

ELIGIBLE PROJECT USES

SCAG's CRP guidelines prioritize projects that aspire to transform Southern California's mobility opportunities, especially with respect to Connect SoCal, the region's adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Applicants are encouraged to review strategies included within [Connect SoCal](#) to align project applications with regional planning priorities and concepts. Funds shall be used for implementation efforts that can demonstrate a reduction in transportation emissions over the project's lifecycle. Of critical importance to SCAG is to demonstrate GHG emission reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and public health vulnerabilities.

Funds may be spent on projects at any phase, helping to close a critical transportation funding gap for pre-construction needs. As with most federal funds, CRP requires a non-federal match. While the non-federal share requirement depends on the type of project, most projects must have a minimum 11.47 percent non-federal funding match. Due to the limited balance of toll credits statewide, toll credits may not be used as funding match for CRP.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. In accordance with California's Carbon Reduction Strategy, applicants should nominate projects that support the state's three [Carbon Reduction Program pillars](#): 1) transit and passenger rail 2) active transportation, 3) zero emission vehicles and infrastructure, and conversion of existing highway

FY23-FY26 CRP
PROGRAM GUIDELINES

lanes to price managed lanes. For more information, please refer to the [Federal CRP Implementation Guidance](#).

All proposed uses will be required to meet the state and program requirements. Projects must demonstrate a reduction in transportation emissions. Please contact SCAG with any questions regarding funding eligibility.

PROJECT SELECTION PROCESS

SCAG will conduct a Call for Project Nominations, provide guidance, perform project evaluations, develop a list of selected projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

One application is required per project and entities may submit multiple project applications. **Applicants must complete and submit their application by March 29, 2024, at 5:00 p.m. Program timelines are subject to change.**

CALL FOR PROJECTS SCHEDULE

The following schedule outlines important dates for the CRP Call for Projects. **Program timelines are subject to change.**

CRP (FY23-FY26) CALL MILESTONES	DATE
CALL FOR APPLICATIONS OPENS	January 4, 2024
APPLICATION WORKSHOP	TBD
CALL FOR APPLICATIONS SUBMISSION DEADLINE	March 29, 2024
REGIONAL COUNCIL APPROVAL	July 11, 2024

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the project submittals provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure compliance with applicable federal, state, and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 100 points. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	Up to 25 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	Up to 20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	Up to 15 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Up to 15 Points
Carbon Reduction: Expected carbon reduction and relative cost effectiveness of projects in reducing carbon emissions in the SCAG region	Up to 25 Points

The review committee will score each project using the following criteria:

CTC Prioritization	
• Prioritized in the CTC list as Highly Recommended	25 points
• Prioritized in the CTC list as Recommended	15 points
• Prioritized in the CTC Contingency List	5 points
Regional Priorities	
• Aligns with 3 or more Regional Priorities	20 points
• Aligns with 1 to 2 Regional Priorities	10 points
• Does not align a Regional Priority	0 points
Performance Measures	
• Supports 6 or more Performance Measures	15 points
• Supports 4 or 5 Performance Measures	10 points
• Supports 2 or 3 Performance Measures	5 points
• Supports less than 2 Performance Measures	0 points
Equity	
• Demonstrates direct positive benefit to Priority Equity Communities	15 points
• Demonstrates indirect positive benefit to Priority Equity Communities	10 points
• Does not demonstrate positive benefits to Priority Equity Communities	0 points
Carbon Reduction	
• Demonstrates cost effectiveness in reducing transportation emissions	25 points
• Estimates transportation emission reduction benefits	15 points
• Does not address transportation emission reduction benefits	0 points

3. **Project Ranking Process:** Projects will be ranked according to their average review committee score. SCAG staff will develop a recommended list of eligible projects for CRP funding using the comprehensive rubric rankings. All eligible projects scored with a maximum possible score of 100 points and ranked from highest to lowest score. In developing this list, SCAG will consider if project elements may not be eligible for CRP funds.
4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities and meet Justice 40 requirements, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 85 points. To achieve an overall Recommended determination, projects must achieve a score of at least 70 and less than 85 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CRP projects.

APPROVED PROJECTS AND MONITORING

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans and CTCs to enhance Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Once SCAG selects projects, CTCs will be required to submit a Project Alignment Confirmation Form to SCAG for transmittal to Caltrans. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances. Program completion is based on statutory provisions and SCAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

CONTACT INFORMATION

Questions regarding the Carbon Reduction Program application process should be directed to:

Kate Kigongo
Department Manager, Partnerships for Innovative Deployment
Telephone: (213) 236-1808
Email: kigongo@scag.ca.gov

Questions regarding eligibility, programming, and obligation of CRP funding should be directed to:

Heidi Busslinger
Principal Planner, Federal Transportation Improvement Program
Telephone: (213) 236-1541
Email: busslinger@scag.ca.gov

Minute Action

AGENDA ITEM: 13

Date: March 13, 2024

Subject:

Award Contract No. 24-1003033 for San Bernardino County Transportation Authority / San Bernardino Council of Governments Equity Policy Framework

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Award Contract No. 24-1003033 for the Equity Policy Framework to Raimi & Associates, Inc., in the amount of \$199,934, to be funded with the Indirect Cost Fund with a term effective until August 31, 2025.

Background:

In the summer of 2020, the social unrest nationwide led to many government agencies responding to the issue of inequity in a variety of ways. The County of San Bernardino (County) led the charge locally by declaring racism a public health crisis. In doing so, the County called on other government entities to recognize social inequity and take measures to address it.

Upon reflection on the role that transportation has historically played in creating inequities, the San Bernardino County Transportation Authority (SBCTA) and San Bernardino Associated Governments (SBCOG) Board of Directors (Board) responded to the call. The agency passed Resolution No. 21-037 in which the Board formally resolved to undertake:

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.*

The Equity Ad Hoc Committee provided direction to ensure equity is taken into account for every project, program, and policy SBCTA and SBCOG have put in place moving forward. The creation of an Equity Policy Framework that will guide staff as projects and programs are planned will ensure that staff consistently addresses barriers to equity as we plan, construct, and implement the will of the Board.

- **Equity Policy Framework**

The goal is to create/establish a policy framework for how SBCTA and SBCOG do business through the lens of equity. The Board will establish policy through the Equity Framework to ensure the agencies are meeting identified needs when implementing projects and programs and conducting outreach for them, and to create and establish relationships with Community Based Organizations.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

March 13, 2024

Page 2

On June 1, 2022, the Board approved moving forward with the Equity Policy Framework. The cost for this contract is included in the Fiscal Year 2023/2024 Adopted Budget.

SBCTA released Request for Proposals (RFP) 24-1003033 on October 12, 2023, seeking a firm knowledgeable and experienced to develop a SBCTA/SBCOG Equity Framework. The RFP notification for this project was received by 513 vendors registered on PlanetBids and was downloaded by 24 firms. On November 8, 2023, SBCTA received three (3) proposals, from GCAP Services, Inc., HNTB Corporation, and Raimi & Associates, Inc.

The Evaluation Committee (Committee) consisted of three SBCTA staff. The procurement professional reviewed each proposal to determine whether it was responsive to the requirements of the RFP and determined all proposals were responsive. Each Committee member independently read and scored each firm's proposal, and on November 27, 2023, the Committee met to evaluate and rank the firms based on qualifications, related experience, reference scores, staffing and organization, and work plan. The Committee members individually scored the proposals based on the following evaluation criteria: Qualifications of the Firm – 25 points; Proposed Staffing and Project Organization – 25 points; Work Plan - 40 points; and Price - 10 points, for a total of 100 points.

On December 4, 2023, all firms were invited to interviews to further assess their abilities 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. As a result of the scoring, the Committee recommended that the contract to perform the scope of work, as outlined in RFP No. 24-1003033 and included as Exhibit A to the contract, be awarded to Raimi & Associates, 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 Raimi & Associates, Inc. be awarded the contract in the amount not-to-exceed \$199,934, for a term through August 31, 2025.

Financial Impact:

This contract is included in the adopted Budget for Fiscal Year 2023/2024 and funded with the Indirect Cost Fund in Program 01, General Government, Task 0501, Intergovernmental.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Risk Manager, and Procurement Manager have reviewed this item and the draft contract.

Responsible Staff:

Monique Reza-Arellano, Chief of COG and Equity Programs

Approved
General Policy Committee
Date: March 13, 2024

Witnessed By:

Contract No:	<u>24-1003033</u>	Amendment No.:	<u> </u>
Contract Class:	<u>Payable</u>	Department:	<u>Council of Governments</u>
Vendor No.:	<u>03518</u>	Vendor Name:	<u>Raimi and Associates</u>
Description:	<u>Equity Framework</u>		

Dollar Amount					
Original Contract	\$	199,934.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	199,934.00	Total Contingency Value	\$	-
	Total Dollar Authority (Contract Value and Contingency)			\$	199,934.00

Board of Directors	Date: 04/03/2024	Committee	Item #
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Local	Other Contracts	Sole Source?	No	N/A
	Professional Services (Non-A&E)			N/A

[illegible]

Task Manager (Print Name)

CONTRACT NO. 24-1003033**BY AND BETWEEN****SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY****AND****RAIMI & ASSOCIATES, INC.****FOR****SBCTA/SBCOG EQUITY FRAMEWORK**

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 Raimi & Associates, Inc., ("CONSULTANT"), whose address is 1900 Addison Street, Suite 200, Berkeley, CA 94704. 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 Monique Reza-Arellano, or such other designee as shall be designated in written notice to CONSULTANT from time to time by the Department Director of SBCTA 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; demanding performance and accepting work performed, but is not authorized to receive or issue payments or execute amendments to the Contract itself.

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 August 31, 2025, 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 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 One Hundred Ninety-Nine Thousand, Nine Hundred and Thirty Four Dollars (\$199,934). 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 INTENTIONALLY OMITTED.
- 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@gosbcta.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 or the issuance of an applicable CTO, 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 INTENTIONALLY OMITTED.

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) necessary for CONSULTANT to perform Work identified herein.

ARTICLE 8. DOCUMENTATION AND RIGHT TO AUDIT

- 8.1 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, 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.
- 8.2 The cost proposal and/or invoices for this Contract are subject to audit by SBCTA at any time. After CONSULTANT receives any audit recommendations, the cost or price

proposal shall be adjusted by CONSULTANT and approved by SBCTA's Project Manager to conform to the audit recommendations. CONSULTANT agrees that individual items of cost identified in the audit report may be incorporated into the Contract at SBCTA's sole discretion. Refusal by CONSULTANT to incorporate the audit or post award recommendations will be considered a breach of the Contract and cause for termination of the Contract. Any dispute concerning the audit findings of this Contract shall be reviewed by SBCTA's Chief Financial Officer. CONSULTANT may request a review by submitting the request in writing to SBCTA within thirty (30) calendar days after issuance of the audit report

- 8.3 Subcontracts in excess of \$25,000 shall contain this provision.

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 Project Manager. 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
Eric Yurkovich	Principal-in-Charge
Juan Reynoso	Senior Planner
Kym Dorman	Strategic Advisor
Paige Kruza	Senior Researcher
Michelle Hernandez	Planner
Sarah Perez	Planner
Christian Ledezma	Graphic Designer

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. CONSULTANT shall not release any reports, information or promotional material related to this Contract for any purpose without prior written approval 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.
- 17.7 However, notwithstanding the foregoing and any provision to the contrary herein, intellectual property owned or created by any third party other than CONSULTANT, its subconsultants, or SBCTA ("Third-Party Content"), and inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, and other intellectual properties developed, gathered, compiled or produced by CONSULTANT or its subconsultants prior to or independently of their performance of this Contract ("Background IP"), including such Third-Party

Content or Background IP that CONSULTANT or its subconsultants may employ in its performance of this Contract, or may incorporate into any part of the Products, shall not be the property of SBCTA. The Third Party, CONSULTANT, or CONSULTANT's subconsultants, as applicable, shall retain all rights, titles, and interests, including but not limited to all ownership and intellectual property rights, in all such Background IP. CONSULTANT, and its subconsultants as applicable, grant SBCTA an irrevocable, non-exclusive, non-transferable, royalty-free license in perpetuity to use, reproduce, prepare derivative works based upon, distribute, disclose, derive from, perform, and display such Background IP, but only as an inseparable part of, and only for the purpose intended by creation of, the Products. In the event the Products contain, or incorporate any Third-Party Content, or derivative work based on such Third-Party Content, or any compilation that includes such Third-Party Content, CONSULTANT shall secure all licenses to any such Third-Party Content, but only as an inseparable part of the Products, where such licenses are necessary for SBCTA to utilize and enjoy CONSULTANT's Work and the Products for their intended purposes.

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 its 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 \$2,000,000 per claim
- An annual aggregate limit of not less than \$2,000,000
- 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 **\$2,000,000 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.
 - \$2,000,000 per occurrence limit for property damage or bodily injury
 - \$1,000,000 per occurrence limit for personal injury and advertising injury
 - \$2,000,000 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 no. 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: \$2,000,000
- Personal injury and advertising limit \$1,000,000
- Products-completed operations aggregate limit \$2,000,000

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. The policy must include the following:

- A total limit of liability of not less than **\$1,000,000** each accident. This total limits of liability may be met by combining the limits of the primary auto policy with an umbrella or excess policy in accordance with subparagraph 4 (Umbrella/Excess CGL) of Section A of this Article.

- Such insurance shall cover liability arising out of any vehicle, including owned, hired, leased, borrowed and non-owned vehicles assigned to or used in performance of the CONSULTANT services.
- Combined Bodily Injury and Property Damage Liability insurance. The commercial automobile liability insurance shall be written on the most recent edition of ISO Form CA 00 01 or equivalent acceptable to SBCTA.

21.1.6 Pollution Liability - Intentionally Omitted

21.1.7 Cyber Liability Insurance. Appropriate to the Consultant's profession and work hereunder, with limits not less than \$1,000,000 per occurrence. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by the Consultant in this agreement and shall include, but not be limited to, claims involving infringement of intellectual property, copyright, trademark, invasion of privacy violations, information theft, release of private information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well as credit monitoring expenses with limits sufficient to respond to these obligations.

Cyber Liability coverage in an amount sufficient to cover the full replacement value of damage to, alteration of, loss of, or destruction of electronic data and/or information "property" of SBCTA that will be in the care, custody, or control of CONSULTANT.

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 (SBCTA), the San Bernardino Associated Governments ("SANBAG" or "SBCOG"), SANBAG's Entities, and their 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 any additional insured to vicarious liability, but shall allow coverage for all additional insureds 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 Risk Manager, 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 Non-Limitation of Insurance Requirements. The insurance coverage provided and limits required under this Contract are minimum requirements and are not intended to limit the CONSULTANT's indemnification obligations under the Contract, nor do the indemnity obligations limit the rights of the Indemnified Parties to the coverage afforded by their insured status. To the extent required by Law in connection with Work to be performed, the CONSULTANT shall obtain and maintain, or cause to be obtained and maintained, in addition to the insurance coverage expressly required under this Contract, such other insurance policies for such amounts, for such periods of time and subject to such terms, as required by Law and any other agreements with which the CONSULTANT is required to comply, including any Third-Party Agreements. Liability insurance coverage will not be limited to the specific location designated as the Site, except that if the CONSULTANT arranges project-specific general liability, excess liability, or workers' compensation coverage, limitations of coverage to the Site will be permitted subject to SBCTA approval and use of the broadest available site-specific endorsements. No liability policy will contain any provision or definition that would serve to eliminate so-called "third-party-over action" claims, including any exclusion for bodily injury to an employee of the insured or of any Subcontractor. The CONSULTANT acknowledges and will at all times comply with the provisions of Labor Code Section 3700 which require every employer in the State

to be insured against liability for workers' compensation, or to undertake self-insurance in accordance with the provisions of that code.

- 21.2.9 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 responsibility under the Contract, including but not limited to obligation 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.
- 21.2.10 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.
- 21.2.11 Project Specific Insurance. Intentionally Omitted
- 21.2.12 No Representations or Warranties. SBCTA makes no representation or warranty that the coverage, limits of liability, or other terms specified for the insurance policies required under this contract are adequate to protect the CONSULTANT against its undertakings under this Contract or its liability to any third party, nor will they preclude SBCTA from taking any actions as are available to it under this Contract or otherwise at law.
- 21.2.13 Review of Coverage. SBCTA may at any time review the coverage, form, and amount of insurance required under this contract, and may require the CONSULTANT to make changes in such insurance reasonably sufficient in coverage, form, and amount to provide adequate protection against the kind and extent of risk that exists at that time. SBCTA may change the insurance coverages and limits required under this contract by notice to the CONSULTANT, whereupon the CONSULTANT will, within sixty (60) days of such notice date, procure the additional and/or modified insurance coverages. Upon such change any additional cost (at actual cost) from such change will be paid by SBCTA and any reduction in cost will reduce the Contract Price pursuant to a Contract amendment.
- 21.2.14 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.

21.2.15 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.

21.2.16

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. If SBCTA makes changes to the insurance CONSULTANT will secure the required changes within 30 days of written notice by SBCTA. CONSULTANT will be entitled to reimbursement by SBCTA for the increased cost of insurance at actual cost. Any decrease in premium cost will be refunded to SBCTA.

ARTICLE 22. INDEMNITY

22.1 For all Work and obligations under this Contract, CONSULTANT agrees to indemnify, defend (with legal counsel reasonably approved by SBCTA) and hold harmless SBCTA, SANBAG, SANBAG's Entities, and their authorized officers, employees, and agents("Indemnitees"), from any and all claims, actions, losses, damages and/or liability (Claims) arising out of this Contract from any cause whatsoever, including acts, errors, or omissions of any person and for any costs or expenses incurred by any Indemnitee(s) 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 Indemnitees' "active" as well as "passive" negligence, but does not apply to the "sole negligence" or "willful misconduct," within the meaning of Civil Code section 2782, of any Indemnitee.

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 DOCUMENTS

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, unless otherwise specified in this Contract..

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 their 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 the following: 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
1900 Addison Street, Suite 200	1170 W. 3rd Street, 2nd Floor
Berkeley, CA 94704	San Bernardino, CA 92410-1715
Attn: Matt Raimi	Attn: Monique Reza-Arellano
Email: matt@raimiassociates.com	Email: mreza-arellano@gosbcta.com
Phone: 510-666-1010	Phone: (909) 884-8276
2 nd Contact: Eric Yorkovich	Copy: Procurement Manager
Email: eric@raimiassociates.com	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 thereto with 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. CONFIDENTIALITY

See Article 17.

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.

IN WITNESS WHEREOF, the Parties hereto have executed this Contract below.

**RAIMI & ASSOCIATES, INC., A
CALIFORNIA CORPORATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY**

By: _____
Matthew Raimi
Chief Executive Officer

By: _____
Dawn M. Rowe
President, Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM

By: _____
Matthew Raimi
Secretary

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

Date: _____

CONCURRENCE

By: _____
Shaneka M. Morris
Procurement Manager

Date: _____

Attachment: 24-1003033 (10088 : Award Contract 24-1003033 for SBCTA/SBCOG Equity Policy Framework)

EXHIBIT A

EQUITY POLICY FRAMEWORK

SCOPE OF WORK

SBCTA/SBCOG holds equity among the residents and businesses of the San Bernardino region in highest esteem. Under direction of the Board of Directors, a policy framework will be created and established to ensure that equity is a common factor taken into account through all projects, processes, and dealings of the agency. The policy framework will be the foundation upon which staff will ensure equity is a focus when moving projects and processes forward and when/how those policies apply for certain activities.

Goal of Equity Policy Framework

1. Establishes an equity policy framework for SBCOG/SBCTA that helps guide the agency towards its equity goals when implementing projects, designing programs, and performing public outreach.
2. Creates and establishes relationships with Community Based Organizations.

Timeline/Schedule

The total time for the Equity Policy Framework will not exceed 18 months. Task 1 and all deliverables under Task 1 will be complete within the first 11 months. Task 2 will run concurrently with Task 1 and the deliverable will be complete within first 11 months. Task 3 should be complete within 15 months, and the Final toolkit draft will be deliverable upon project completion. The consultant team will submit a schedule showing the project's planned progression and a proposed cost-per-task at the kick-off meeting, which will provide SBCTA/SBCOG staff with an understanding of progress payment and project completion rate.

Scope of Work

1. (70%) Identify Specific Equity Goals for policy. Conduct workshops and interviews to identify and clarify regional equity goals. Consultant will attend a total of 6 workshops to request input and solicit ideas, and provide summaries of feedback to SBCTA/SBCOG. Consultant will also compile examples of equity policy frameworks from other Southern California agencies comparable to SBCTA/SBCOG to provide a frame of reference and ideas for how other agencies have structured equity programs. Workshops to be among stakeholders that include policy makers, agency staff, non-profits/CBOs, and other stakeholders as appropriate
 - a. Create agenda, presentations, and collateral for 6 workshops. Create presentation and surveys specific to audience for each workshop. Workshops will be held initially to receive input as well as following completion of goals list to report back to all interested stakeholders.
 - b. Identify and engage a comprehensive list of stakeholders, including, but not limited to:

- i. Member Agency Policy Makers
 - ii. Member Agency Staff Members
- c. Conduct workshops to solicit ideas, feedback, and opinions on equity goals, opportunities, and barriers among several stakeholder groups:
 - i. Up to 4 workshops engaging policymakers, such as the Board of Directors or other elected staff
 - ii. Up to 7 workshops engaging SBCTA/SBCOG or other agency staff, with each workshop focusing on a relevant department
- d. Conduct up to 4 interviews with key Community Based Organizations
- e. Based on input from respective workshops and equity policy examples from other agencies, develop a goals list that is relevant to the authority SBCTA/SBCOG has over equity within the built environment and within its operating policies and procedures. Board of Directors to have final approval of policy framework goals.

Deliverables:

- 1. List and contact information of agency stakeholders
- 2. List and contact information of Community Based Organizations
- 3. Compilation of equity policies/frameworks from other comparable agencies
- 4. Presentations for workshops
- 5. Surveys to receive input from stakeholders
- 6. Report on workshop outcomes including attendees and input received.
- 7. Report on interview outcomes including attendees and input received
- 8. Draft and final goals list

**Use of the Regional Equity Study Data. The RES will provide data for existing condition and affected census tracts. This data and data analysis will be useful in identifying regional needs and CBOs*

2. (15%) Communities outreach strategy

- a. Identify CBOs, NGOs, and Non-Profits within the county and measure how they are impacted by equity issues over which SBCTA/SBCOG has influence. Provide strategy and recommendations for how to approach these communities. The information gained here will be heavily taken from interviews with CBOs in Task 1.
 - i. Create Comprehensive CBO list
 - ii. Create Comprehensive Non-Profit List
- b. Identify historically underrepresented communities in the county and measure how they are impacted by equity issues over which SBCOG/SBCTA has influence.* Provide strategy and recommendations for how to approach these communities. The information gained here will be heavily taken from interviews with CBOs in Task 1.

Deliverable:

1. Report/Memo including strategy for engaging underrepresented communities in the county on a regular basis for the purpose of having this sector inform work and priorities of the SBCTA/SBCOG work plan.

**Use of the Regional Equity Study Data. The RES will provide data for existing condition and affected census tracts. This data and data analysis will be useful in identifying regional needs and CBOs*

3. (8%) Partnership Study– SBCTA/SBCOG is interested in partnering with non-government entities, non-profits, and community-based organizations. The outcomes desired include program/project implementation, grant partnerships, etc. SBCTA/SBCOG need to understand program and funding opportunities, potential risk associated with partnering with a non-government entity, and establish insurance thresholds.

Deliverable:

1. Memo identifying funding programs, grants, and opportunities in which NGOs require government partnerships.
 - Table of funding opportunities that includes:
 - Funding amount
 - Program Agency
 - Eligible programs and projects
 - NGOs that have applied with government entities in the past.
 - Study/Report on partnership models from other government agencies, particularly Councils of Governments, insurance requirements, and outcomes of such partnerships.
4. (7%) Equity Framework Development and Toolkit– Create Policy Framework for including equity in policies and processes for SBCTA/SBCOG. Framework will include flowchart / “interview” process for consideration at start of projects, common remedies to identified gaps, and a clear statement of equity goals and desired outcomes.

Deliverable

1. Policy framework toolkit including:
 - Description of practices, policies, and processes and their applicability to different SBCTA/SBCOG activities and appropriate stages within those activities.
 - Information for project managers regarding where and when the processes apply and who would be responsible for carrying them out.


**EXHIBIT B Price Proposal for Time
and Materials**

24-1003033

Key Personnel

Name	Classification/Title	Job Function	Hourly Rate	
Eric Yurkovich	Principal-in-Charge	Principal-in-Charge, Project Manager	\$	275
Kym Dorman	Principal	Strategic Advisor	\$	275
Paige Kruza	Associate	Strategic Advisor	\$	215
Juan Reynoso	Senior Planner	Deputy Project Manager	\$	190
Michelle Hernandez	Planner	Research and Writing Support	\$	140
Sarah Perez	Planner	Engagement Support	\$	140
Christian Ledezma	Intermediate Graphic Designer	Graphic Design	\$	125
Jason Pack	Principal	Transportation Policy Lead	\$	335
Diwu Zhou	Associate	Transportation Policy Advisor	\$	210
			\$	
			\$	
			\$	
			\$	
			\$	

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	
Direct Travel Airfare	\$		\$	2,250
Direct Travel Lodging	\$		\$	2,250
Direct Travel Mileage	\$		\$	1,000
Direct Workshop Materials	\$		\$	500
	\$		\$	

Raimi + Associates

Proposer

Signature of Authorized Person

11/08/23

Date

EXHIBIT B
Raimi + Associates Budget Estimate

Hours per Task	Raimi + Associates					Fehr & Peers			Total	
	Principal	Senior Associate	Senior Planner	Planner	Graphic Designer	Principal	Project Manager	Planner	Labor Hours Per Task	Labor Cost Per Task
Task 1: Project Initiation and Coordination										
Task 1.1: Project Kick-Off Meeting	4		8	4		2	2	2	22	\$ 4,570
Task 1.2: Project Work Plan	2		8			2	2		14	\$ 3,160
Task 1.4: Project Coordination	22		30			2	4		58	\$ 13,260
Subtotal Task 1	28	-	46	4	-	6	8	2	94	\$ 20,990
Task 2: Equity Goals Development										
Task 2.1: Comparative Analysis and Document Scan	4	2	8	40		1	2	8	65	\$ 10,605
Task 2.2: Stakeholder Identification and Working Group	4		8	16		1	2	2	33	\$ 5,915
Task 2.3: Stakeholder Engagement Preparation	24	4	60	80	26		4	16	214	\$ 36,550
Task 2.4: Stakeholder Workshops	72		76	16		8	8	2	182	\$ 41,140
Task 2.5: Equity Goals List	8	4	16	24	8	2	4	2	68	\$ 12,270
Subtotal Task 2	112	10	168	176	34	12	20	30	562	\$ 106,480
Task 3: Communities Outreach Strategy										
Task 3.1: CBO and Non-Profit Database		2	8	20					30	\$ 4,750
Task 3.2: Historically Underrepresented Communities Ide	4	2	14	16					36	\$ 6,430
Task 3.3: Outreach Strategy Memo	4	4	16	32					56	\$ 9,480
Subtotal Task 3	8	8	38	68	-	-	-	-	122	\$ 20,660
Task 4: Partnership Study										
Task 4.1: Draft Parternship Study	2	4	8	16		2	4	16	52	\$ 9,080
Task 4.2: Final Parternship Study			4	8		1	2	4	19	\$ 3,235
Subtotal Task 4	2	4	12	24	-	3	6	20	71	\$ 12,315
Task 5: Equity Framework Development and Toolkit										
Task 5.1: Draft Equity Framework and Toolkit	20	8	24	40		2	4	8	106	\$ 20,090
Task 5.2: Final Equity Framework and Toolkit	4		8		12	1	2	4	31	\$ 5,475
Subtotal Task 5	24	8	32	40	12	3	6	12	137	\$ 25,565
Total Hours	174	30	296	312	46	24	40	64	986	
Billing Rate	\$275	\$215	\$190	\$140	\$125	\$335	\$210	\$150		
Labor Cost	\$47,850	\$6,450	\$56,240	\$43,680	\$5,750	\$8,040	\$8,400	\$9,600		
Total Firm Labor Cost					\$159,970		\$26,040			\$ 186,010
EXPENSES										
Project/Sub Management (7%)					\$1,823			\$0		\$ 1,823
Workshop Materials					\$500			\$0		\$ 500
Direct Travel Airfare					\$2,250					
Direct Travel Lodging					\$2,250					
Direct Travel Mileage					\$1,000			\$0		\$ 1,000
Office Expenses (3% for R+A; 5% for F&P)					\$4,799			\$1,302		\$ 6,101
Total Expenses					\$12,622		\$1,302			\$13,924
TOTAL PER FIRM					\$172,592		\$27,342			
GRAND TOTAL					\$199,934					

Additional Information

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dawn Rowe Board of Supervisors												
Curt Hagman Board of Supervisors		X										
Joe Baca, Jr. Board of Supervisors												
Paul Cook Board of Supervisors		X										
Art Bishop Town of Apple Valley		X										
Ray Marquez City of Chino Hills		X										
Frank Navarro City of Colton		X										
Acquanetta Warren City of Fontana												
Larry McCallon City of Highland		X										
Alan Wapner City of Ontario												
Debra Jones City of Victorville												
Rick Denison Town of Yucca Valley		X										

Communication: Attendance (Additional Information)

X = Member attended meeting.
Shaded box = No meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting.

Crossed out box = Not a Board Member at the time.

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
SRTP	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



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