

## AGENDA

### General Policy Committee Meeting

February 11, 2026

9:00 AM

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*

Joe Baca, Jr., Supervisor  
*County of San Bernardino*

*President*

Rick Denison, Council Member  
*Town of Yucca Valley*

*Past President*

Ray Marquez, Vice Mayor  
*City of Chino Hills*

*West Valley Representatives*

John Dutrey, Mayor  
*City of Montclair*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

Curt Hagman, Supervisor  
*County of San Bernardino*

*Mt./Desert Representatives*

Art Bishop, Council Member  
*Town of Apple Valley*

Josh Pullen, Mayor Pro Tem  
*City of Hesperia*

Dawn Rowe, Supervisor  
*County of San Bernardino*

*East Valley Representatives*

Frank Navarro, Mayor  
*City of Colton*

Larry McCallon, Council Member  
*City of Highland*

Helen Tran, Mayor  
*City of San Bernardino*

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

**AGENDA**

**General Policy Committee Meeting**

**February 11, 2026**

**9:00 AM**

**Location**

**SBCTA**

**First Floor Lobby Board Room**

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

**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 Joe Baca Jr.)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Stephanie Lizama

**Public Comment**

**Brief Comments from the General Public**

**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**

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.**

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## 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.

2. **Budget to Actual Report for Second Quarter Ending December 31, 2025** Pg. 11  
Receive and file Budget to Actual Report for the second quarter ending December 31, 2025.  
**Presenter: Michael Hernandez**  
**This item is not scheduled for review by any other policy committee or technical advisory committee.**
3. **Measure I Revenue** Pg. 20  
Receive report on Measure I receipts for Measure I 2010-2040.  
**Presenter: Michael Hernandez**  
**This item is not scheduled for review by any other policy committee or technical advisory committee.**
4. **November and December 2025 Procurement Report** Pg. 22  
Receive the November and December 2025 Procurement Report.  
**Presenter: Alicia Bullock**  
**This item is not scheduled for review by any other policy committee or technical advisory committee.**

## DISCUSSION ITEMS

### Discussion - Administrative Matters

5. **Extension Requests for Fiscal Year 2024/2025 Measure I Local Street Program Funds Audits** Pg. 29  
That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:  
Grant an extension to June 30, 2026, to complete the audit for Fiscal Year 2024/2025 Measure I Local Street Program funds for the City of Adelanto and Town of Apple Valley.  
**Presenter: Michael Hernandez**  
**This item is not scheduled for review by any other policy committee or technical advisory committee.**
6. **Fiscal Year 2026/2027 Assessment Dues** Pg. 32  
That the General Policy Committee recommend the Board, acting as the San Bernardino Council of Governments (SBCOG):  
Adopt the SBCOG Fiscal Year 2026/2027 mandatory assessments and additional mandatory obligations.  
**Presenter: Michael Hernandez**  
**This item is not scheduled for review by any other policy committee or technical advisory committee.**

**7. Measure I Revenue Estimate for Fiscal Year 2026/2027 Allocation Planning**

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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 \$257.1 million for Fiscal Year 2026/2027 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2026/2027.

**Presenter: Michael Hernandez**

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

**Discussion - Air Quality/Traveler Services**

**8. Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing and Release of Request for Proposals No. 26-1003435 for Freeway Service Patrol Beats 5 and 27**

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

A. Approve Amendment No. 1 to Contract No. 22-1002819 for Beat Interstate 10 Express Lanes Segment 1 with Carpe Carma LLC dba Pomona Valley Towing to increase the contract amount by \$671,398.20 for a new not-to-exceed amount of \$2,413,954.20 to provide Freeway Service Patrol (FSP) support for Beat 5, pursuant to Article 4, SECTION 4.10, titled "COVERAGE OF OTHER BEATS," to be funded with State FSP and the Department of Motor Vehicles Safe funds.

B. Authorize release of Request for Proposals No. 26-1003435 for FSP Services on Beats 5 and 27.

**Presenter: Rana Semaan**

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

**Discussion - Council of Governments**

**9. Inland Regional Energy Network Draft Business Plan Application (2028-2035)**

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Receive an update on the 2028-2035 Inland Regional Energy Network Business Plan Application to the California Public Utilities Commission.

**Presenter: Jennifer Aguilar**

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

**Discussion - Transportation Programming and Fund Administration**

**10. 2027 Federal Transportation Improvement Program**

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

A. Approve Resolution No. 26-008, certifying that SBCTA and other project sponsors have resources available and committed for the first two years of the 2027 Federal Transportation Improvement Program (FTIP) and reasonably expected to be available for the last four years of the 2027 FTIP to fund the projects in the Fiscal Years 2026/2027 through 2031/2032 Transportation Improvement Program (TIP), and affirming the commitment to implement all projects in the program.

Agenda Item 10 (cont.)

B. Approve the 2027 San Bernardino County TIP, provided as an attachment, to be submitted to Southern California Association of Governments for inclusion in the 2027 FTIP.

C. Authorize SBCTA staff to amend the 2027 San Bernardino County TIP as necessary to meet State, Federal, and responsible agency programming requirements.

**Presenter: Nohemi Moran**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft resolution.**

**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 March 11, 2026.**

## 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. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. 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](mailto:clerkoftheboard@gosbcta.com) and the office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Members of the Board of Directors and any Policy Committee with a disability may participate in any meetings of their respective legislative bodies by remote participation as a reasonable accommodation in accordance with Government Code Sec. 54953(c).

**Accesibilidad y asistencia en otros idiomas** - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). La oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

Los miembros de la Junta Directiva y de cualquier Comité de Políticas que tengan una discapacidad podrán participar en cualquier reunión de sus respectivos órganos legislativos mediante participación remota como una adaptación razonable de conformidad con el artículo 54953(c) del Código de Gobierno.

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://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. 3<sup>rd</sup> 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. 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 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com), no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. 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 from any members of the public who haven't already commented on the item during the meeting.

**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” and “Agenda Actions”, 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:** February 11, 2026

**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 \$500 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:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
8	22-1002819-01	Carpe Carma LLC dba Pomona Valley Towing Marc W. Weiss	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:**

Andrea Zureick, Deputy Executive Director

Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

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

## *Minute Action*

AGENDA ITEM: 2

***Date:*** February 11, 2026

***Subject:***

Budget to Actual Report for Second Quarter Ending December 31, 2025

***Recommendation:***

Receive and file Budget to Actual Report for the second quarter ending December 31, 2025.

***Background:***

The Fiscal Year 2025/2026 Budget for new activity was adopted by the Board of Directors (Board) on June 4, 2025. Budgetary information includes the original and revised budgets and expenditures as of December 31, 2025.

The report is broken down by Fund group and provides a percentage of the budget received or expended through December 31, 2025.

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

General Fund

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

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

Federal Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

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

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

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2. The negative balance in Transit is due to the reversal of accruals from the prior year.

Federal Transit Administration Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

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

State Fund

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the Senate Bill 1 Fund, to reallocate funding for the Interstate 10 (I-10) Contract 1 project related to retentions.

Proposition 1B Fund

A. Revenues:

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

B. Expenditures:

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

Local Transportation Fund (LTF)

A. Revenues:

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

B. Expenditures:

1. Expenditures to date represent claims received and paid.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities, which are on a reimbursement basis.

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State Transit Assistance Fund

A. Revenues:

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

B. Expenditures:

1. Expenditures to date represent claims received and paid.

C. Other Financing Sources:

1. Operating transfers out are negative due to a reversal of prior year accruals that represent cash transfers to the General Fund to fund administrative, planning, and transit activities, and transit projects. These transfers are on a reimbursement basis.

Senate Bill 1

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the State Fund, to reallocate funding for the I-10 Contract 1 project related to retentions.

Measure I 1990-2010 Fund

A. Revenues:

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

B. Expenditures:

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

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. The negative investment earnings balance is due to a reversal of prior year's accruals related to fair value adjustment.
3. Miscellaneous revenues represent a refund on a prior year's project.

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B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Capital Project fund for right-of-way land sales related to the I-10 Corridor Project.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and to the Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings fluctuate with the amount of cash held by the trustee due to the timing of debt service payments.

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Measure I fund to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the Measure I fund for the sale of land related to the I-10 Corridor Project.

Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

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

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2. The low investment earnings balance is due to a reversal of prior year's accruals related to fair value adjustment.

B. Expenditures:

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

C. Other Financing Sources:

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

Council of Governments Fund

A. Revenues:

1. The timing for revenue collection fluctuates as this program is mostly funded on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year's accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low, mainly due to the timing of program activities.

C. Other Financing Sources:

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

Enterprise Fund

A. Revenues:

1. Express Lanes Operations revenue consists of express lane fees and charges.

B. Expenditures:

1. Expenditures to date are slightly low, mainly due to the delay in receiving contractor invoices.

C. Other Financing Sources:

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

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***Reviewed By:***

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

***Responsible Staff:***

Michael Hernandez, Chief of Fiscal Resources

Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

**Fiscal Year 2025-2026  
Second Quarter Budget to Actual Report  
December 31, 2025**

	2025-2026		2025-2026		Actual Revenues	% of Budget	
	Original	Amendments	Revised	Actual Revenues	Encumbrances	Balance	Remaining
	Budget		Budget	& Expenditures			for
				to Date			Expenditures
<b>GENERAL FUND</b>							
<b>Revenues</b>							
Sales Tax-MSI	2,486,700	-	2,486,700	837,951	-	1,648,749	
Charges for Services	398,756	-	398,756	210,889	-	187,867	
Investment Earnings	459,032	-	459,032	11,783,411	-	(11,324,379)	
Miscellaneous	244	-	244	490	-	(246)	
<b>Total Revenues</b>	<b>3,344,732</b>	<b>-</b>	<b>3,344,732</b>	<b>12,832,741</b>	<b>-</b>	<b>(9,488,009)</b>	
<b>Expenditures</b>							
General Government	14,510,816	500,100	15,010,916	6,402,408	1,183,375	7,425,133	49.46%
Regional & Subregional Planning	1,433,461	-	1,433,461	506,828	50,000	876,633	61.15%
Transit	87,034,753	1,000,000	88,034,753	7,685,048	931,481	79,418,224	90.21%
Project Delivery	100,000	-	100,000	-	-	100,000	100.00%
Fund Administration	456,604	-	456,604	144,993	-	311,611	68.25%
<b>Total Expenditures</b>	<b>103,535,634</b>	<b>1,500,100</b>	<b>105,035,734</b>	<b>14,739,277</b>	<b>2,164,856</b>	<b>88,131,601</b>	<b>83.91%</b>
<b>Other Financing Sources</b>							
Transfers in	100,683,308	-	100,683,308	9,089,457	-	91,593,851	90.97%
Transfers out	(4,578,560)	-	(4,578,560)	(2,289,280)	-	(2,289,280)	50.00%
<b>Total Other Financing Sources</b>	<b>96,104,748</b>	<b>-</b>	<b>96,104,748</b>	<b>6,800,177</b>	<b>-</b>	<b>89,304,571</b>	<b>92.92%</b>
<b>Revenues Over (Under) Expenditures</b>	<b>(4,086,154)</b>	<b>(1,500,100)</b>	<b>(5,586,254)</b>	<b>4,893,641</b>	<b>-</b>	<b>(8,315,039)</b>	
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.							
<b>FEDERAL FUND</b>							
<b>Revenues</b>							
Intergovernmental	92,044,631	-	92,044,631	2,148,595	-	89,896,036	
<b>Total Revenues</b>	<b>92,044,631</b>	<b>-</b>	<b>92,044,631</b>	<b>2,148,595</b>	<b>-</b>	<b>89,896,036</b>	
<b>Expenditures</b>							
Regional & Subregional Planning	374,133	-	374,133	82,005	-	292,128	78.08%
Transit	2,167,695	-	2,167,695	(102,572)	-	2,270,267	104.73%
Project Delivery	89,502,803	-	89,502,803	26,453,190	-	63,049,613	70.44%
<b>Total Expenditures</b>	<b>92,044,631</b>	<b>-</b>	<b>92,044,631</b>	<b>26,432,623</b>	<b>-</b>	<b>65,612,008</b>	<b>71.28%</b>
<b>Revenues Over (Under) Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(24,284,028)</b>	<b>-</b>	<b>24,284,028</b>	
<b>FEDERAL TRANSIT ADMINISTRATION FUND</b>							
<b>Revenues</b>							
Intergovernmental	39,265,295	-	39,265,295	-	-	39,265,295	
<b>Total Revenues</b>	<b>39,265,295</b>	<b>-</b>	<b>39,265,295</b>	<b>-</b>	<b>-</b>	<b>39,265,295</b>	
<b>Expenditures</b>							
Transit	39,265,295	-	39,265,295	7,260,725	-	32,004,570	81.51%
<b>Total Expenditures</b>	<b>39,265,295</b>	<b>-</b>	<b>39,265,295</b>	<b>7,260,725</b>	<b>-</b>	<b>32,004,570</b>	<b>81.51%</b>
<b>Revenues Over (Under) Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(7,260,725)</b>	<b>-</b>	<b>7,260,725</b>	
<b>STATE FUND</b>							
<b>Revenues</b>							
Intergovernmental	61,059,478	-	61,059,478	16,931,617	-	44,127,861	
<b>Total Revenues</b>	<b>61,059,478</b>	<b>-</b>	<b>61,059,478</b>	<b>16,931,617</b>	<b>-</b>	<b>44,127,861</b>	
<b>Expenditures</b>							
General Government	11,854	-	11,854	1,515	-	10,339	87.22%
Regional & Subregional Planning	741,593	-	741,593	285,401	-	456,192	61.52%
Transit	183,090,445	(1,000,000)	182,090,445	13,632,646	-	168,457,799	92.51%
Project Delivery	32,317,068	(263,189)	32,053,879	8,119,057	-	23,934,822	74.67%
Fund Administration	1,129,961	-	1,129,961	367,286	-	762,675	67.50%
<b>Total Expenditures</b>	<b>217,290,921</b>	<b>(1,263,189)</b>	<b>216,027,732</b>	<b>22,405,905</b>	<b>-</b>	<b>193,621,827</b>	<b>89.63%</b>
<b>Other Financing Sources</b>							
Transfers out	-	(263,189)	(263,189)	(263,189)	-	-	0.00%
<b>Total Other Financing Sources</b>	<b>-</b>	<b>(263,189)</b>	<b>(263,189)</b>	<b>(263,189)</b>	<b>-</b>	<b>-</b>	<b>0.00%</b>
<b>Revenues Over (Under) Expenditures</b>	<b>(156,231,443)</b>	<b>1,000,000</b>	<b>(155,231,443)</b>	<b>(5,737,477)</b>	<b>-</b>	<b>(149,493,966)</b>	

Attachment: Budget to Actual 2nd Qtr 2026 PDF (11785 : Budget to Actual Report - 2nd Qtr. 2025/2026)

**Fiscal Year 2025-2026  
Second Quarter Budget to Actual Report  
December 31, 2025**

	2025-2026 Original Budget	Amendments	2025-2026 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>PROPOSITION 1B FUND</b>							
<b>Revenues</b>							
Intergovernmental	5,000,000	-	5,000,000	-	-	5,000,000	
Total Revenues	<u>5,000,000</u>	<u>-</u>	<u>5,000,000</u>	<u>-</u>	<u>-</u>	<u>5,000,000</u>	
<b>Expenditures</b>							
Project Delivery	5,000,000	-	5,000,000	1,678,727	-	3,321,273	66.43%
Total Expenditures	<u>5,000,000</u>	<u>-</u>	<u>5,000,000</u>	<u>1,678,727</u>	<u>-</u>	<u>3,321,273</u>	<u>66.43%</u>
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>(1,678,727)</u>	<u>-</u>	<u>1,678,727</u>	
<b>LOCAL TRANSPORTATION FUND</b>							
<b>Revenues</b>							
Sales Tax-LTF	149,920,792	-	149,920,792	39,043,102	-	110,877,690	
Investment Earnings	2,260,456	-	2,260,456	(775,381)	-	3,035,837	
Total Revenues	<u>152,181,248</u>	<u>-</u>	<u>152,181,248</u>	<u>38,267,721</u>	<u>-</u>	<u>113,913,527</u>	
<b>Expenditures</b>							
Transit	122,940,000	-	122,940,000	44,861,457	108,885	77,969,658	63.42%
Total Expenditures	<u>122,940,000</u>	<u>-</u>	<u>122,940,000</u>	<u>44,861,457</u>	<u>108,885</u>	<u>77,969,658</u>	<u>63.42%</u>
<b>Other Financing Sources</b>							
Transfers out	(62,047,236)	-	(62,047,236)	(6,341,132)	-	(55,706,104)	89.78%
Total Other Financing Sources	<u>(62,047,236)</u>	<u>-</u>	<u>(62,047,236)</u>	<u>(6,341,132)</u>	<u>-</u>	<u>(55,706,104)</u>	<u>89.78%</u>
Revenues Over (Under) Expenditures	<u>(32,805,988)</u>	<u>-</u>	<u>(32,805,988)</u>	<u>(12,934,868)</u>	<u>(108,885)</u>	<u>(19,762,235)</u>	
<b>STATE TRANSIT ASSISTANCE FUND</b>							
<b>Revenues</b>							
Intergovernmental	31,528,490	-	31,528,490	6,918,354	-	24,610,136	
Investment Earnings	893,728	-	893,728	(347,089)	-	1,240,817	
Total Revenues	<u>32,422,218</u>	<u>-</u>	<u>32,422,218</u>	<u>6,571,265</u>	<u>-</u>	<u>25,850,953</u>	
<b>Expenditures</b>							
Transit	29,960,670	-	29,960,670	12,580,788	-	17,379,882	58.01%
Total Expenditures	<u>29,960,670</u>	<u>-</u>	<u>29,960,670</u>	<u>12,580,788</u>	<u>-</u>	<u>17,379,882</u>	<u>58.01%</u>
<b>Other Financing Sources</b>							
Transfers out	(29,486,621)	-	(29,486,621)	1,826,400	-	(31,313,021)	106.19%
Total Other Financing Sources	<u>(29,486,621)</u>	<u>-</u>	<u>(29,486,621)</u>	<u>1,826,400</u>	<u>-</u>	<u>(31,313,021)</u>	<u>106.19%</u>
Revenues Over (Under) Expenditures	<u>(27,025,073)</u>	<u>-</u>	<u>(27,025,073)</u>	<u>(4,183,123)</u>	<u>-</u>	<u>(22,841,950)</u>	
Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.							
<b>SENATE BILL 1 Fund</b>							
<b>Revenues</b>							
Intergovernmental	121,440,773	-	121,440,773	3,590,544	-	117,850,229	
Total Revenues	<u>121,440,773</u>	<u>-</u>	<u>121,440,773</u>	<u>3,590,544</u>	<u>-</u>	<u>117,850,229</u>	
<b>Expenditures</b>							
Commuter and Motorist Assistance	1,624,471	-	1,624,471	183,951	570	1,439,950	88.64%
Transit	31,825,069	-	31,825,069	7,992,552	-	23,832,517	74.89%
Project Delivery	87,969,233	263,189	88,232,422	32,195,093	-	56,037,329	63.51%
Total Expenditures	<u>121,418,773</u>	<u>263,189</u>	<u>121,681,962</u>	<u>40,371,596</u>	<u>570</u>	<u>81,309,796</u>	<u>66.82%</u>
<b>Other Financing Sources</b>							
Transfers in	-	263,189	263,189	263,189	-	-	0.00%
Total Other Financing Sources	<u>-</u>	<u>263,189</u>	<u>263,189</u>	<u>263,189</u>	<u>-</u>	<u>-</u>	<u>0.00%</u>
Revenues Over (Under) Expenditures	<u>22,000</u>	<u>-</u>	<u>22,000</u>	<u>(36,517,863)</u>	<u>(570)</u>	<u>36,540,433</u>	
<b>MEASURE I 1990-2010 FUND</b>							
<b>Revenues</b>							
Investment Earnings	140,007	-	140,007	(48,488)	-	188,495	
Total Revenues	<u>140,007</u>	<u>-</u>	<u>140,007</u>	<u>(48,488)</u>	<u>-</u>	<u>188,495</u>	
<b>Expenditures</b>							
Project Delivery	1,672,000	-	1,672,000	15,072	-	1,656,928	99.10%
Total Expenditures	<u>1,672,000</u>	<u>-</u>	<u>1,672,000</u>	<u>15,072</u>	<u>-</u>	<u>1,656,928</u>	<u>99.10%</u>
Revenues Over (Under) Expenditures	<u>(1,531,993)</u>	<u>-</u>	<u>(1,531,993)</u>	<u>(63,560)</u>	<u>-</u>	<u>(1,468,433)</u>	

**Fiscal Year 2025-2026**  
**Second Quarter Budget to Actual Report**  
**December 31, 2025**

	2025-2026		2025-2026	Actual Revenues			% of Budget
	Original	Amendments	Revised	& Expenditures	Encumbrances	Balance	Remaining
	Budget		Budget	to Date			for
							Expenditures
<b>MEASURE I 2010-2040 FUND</b>							
<b>Revenues</b>							
Sales Tax-MSI	246,183,300	-	246,183,300	82,957,139	-	163,226,161	
Investment Earnings	19,672,316	-	19,672,316	(8,038,161)	-	27,710,477	
Miscellaneous	-	-	-	550,000	-	(550,000)	
Total Revenues	<u>265,855,616</u>	<u>-</u>	<u>265,855,616</u>	<u>75,468,978</u>	<u>-</u>	<u>190,386,638</u>	
<b>Expenditures</b>							
General Government	984,073	-	984,073	127,883	-	856,190	87.00%
Environment and Energy Conservation	193,821	-	193,821	20,090	-	173,731	89.63%
Commuter and Motorist Assistance	808,829	-	808,829	4,192	-	804,637	99.48%
Regional & Subregional Planning	1,348,990	-	1,348,990	277,439	-	1,071,551	79.43%
Transit	74,845,816	3,000,000	77,845,816	8,213,441	8,907,135	60,725,240	78.01%
Project Delivery	245,623,667	1,115,187	246,738,854	24,531,338	146,974	222,060,542	90.00%
Fund Administration	115,497,566	-	115,497,566	25,370,187	749,000	89,378,379	77.39%
Total Expenditures	<u>439,302,762</u>	<u>4,115,187</u>	<u>443,417,949</u>	<u>58,544,570</u>	<u>9,803,109</u>	<u>375,070,270</u>	<u>84.59%</u>
<b>Other Financing Sources</b>							
Transfers in	203,660	1,115,187	1,318,847	1,217,017	-	101,830	7.72%
Transfers out	(15,968,403)	-	(15,968,403)	(4,733,797)	-	(11,234,606)	70.36%
Total Other Financing Sources	<u>(15,764,743)</u>	<u>1,115,187</u>	<u>(14,649,556)</u>	<u>(3,516,780)</u>	<u>-</u>	<u>(11,132,776)</u>	<u>75.99%</u>
Revenues Over (Under) Expenditures	<u>(189,211,889)</u>	<u>(3,000,000)</u>	<u>(192,211,889)</u>	<u>13,407,628</u>	<u>(9,803,109)</u>	<u>(195,816,408)</u>	
Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.							
<b>DEBT SERVICE FUND</b>							
<b>Revenues</b>							
Investment Earnings	-	-	-	44,443	-	(44,443)	
Total Revenues	<u>-</u>	<u>-</u>	<u>-</u>	<u>44,443</u>	<u>-</u>	<u>(44,443)</u>	
<b>Expenditures</b>							
Debt Service	12,417,850	-	12,417,850	1,209,300	-	11,208,550	90.26%
Total Expenditures	<u>12,417,850</u>	<u>-</u>	<u>12,417,850</u>	<u>1,209,300</u>	<u>-</u>	<u>11,208,550</u>	<u>90.26%</u>
<b>Other Financing Sources</b>							
Transfers in	12,417,850	-	12,417,850	2,958,521	-	9,459,329	76.18%
Total Other Financing Sources	<u>12,417,850</u>	<u>-</u>	<u>12,417,850</u>	<u>2,958,521</u>	<u>-</u>	<u>9,459,329</u>	<u>76.18%</u>
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,793,664</u>	<u>-</u>	<u>(1,793,664)</u>	
<b>CAPITAL PROJECTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	30,020,911	-	30,020,911	3,842,453	-	26,178,458	
Investment Earnings	1,267,417	-	1,267,417	(339,602)	-	1,607,019	
Miscellaneous	1,766,709	-	1,766,709	-	-	1,766,709	
Total Revenues	<u>33,055,037</u>	<u>-</u>	<u>33,055,037</u>	<u>3,502,851</u>	<u>-</u>	<u>29,552,186</u>	
<b>Expenditures</b>							
General Government	175,000	-	175,000	-	-	175,000	100.00%
Regional & Subregional Planning	8,260,131	-	8,260,131	1,344,062	164,795	6,751,274	81.73%
Transit	3,408,844	-	3,408,844	981,007	-	2,427,837	71.22%
Project Delivery	19,536,243	198,179,813	217,716,056	4,113,899	1,871	213,600,286	98.11%
Fund Administration	25,034,700	-	25,034,700	-	-	25,034,700	100.00%
Debt Service	-	705,000	705,000	-	-	705,000	0.00%
Total Expenditures	<u>56,414,918</u>	<u>198,884,813</u>	<u>255,299,731</u>	<u>6,438,968</u>	<u>166,666</u>	<u>248,694,097</u>	<u>97.41%</u>
<b>Other Financing Sources</b>							
Transfers out	-	(1,115,187)	(1,115,187)	(1,115,187)	-	-	0.00%
Total Other Financing Sources	<u>-</u>	<u>(1,115,187)</u>	<u>(1,115,187)</u>	<u>(1,115,187)</u>	<u>-</u>	<u>-</u>	<u>0.00%</u>
Revenues Over (Under) Expenditures	<u>(23,359,881)</u>	<u>(200,000,000)</u>	<u>(223,359,881)</u>	<u>(4,051,304)</u>	<u>(166,666)</u>	<u>(219,141,911)</u>	

Attachment: Budget to Actual 2nd Qtr 2026 PDF (11785 : Budget to Actual Report - 2nd Qtr. 2025/2026)

**Fiscal Year 2025-2026**  
**Second Quarter Budget to Actual Report**  
**December 31, 2025**

	2025-2026 Original Budget	Amendments	2025-2026 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	171,928,769	-	171,928,769	11,661,935	-	160,266,834	
Investment Earnings	870,603	-	870,603	28,462	-	842,141	
Total Revenues	<u>172,799,372</u>	<u>-</u>	<u>172,799,372</u>	<u>11,690,397</u>	<u>-</u>	<u>161,108,975</u>	
<b>Expenditures</b>							
General Government	123,846	-	123,846	6,603	1,000	116,243	93.86%
Commuter and Motorist Assistance	4,241,674	-	4,241,674	1,198,304	14,780	3,028,590	71.40%
Regional & Subregional Planning	900,000	-	900,000	399,676	-	500,324	55.59%
Transit	6,845,414	-	6,845,414	965,861	-	5,879,553	85.89%
Total Expenditures	<u>12,110,934</u>	<u>-</u>	<u>12,110,934</u>	<u>2,570,444</u>	<u>15,780</u>	<u>9,524,710</u>	<u>78.65%</u>
<b>Other Financing Sources</b>							
Transfers out	(303,857)	-	(303,857)	(151,928)	-	(151,929)	50.00%
Total Other Financing Sources	<u>(303,857)</u>	<u>-</u>	<u>(303,857)</u>	<u>(151,928)</u>	<u>-</u>	<u>(151,929)</u>	<u>50.00%</u>
Revenues Over (Under) Expenditures	<u>160,384,581</u>	<u>-</u>	<u>160,384,581</u>	<u>8,968,025</u>	<u>(15,780)</u>	<u>151,432,336</u>	
<b>COUNCIL OF GOVERNMENTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	9,049,471	-	9,049,471	383,189	-	8,666,282	
Special Assessments	1,500,000	-	1,500,000	-	-	1,500,000	
Investment Earnings	37,940	-	37,940	(17,047)	-	54,987	
Miscellaneous	-	-	-	25,630	-	(25,630)	
Total Revenues	<u>10,587,411</u>	<u>-</u>	<u>10,587,411</u>	<u>391,772</u>	<u>-</u>	<u>10,195,639</u>	
<b>Expenditures</b>							
Council of Governments	6,271,406	-	6,271,406	721,896	-	5,549,510	88.49%
Total Expenditures	<u>6,271,406</u>	<u>-</u>	<u>6,271,406</u>	<u>721,896</u>	<u>-</u>	<u>5,549,510</u>	<u>88.49%</u>
<b>Other Financing Sources</b>							
Transfers out	(707,917)	-	(707,917)	(353,958)	-	(353,959)	50.00%
Total Other Financing Sources	<u>(707,917)</u>	<u>-</u>	<u>(707,917)</u>	<u>(353,958)</u>	<u>-</u>	<u>(353,959)</u>	<u>50.00%</u>
Revenues Over (Under) Expenditures	<u>3,608,088</u>	<u>-</u>	<u>3,608,088</u>	<u>(684,082)</u>	<u>-</u>	<u>4,292,170</u>	
<b>ENTERPRISE FUND</b>							
<b>Revenues</b>							
Express Lanes Fees And Charges	19,300,000	-	19,300,000	10,083,795	-	9,216,205	
Investment Earnings	-	-	-	(44,844)	-	44,844	
Total Revenues	<u>19,300,000</u>	<u>-</u>	<u>19,300,000</u>	<u>10,038,951</u>	<u>-</u>	<u>9,261,049</u>	
<b>Expenditures</b>							
Project Delivery	518,803	-	518,803	-	-	518,803	100.00%
Express Lanes Operation	17,902,455	-	17,902,455	8,333,018	32,451	9,536,986	53.27%
Total Expenditures	<u>18,421,258</u>	<u>-</u>	<u>18,421,258</u>	<u>8,333,018</u>	<u>32,451</u>	<u>10,055,789</u>	<u>54.59%</u>
<b>Other Financing Sources</b>							
Operating Transfers out	(212,224)	-	(212,224)	(106,112)	-	(106,112)	50.00%
Total Other Financing Sources	<u>(212,224)</u>	<u>-</u>	<u>(212,224)</u>	<u>(106,112)</u>	<u>-</u>	<u>(106,112)</u>	<u>50.00%</u>
Revenues Over (Under) Expenditures	<u>666,518</u>	<u>-</u>	<u>666,518</u>	<u>1,599,821</u>	<u>(32,451)</u>	<u>(900,852)</u>	

Attachment: Budget to Actual 2nd Qtr 2026 PDF (11785 : Budget to Actual Report - 2nd Qtr. 2025/2026)

## ***Minute Action***

AGENDA ITEM: 3

***Date:*** February 11, 2026

***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, 2025, were \$2,886,298,202.

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

Measure I revenue for the 2025/2026 Fiscal Year Budget was estimated at \$248,670,000. Actual Measure I receipts for Fiscal Year 2025/2026 October through December are \$64,029,750, in comparison to \$61,567,694 received during the quarter ending December 2024/2025, with an increase of 4.00% due to the growth in consumer spending in the County of San Bernardino.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***Reviewed By:***

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

***Responsible Staff:***

Michael Hernandez, Chief of Fiscal Resources

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Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

## Summary of SBCTA Measure I Receipts 2010-2040

Fiscal Year	July-September	October-December	January-March	April- June	Fiscal Year Total	Cumulative Total To Date
<b>Receipts Prior to FY 2010/11</b>						<b>\$7,158,800</b>
<b>Fiscal Year 2010/11</b>	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	<b>\$122,761,879</b>
<b>Fiscal Year 2011/12</b>	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	<b>\$253,570,624</b>
<b>Fiscal Year 2012/13</b>	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	<b>\$391,572,794</b>
<b>Fiscal Year 2013/14</b>	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	<b>\$535,038,944</b>
<b>Fiscal Year 2014/15</b>	37,253,007	38,007,716	38,225,122	37,132,591	150,618,437	<b>\$685,657,380</b>
<b>Fiscal Year 2015/16</b>	39,298,056	40,309,825	40,950,261	38,929,588	159,487,730	<b>\$845,145,110</b>
<b>Fiscal Year 2016/17</b>	41,123,141	40,742,242	41,465,217	39,801,939	163,132,539	<b>\$1,008,277,649</b>
<b>Fiscal Year 2017/18</b>	43,117,814	42,305,693	44,007,900	39,149,611	168,581,018	<b>\$1,176,858,666</b>
<b>Fiscal Year 2018/19</b>	41,560,927	49,358,825	46,035,191	43,531,556	180,486,500	<b>\$1,357,345,167</b>
<b>Fiscal Year 2019/20</b>	46,250,572	46,514,574	49,729,997	35,959,684	178,454,827	<b>\$1,535,799,994</b>
<b>Fiscal Year 2020/21</b>	48,366,423	51,588,776	52,728,566	56,391,035	209,074,800	<b>\$1,744,874,794</b>
<b>Fiscal Year 2021/22</b>	64,058,781	61,231,465	64,329,895	63,172,838	252,792,978	<b>\$1,997,667,772</b>
<b>Fiscal Year 2022/23</b>	64,538,748	66,271,275	66,140,449	60,936,812	257,887,284	<b>\$2,255,555,056</b>
<b>Fiscal Year 2023/24</b>	64,368,274	62,247,797	65,142,607	60,102,892	251,861,570	<b>\$2,507,416,625</b>
<b>Fiscal Year 2024/25</b>	63,679,854	61,567,694	64,292,960	60,887,266	250,427,775	<b>\$2,757,844,400</b>
<b>Fiscal Year 2025/26</b>	64,424,051	64,029,750			128,453,802	<b>\$2,886,298,202</b>
% Increase Over 24/25	1.17%	4.00%			-48.71%	

## *Minute Action*

AGENDA ITEM: 4

***Date:*** February 11, 2026

***Subject:***

November and December 2025 Procurement Report

***Recommendation:***

Receive the November and December 2025 Procurement Report.

***Background:***

The Board of Directors (Board) adopted the Contracting and Procurement Policy (Policy No.1000) on January 3, 1997, and approved the last revision on October 1, 2025. The Board authorized the Executive Director, or her 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 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; 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 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 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:

- Four new contracts were executed.
- Four contract amendments were executed.
- Three CTO's were executed.
- Two CTO amendments were executed.
- Three contingency amendments were executed.
- Four purchase orders were 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.
- Five new purchase orders were executed.

A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, and/or General Counsel during the months of November and

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

General Policy Committee Agenda Item  
February 11, 2026  
Page 2

December 2025 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 has no financial impact on the adopted Budget for Fiscal Year 2025/2026. 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:**

Alicia Bullock, Procurement Manager

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Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**Attachment A - 1**  
**November and December 2025 Contract/Amendment/CTO Actions**

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount
Contract	26-1003417		Frontier Communications	Internet Service.	\$ 24,000.00	\$ -	\$ -	\$ 24,000.00
Contract	26-1003419		Frontier Communications	Telephone Service.	\$ 9,474.48	\$ -	\$ -	\$ 9,474.48
Contract	25-1003322		George Hills Company, Inc.	Third Party Administrator and Incident Management Services.	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00
Contract	26-1003424		Theodora Oringher, PC	Litigation Defense Services.	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00
Contract Amendment	23-1002953	1	City of Rancho Cucamonga	To extend the lease term and increase the not-to-exceed amount for the Express Lanes Customer Service Walk-In Center Lease.	\$ 32,300.00	\$ -	\$ 6,564.60	\$ 38,864.60
Contract Amendment	25-1003197	1	St. Paul the Apostle Catholic Church	To extend the lease term and increase the not-to-exceed amount for the Park and Ride Lot Lease Agreement.	\$ 18,000.00	\$ -	\$ 27,000.00	\$ 45,000.00
Contract Amendment	24-1003088	1	Jacobs Engineering Group, Inc.	To extend the contract term for Emergency Evacuation Network Resilience Center.	\$ 1,208,910.89	\$ -	\$ -	\$ 1,208,910.89
Contract Amendment	24-1003085	2	Crowe LLP	To increase the not-to-exceed amount for Professional Auditing Services to allow for a second major program audit.	\$ 900,000.00	\$ 14,750.00	\$ 24,400.00	\$ 939,150.00
CTO	24-1003136	19	HNTB Corporation	On-Call Planning/COG/REAP 2.0 Services for the City of Colton Active Transportation Project.	\$ 81,945.61	\$ -	\$ -	\$ 81,945.61
CTO	25-1003265	1	Costin Public Outreach Group	Outreach Support Services for SBCOG 5-Year Workplan.	\$ 225,000.00	\$ -	\$ -	\$ 225,000.00
CTO	25-1003210	2	Crowe LLP	To test expenditures for Measure I Programs administered by SBCTA for FY2023/2024 and 2024/2025.	\$ 39,199.00	\$ -	\$ -	\$ 39,199.00
CTO Amendment	23-1002904	8.1	Mott MacDonald	To extend the CTO completion date for On-Call Transit and Rail Engineering Services to ensure continued and future support for the Santa Fe Depot Bus Stop Improvement Project.	\$ 145,437.00	\$ -	\$ -	\$ 145,437.00
CTO Amendment	22-1002708	1.3	WSP USA Inc.	To extend the CTO completion date for On-Call Construction Management Services to cover additional time needed for pending close out activities for the Metrolink Station Accessibility Improvement Project - Phase II.	\$ 894,507.57	\$ 94,050.25		\$ 988,557.82

Attachment: November and December 2025 Procurement Report - PDF (12212 : November & December

\*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

November and December 2025 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
20-1002266 No. 1G	To provide additional continued construction support for the I-15 Express Lanes Contract 1 Plans, Specifications and Estimates Project.	Michael Baker International	\$ 21,319,091.00	\$ 1,503,227.18	\$ 1,160,828.66	\$ 769,085.67	\$ 24,752,232.51
23-1002947 No. 1A	To Provide FSP Services after original contractor could not comply with SBCTA Insurance requirements for Beat 27.	Royal Coaches Auto Body and Towing	\$ 5,032,510.00	\$ 541,398.00	\$ -	\$ 500,000.00	\$ 6,073,908.00
22-1002722 No. 1H	For additional work instructed by Caltrans for the I-10 Corridor Freight and Express Lanes Project - Contract 2 Plans, Specifications and Estimates.	TRC Engineers, Inc.	\$ 57,791,176.04	\$ -	\$ 3,870,930.38	\$ 953,204.55	\$ 62,615,310.97

Attachment: November and December 2025 Procurement Report - PDF (12212 : November & December

## Attachment A - 3

## November and December 2025 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	4002681	11/17/2025	CDW Government LLC	Adobe Acrobat Software Renewal.	\$ 14,135.26			\$ 14,135.26
New PO	4002684	12/3/2025	California Department of Transportation	Encroachment Permit for SR 210 Waterman Department Furnished Materials.	\$ 9,960.05			\$ 9,960.05
New PO	4002687	12/15/2025	CDW Government LLC	Adobe Sign Software Renewal.	\$ 2,239.81			\$ 2,239.81
New PO	4002688	12/15/2025	CDW Government LLC	VEEAM Annual Software Renewal for backup Support on SBCTA software.	\$ 4,835.70			\$ 4,835.70

**Attachment B**

**November and December 2025 RFP's, RFQ's and IFB's**

<b>Release Date</b>	<b>RFP/RFQ/IFB No.</b>	<b>Anticipated Dollar Amount</b>	<b>Anticipated Award Date</b>	<b>Description of Overall Program and Program Budget</b>
11/24/2025	RFP26-1003416	\$50,000.00	02/2026	Microsoft Teams Phone Implementation.

Attachment C

November and December 2025 CityCom's Issued Purchase Orders/Contracts

PO/Contract No.	Vendor Name	Description of Services	Total Amount
PO SBCTA52244	Weatherite Corp.	Replace split HVAC (Heating, ventilation, and air conditioning) unit for CCTV room.	\$ 10,498.00
PO SBCTA52177	CAM Property Services	Secure and fill in all brick walkway gaps on the north and south brick walkway.	\$ 4,825.00
PO DEPOT5236	Vortex Industries	Tenant Greyhound's entry door repair (The expense to be billed back to the tenant).	\$ 3,685.00
PO SBCTA52179	Weatherite Corp.	Install secondary drain pans for HVAC (Heating, ventilation, and air conditioning).	\$ 4,782.00
PO SBCTA52178	Weatherite Corp.	Replace 2 electrical boards for HVAC (Heating, ventilation, and air conditioning) unit HP 206.	\$ 2,890.00

## ***Minute Action***

AGENDA ITEM: 5

***Date:*** February 11, 2026

***Subject:***

Extension Requests for Fiscal Year 2024/2025 Measure I Local Street Program Funds Audits

***Recommendation:***

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

Grant an extension to June 30, 2026, to complete the audit for Fiscal Year 2024/2025 Measure I Local Street Program funds for the City of Adelanto and Town of Apple Valley.

***Background:***

San Bernardino County Transportation Authority (SBCTA) policies concerning the Measure I 2010-2040 Local Street Programs state that if a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the SBCTA Board of Directors (Board) at their March meeting.

The City of Adelanto, Town of Apple Valley, City of Chino, City of Fontana, City of Needles, City of Rancho Cucamonga and City of Rialto were granted an automatic two-month extension to complete the Fiscal Year 2024/2025 Measure I Audit on Local Street Program Funds. The audits for the Cities of Chino, Fontana, Needles, Rancho Cucamonga and Rialto should be completed by February 28, 2026, and should not require further extension. The City of Adelanto and Town of Apple Valley have submitted letters requesting extensions to June 30, 2026, to complete the Fiscal Year 2024/2025 Measure I Audit on Local Street Program Funds.

SBCTA staff has informed the City of Adelanto and Town of Apple Valley staff that based on policy, an additional time extension is subject to Board approval and that withholding of Measure I funds will commence in March 2026 if extension is not approved. If the extension is not granted, the funds will be withheld and only released upon completing the Measure I audit.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***Reviewed By:***

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

***Responsible Staff:***

Michael Hernandez, Chief of Fiscal Resources

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Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

*Entity: San Bernardino County Transportation Authority*



Gabriel F

Daniel R  
Mayor Pro

Stevevonna I  
Council M

Angelo  
Council M

Amanda Upton  
Council M

Jessie F  
City Manager

November 6, 2025

San Bernardino County Transportation Authority  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Attention: Lisa Lazzar, Chief Financial Officer

Dear Mrs. Lazzar,

The City of Adelanto is seeking an extension for the audit of its Measure I and Transportation Development Act Funds for the fiscal year ending June 30, 2025. This request is being made due to catching up on prior year audits. The City expects the audit to be finalized by June 30, 2026.

Best Regards,

Jessie Flores  
City Manager

Attachment: Adelanto Extension Request FY 2025 (11994 : Extension Requests for Fiscal Year 2024/2025 Measure I Local Street Program



**Town of Apple Valley**  
**Finance Department**

A Better Way of Life

January 12, 2025

San Bernardino County Transportation Authority  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Attention: Lisa Lazzar, Chief Financial Officer

Dear Mrs. Lazzar,

We are writing to request an extension for the completion of our FY24-25 fund audits, which were due on December 31, 2025. We have had an issue to complete allocations for FY24.

We are working diligently to catch up the delay to complete our FY23-24 Measure I and TDA funds audit. We had a meeting with Crowe to discuss brief timelines. We continue our efforts to complete the audits as soon as possible but believe requesting an extension is the prudent approach to maintain quality and completeness. It would be appreciated very much to extend the deadline of FY24-25 fund audits to June 30, 2026.

Please let us know if you need any additional information to process this request.

Appreciate your understanding.

Best Regards,

Todd Boddem  
Town Manager

## *Minute Action*

AGENDA ITEM: 6

***Date:*** February 11, 2026

***Subject:***

Fiscal Year 2026/2027 Assessment Dues

***Recommendation:***

That the General Policy Committee recommend the Board, acting as the San Bernardino Council of Governments (SBCOG):

Adopt the SBCOG Fiscal Year 2026/2027 mandatory assessments and additional mandatory obligations.

***Background:***

San Bernardino Council of Governments (SBCOG) has collected mandatory assessments since its inception. The assessments are calculated according to a formula that calculates 50% based on population and 50% based on the assessed valuation of each member jurisdiction.

On December 2, 2015, the SBCOG Board of Directors (Board) approved an additional mandatory obligation of \$133,418, specifically to support the addition of staff to work exclusively on SBCOG activities.

On April 6, 2022, the Board approved another increase of \$200,000 to the monetary obligation paid by agencies to support the SBCOG. The increase is phased over three years and reached the full \$200,000 in Fiscal Year 2024/2025.

On January 3, 2024, the Board approved another addition to the calculation of assessment due that brings the total assessments to \$1,500,000, as identified in Policy No. 10014. The assessment is based 50% on the population of each signatory member, and 50% on the combined General Fund property tax and General Fund sales tax. Beginning in Fiscal Year 2026/2027, an escalation factor of the lower of the Consumer Price Index (CPI) or 2% will be applied to the total assessment of \$1,500,000. CPI was over 2%, therefore, an escalation factor of 2% has been applied to the current calculation.

Any further assessments to fund optional or subscription programs and projects beyond those identified in the annual budget will be assessed on a cost-allocation basis to fund the cost of the program or project, of which, there are none needed at this time.

Mandatory assessments are used in Task 0501 and Task 0511, Intergovernmental Relations, and support for SBCOG activities in Task 0511 Council of Governments as approved by the Board. These funds support the work identified in the SBCOG 5-Year Work Plan and support functions including grant writing services, SBCOG on-call consulting services, contributions and membership fees to various regional and state organizations, and developing tools and strategies to address housing policies and SBCOG legislation interests such as housing, technology, and communications.

***Financial Impact:***

This item establishes the Fiscal Year 2026/2027 Budget for mandatory assessment and other monetary obligations which will be included in the proposed Budget for Fiscal Year 2026/2027.

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

General Policy Committee Agenda Item  
February 11, 2026  
Page 2

**Reviewed By:**

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

**Responsible Staff:**

Michael Hernandez, Chief of Fiscal Resources

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Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**San Bernardino Council of Governments  
General Assessment Dues Calculation  
Fiscal Year 2026/2027 Budget**

Jurisdiction	Population 2025	Population Allocation %	Assessed Value Fiscal Year 2025/2026	% OF TOTAL VALUE	AVG. % POP. & VALUE	FY2025/2026 TOTAL AMOUNT	Original Assessment (2)	COG AMOUNT Assessment (3)	Additional Monetary Obligation Assessment (4)	OTHER MONETARY OBLIGATIONS AMOUNT (3)+(4)	Total Current Assessments (2)+(3)+(4)	Base Sales Tax + Property Tax Revenues (1)		Tax Revenues Allocation %	Population & Revenues Allocation %	New Assessment 50% Population/ 50% Revenue	Total Current Assessments + New Assessment (5)
Adelanto	37,150	1.683%	\$3,734,481,869	1.032%	1.357%	26,558	\$2,003	\$5,337	\$8,000	\$13,337	\$15,340	13,503,648	0.521%	1.102%	\$11,562	26,902	
Apple Valley	75,262	3.409%	\$8,945,442,085	2.472%	2.941%	40,664	\$4,339	\$5,337	\$8,000	\$13,337	\$17,676	28,720,359	1.109%	2.259%	\$23,700	41,376	
Barstow	24,811	1.124%	\$2,071,915,996	0.573%	0.848%	24,319	\$1,252	\$5,337	\$8,000	\$13,337	\$14,589	20,319,297	0.785%	0.954%	\$10,011	24,600	
Big Bear Lake	4,953	0.224%	\$5,290,858,128	1.462%	0.843%	19,341	\$1,244	\$5,337	\$8,000	\$13,337	\$14,581	18,481,795	0.714%	0.469%	\$4,920	19,501	
Chino	95,506	4.327%	\$22,168,360,645	6.126%	5.226%	59,801	\$7,712	\$5,337	\$8,000	\$13,337	\$21,049	85,284,169	3.293%	3.810%	\$39,967	61,016	
Chino Hills	77,314	3.502%	\$16,454,632,870	4.547%	4.025%	43,725	\$5,939	\$5,337	\$8,000	\$13,337	\$19,276	33,978,656	1.312%	2.407%	\$25,253	44,529	
Colton	53,278	2.414%	\$6,062,045,289	1.675%	2.044%	35,029	\$3,017	\$5,337	\$8,000	\$13,337	\$16,354	32,469,138	1.254%	1.834%	\$19,236	35,590	
Fontana	219,172	9.929%	\$35,739,080,893	9.876%	9.902%	102,227	\$14,612	\$5,337	\$8,000	\$13,337	\$27,949	121,079,308	4.675%	7.302%	\$76,601	104,550	
Grand Terrace	12,803	0.580%	\$2,002,349,306	0.553%	0.567%	18,801	\$836	\$5,337	\$8,000	\$13,337	\$14,173	8,531,762	0.329%	0.455%	\$4,770	18,943	
Hesperia	101,792	4.611%	\$10,353,602,607	2.861%	3.736%	46,832	\$5,513	\$5,337	\$8,000	\$13,337	\$18,850	23,058,149	0.890%	2.751%	\$28,857	47,707	
Highland	57,088	2.586%	\$5,670,145,800	1.567%	2.077%	34,402	\$3,064	\$5,337	\$8,000	\$13,337	\$16,401	24,596,265	0.950%	1.768%	\$18,546	34,947	
Loma Linda	25,322	1.147%	\$3,364,488,980	0.930%	1.038%	23,082	\$1,532	\$5,337	\$8,000	\$13,337	\$14,869	12,093,895	0.467%	0.807%	\$8,466	23,335	
Montclair	37,526	1.700%	\$4,932,255,972	1.363%	1.531%	29,832	\$2,260	\$5,337	\$8,000	\$13,337	\$15,597	28,363,944	1.095%	1.398%	\$14,661	30,258	
Needles	4,791	0.217%	\$593,247,307	0.164%	0.190%	16,370	\$281	\$5,337	\$8,000	\$13,337	\$13,618	8,349,648	0.322%	0.270%	\$2,830	16,448	
Ontario	184,404	8.354%	\$46,928,992,376	12.968%	10.661%	122,749	\$15,731	\$5,337	\$8,000	\$13,337	\$29,068	260,191,794	10.047%	9.200%	\$96,515	125,583	
Rancho Cucamonga	175,992	7.973%	\$38,874,972,772	10.742%	9.358%	85,314	\$13,808	\$5,337	\$8,000	\$13,337	\$27,145	90,121,844	3.480%	5.726%	\$60,071	87,216	
Redlands	73,488	3.329%	\$14,457,537,295	3.995%	3.662%	49,784	\$5,404	\$5,337	\$8,000	\$13,337	\$18,741	71,729,453	2.770%	3.049%	\$31,990	50,731	
Rialto	105,565	4.782%	\$16,978,809,119	4.692%	4.737%	71,109	\$6,990	\$5,337	\$8,000	\$13,337	\$20,327	134,201,542	5.182%	4.982%	\$52,264	72,591	
San Bernardino	222,727	10.090%	\$23,873,356,356	6.597%	8.343%	103,484	\$12,311	\$5,337	\$8,000	\$13,337	\$25,648	134,495,375	5.193%	7.642%	\$80,163	105,811	
Twentynine Palms	24,257	1.099%	\$1,410,703,899	0.390%	0.744%	22,462	\$1,098	\$5,337	\$8,000	\$13,337	\$14,435	12,327,631	0.476%	0.787%	\$8,261	22,696	
Upland	79,140	3.585%	\$13,478,781,110	3.725%	3.655%	46,843	\$5,393	\$5,337	\$8,000	\$13,337	\$18,730	50,272,826	1.941%	2.763%	\$28,987	47,717	
Victorville	141,013	6.388%	\$15,190,413,099	4.198%	5.293%	68,080	\$7,810	\$5,337	\$8,000	\$13,337	\$21,147	73,290,055	2.830%	4.609%	\$48,350	69,497	
Yucaipa	54,838	2.484%	\$6,842,780,083	1.891%	2.188%	33,600	\$3,228	\$5,337	\$8,000	\$13,337	\$16,565	22,381,043	0.864%	1.674%	\$17,563	34,128	
Yucca Valley	22,027	0.998%	\$2,799,338,907	0.774%	0.886%	23,261	\$1,307	\$5,337	\$8,000	\$13,337	\$14,644	17,964,533	0.694%	0.846%	\$8,872	23,516	
County	297,205	13.464%	\$53,666,070,441	14.830%	14.147%	352,331	\$20,875	\$5,330	\$8,000	\$13,330	\$34,205	1,263,903,000	48.805%	31.134%	\$326,607	360,812	
	2,207,424	100.000%	\$361,884,663,204	100.00%	100.00%	1,500,000	\$147,558	\$133,418	\$200,000	\$333,418	\$480,976	2,589,709,129	100%	100.000%	\$1,049,024	1,530,000	

NOTES:

- (1) Base sales tax (7.75%) and property tax amounts obtained from financial statements for FY 2024, except for Town of Apple Valley FY 2022, City of Adelanto FY 2023, and the City of Needles FY 2023. Additional local tax is deducted for Barstow, Colton, Montclair, Ontario, Redlands, San Bernardino, Victorville, and Yucca Valley.
- (2) Original assessment based on 50% population and 50% assessed value. Amounts are adjusted every fiscal year.
- (3) In FY2015/2016, the Board of Directors approved an additional \$133,418 every fiscal year for Council of Government (COG) activities.
- (4) In FY2021/2022, the Board of Directors approved additional monetary obligations for COG activities: \$66,675 for FY22-23, \$133,350 for FY23-24, \$200,000 for FY24-25.
- (5) Starting FY2026/2027 and thereafter, an escalation factor of the lower of the Consumer Price Index (CPI) or 2% is applied to the total assessment of \$1.5M. Current factor applied is 2%.

## *Minute Action*

AGENDA ITEM: 7

**Date:** February 11, 2026

**Subject:**

Measure I Revenue Estimate for Fiscal Year 2026/2027 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 \$257.1 million for Fiscal Year 2026/2027 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2026/2027.

**Background:**

San Bernardino County Transportation Authority (SBCTA) staff is beginning the allocation planning process for Fiscal Year (FY) 2026/2027. 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 2026/2027. This agenda item requests approval of a Measure I revenue estimate for budgeting and allocation purposes for the next FY. Staff is estimating a 3.41% increase in Measure I sales tax revenue from the current year budget of \$248.7 million, for an estimate of \$257.1 million for the FY 2026/2027 Budget. The increase in sales tax for FY 2026/2027 is a conservative estimate as in prior years. FY 2025/2026 sales tax revenues are coming in higher than expected. The FY 2025/2026 receipts through December 2025 were a 3.8% increase over the actual receipts during the same period for FY 2024/2025.

Distribution of Measure I revenues to subareas for FY 2026/2027 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 Measure I Expenditure Plan as shown in Table 1 below and on the following page.

<b>Table 1</b>	
<b><u>Valley Subarea</u></b>	
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%
<b><u>Mountain/Desert Subareas excluding Victor Valley</u></b>	
Local street projects	68%
Major local highway projects	25%

*Entity: San Bernardino County Transportation Authority*

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Senior and disabled transit service	5%
Traffic management systems	2%
<b><u>Victor Valley Subarea</u></b>	
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 2026/2027 Measure I revenue of \$254.6 million (\$257.1 million less 1% for administration) is provided in Table 2 below.

<b>Table 2</b>		
<b>Estimate of Measure I Revenue by Subarea</b>		
<b>For Fiscal Year 2026/2027</b>		
	Estimated	
	Revenues	Percentage of
	(In Thousands)	Total Subarea
<b>Subarea</b>		
Cajon Pass *	\$7,270,500	2.9%
Valley	209,919,200	83.5%
Victor Valley	25,159,700	9.3%
Colorado River	374,500	0.1%
Morongo Basin	2,756,700	1.1%
Mountain	4,527,700	1.3%
North Desert	4,568,000	1.8%
Total Subarea	\$254,576,300	100%

\*Cajon Pass is funded with 3% of Valley and Victor Valley Measure I funds

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.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026. It will be utilized in the Measure I revenue estimate for the Fiscal Year 2026/2027 Budget.

**Reviewed By:**

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

**Responsible Staff:**

Michael Hernandez, Chief of Fiscal Resources

Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

## *Minute Action*

AGENDA ITEM: 8

**Date:** *February 11, 2026*

**Subject:**

Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing and Release of Request for Proposals No. 26-1003435 for Freeway Service Patrol Beats 5 and 27

**Recommendation:**

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

A. Approve Amendment No. 1 to Contract No. 22-1002819 for Beat Interstate 10 Express Lanes Segment 1 with Carpe Carma LLC dba Pomona Valley Towing to increase the contract amount by \$671,398.20 for a new not-to-exceed amount of \$2,413,954.20 to provide Freeway Service Patrol (FSP) support for Beat 5, pursuant to Article 4, SECTION 4.10, titled “Coverage of Other Beats”, to be funded with State FSP and the Department of Motor Vehicles Safe funds.

B. Authorize the release of Request for Proposals No. 26-1003435 for FSP Services on Beats 5 and 27.

**Background:**

The Freeway Service Patrol (FSP) consists of a fleet of tow trucks patrolling urban freeways for the purpose of assisting motorists with their disabled vehicles during peak periods of congestion. The stretch of highway that the fleet patrols up and down is referred to as a “Beat.” The FSP Program is extremely beneficial to the motoring public by reducing the amount of time a motorist is in an unsafe condition in traffic lanes, reducing traffic delays, as well as decreasing fuel consumption, vehicular emissions and secondary incidents. San Bernardino County Transportation Authority (SBCTA) began its program in January 2006 and has eight separate Beats in operation, assisting more than 7,100 motorists each month.

- FSP Beat 5 covers State Route 60 Reservoir Street (Los Angeles County Line) to Milliken Avenue
- FSP Beat Interstate 10 (I-10) Express Lanes Segment 1 covers Mills Avenue (Los Angeles County Line) to Interstate 15 (I-15)
- FSP Beat 27 covers I-15 Sierra Avenue to Oak Hill Road

Each SBCTA tow operator agreement contains a clause regarding the “Coverage of Other Beats”. The goal of this is to assist in covering regular FSP hours or locations. The work is provided as “Extra Work” and required to follow all FSP operational rules.

The contractor for Beats 5 and 27 informed SBCTA in November 2025 that they are unable to comply with SBCTA’s insurance requirements and therefore they could no longer provide FSP tow services for Beats 5 and 27.

SBCTA contacted Carpe Carma LLC dba Pomona Valley Towing (Pomona Valley Towing), the current FSP contractor for Beat I-10 Express Lanes Segment 1, which is the closest Beat to Beat 5, and inquired whether the company was willing and able to provide FSP support services for Beat 5. Pomona Valley Towing confirmed that it would be able to provide the FSP support as requested. Therefore, it was determined that Pomona Valley Towing had the appropriate resources to provide the FSP Services for Beat 5 (ideally starting March 5, 2026) until a new

*Entity: San Bernardino County Transportation Authority*

contract is awarded. The rates for extra work on Beat 5 will be based on the hourly rates included in Contract No. 22-1002819 with Pomona Valley Towing. Royal Coaches Auto Body & Towing will provide FSP support services for Beat 27, which was previously approved as a separate amendment.

Regarding the Request for Proposals (RFP) No. 26-1003435 for FSP Services on Beats 5 and 27, the Scope of Work is included with this agenda item. The successful proposer(s) will have approximately 245 days to purchase and secure tow trucks for FSP Beats 5 and 27 from the date of contract award. Long lead times are needed for these contracts due to the time currently required for tow truck operators to place orders for and receive deliveries of the necessary trucks. Tow support services for Beats 5 and 27 are scheduled to commence in March 2027.

Staff recommends the approval of Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing to provide FSP support for Beat 5. The pricing information documents are attached to the amendment as Exhibit B.1.

Staff also recommends the approval to release RFP No. 26-1003435 for FSP Services on Beats 5 and 27.

**Financial Impact:**

The item is included in the adopted Budget for Fiscal Year 2025/2026 and funded with 80% State FSP funds and 20% DMV Safe funds for regular FSP services in Program 15, Commuter and Motorist Assistance.

**Reviewed By:**

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

**Responsible Staff:**

Rana Semaan, Management Analyst II

Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:



**AMENDMENT NO. 1 TO CONTRACT 22-1002819**

**FOR**

**FREEWAY SERVICE PATROL BEAT I-10 EXPRESS LANES SEGMENT 1**

**(Carpe Carma LLC DBA Pomona Valley Towing)**

This Amendment No. 1 to Contract 22-1002819 is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Carpe Carma LLC DBA Pomona Valley Towing ("CONTRACTOR").

**RECITALS**

- A. On June 23, 2023, SBCTA and CONTRACTOR entered into Agreement No. 22-1002819 ("CONTRACT") for the purpose of providing Freeway Service Patrol (FSP) Services along Beat I-10 Express Lanes Segment 1; and
- B. SBCTA and CONTRACTOR now desire to amend the CONTRACT to add FSP support for Beat 5, as requested by SBCTA pursuant to Article 4, SECTION 4.10, titled "COVERAGE OF OTHER BEATS," and to increase the CONTRACT not-to-exceed value from \$1,742,556 to \$2,413,954.20 for such additional support.

NOW THEREFORE, in consideration of the above recitals and the terms and conditions contained herein, SBCTA and CONTRACTOR agree as follows:

1. Exhibit A to the CONTRACT is supplemented and amended by Exhibit A.1, attached hereto and incorporated herein, to add Beat 5 State Route 60 Reservoir Street (Los Angeles County Line) to Milliken Avenue.
2. Exhibit B to the CONTRACT is replaced in its entirety by Exhibit B.1, attached hereto and incorporated herein.
3. Article 3, COMPENSATION, section 3.2 shall be deleted in its entirety and replaced with:
 

“The total Contract Not-To-Exceed Amount is Two Million, Four Hundred Thirteen Thousand, Nine Hundred Fifty-Four Dollars and Twenty Cents (\$2,413,954.20). All Work provided under this Contract is to be performed as set forth in Exhibit A "Scope of Work," as amended by Exhibit A.1. The hourly labor rates identified in Exhibit B, as amended by Exhibit B.1, shall remain fixed for the term of this Contract and include CONTRACTOR's direct labor costs, indirect costs, and profit. SBCTA will not compensate CONTRACTOR for any expenses not shown in Exhibit B.1 or agreed to and approved by SBCTA as required under this Contract.”
4. The Recitals set forth above are incorporated herein by this reference.
5. Except as amended by this Amendment No. 1, all other provisions of the CONTRACT shall remain in full force and effect.
6. This Amendment No. 1 is effective upon execution by SBCTA.

**CARPE CARMA LLC DBA  
POMONA VALLEY TOWING**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Marc A. Weiss  
Managing Member

By: \_\_\_\_\_  
Rick Denison  
President, Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

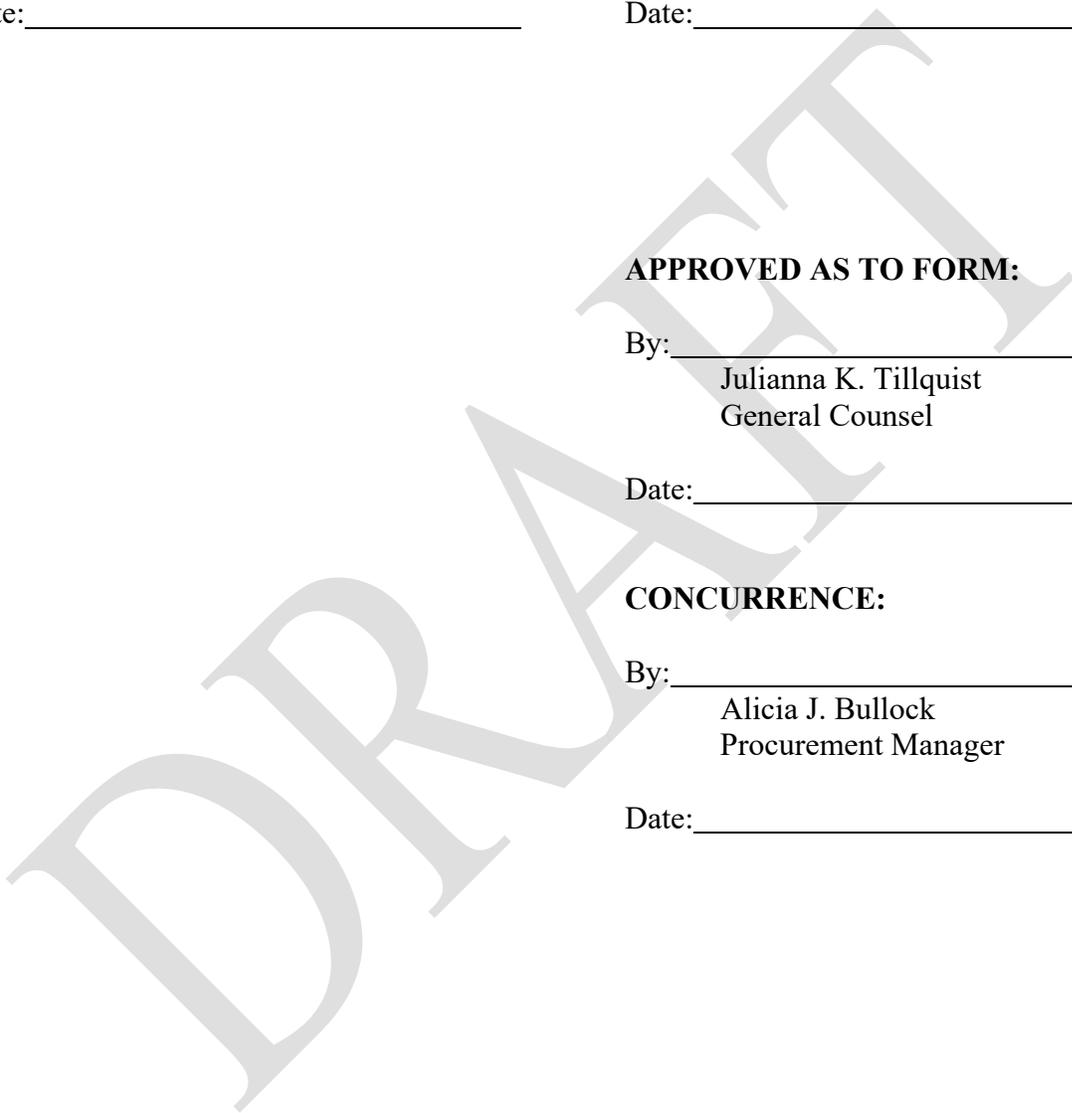
By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

Date: \_\_\_\_\_

**CONCURRENCE:**

By: \_\_\_\_\_  
Alicia J. Bullock  
Procurement Manager

Date: \_\_\_\_\_



**EXHIBIT A1  
SCOPE OF WORK**

**EXHIBIT A 1  
SCOPE OF WORK  
CONTRACT NO. 22-1002819  
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY  
(SBCTA)  
FREEWAY SERVICE PATROL (FSP)  
BEAT NO. 5-STATE ROUTE 60 (SR-60) RESERVOIR STREET  
(LOS ANGELES COUNTY LINE) TO MILLIKEN AVENUE**

**BEAT NO. 5**

**1.0 SUMMARY SCOPE OF WORK**

**FSP PROGRAM PURPOSE SUMMARY**

The purpose of the SBCTA FSP Program is offered in partnership by SBCTA, California Highway Patrol (CHP), and the California Department of Transportation (Caltrans). The goal of this partnership and of the SBCTA FSP Program is to keep the freeways moving and reduce the chance of secondary accidents. FSP is a team of tow trucks that travel on select San Bernardino County freeways during peak commute hours to assist motorists with car trouble. FSP Tow Truck Drivers will assist the motorists by providing services ranging from changing a flat tire to providing minor mechanical assistance, at no cost to the motorist.

CONTRACTOR's FSP Certified Tow Truck Drivers ("Driver or Drivers") shall assist motorists involved in minor accidents and those with disabled vehicles. When and where conditions warrant, service may take place on the freeway shoulders. Where conditions **DO NOT** warrant, Drivers will move the vehicles from the freeway to provide services pursuant to the Standard Operating Procedures (SOP) Manual. The Drivers shall continuously patrol their assigned Beat, respond to California Highway Patrol (CHP) dispatched calls for service, and use the designated turnaround locations and designated drop points assigned by CHP.

The CONTRACTOR's FSP trucks shall be exclusively dedicated to providing FSP services during the designated hours of operation. All FSP tow truck maintenance activities for the primary and back-up tow trucks shall be conducted during non-designated service hours.

The Drivers may be required to change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators. These services are not all-inclusive. Where conditions permit, safe removal of small debris may also be required. The Drivers are to spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be offered to be towed to a designated drop point identified by the CHP. The motorist can request the FSP Driver to contact the CHP Communications Center to request a CHP Rotation Tow or other services. A Driver shall not be allowed to tow as an independent CONTRACTOR from an incident that occurred during the FSP shift. This is only allowed after the shift is over and the CONTRACTOR is called as a Rotation Tow by CHP. If called as a Rotation Tow Operator after

an FSP shift, the Driver must remove all FSP markings such as vests, uniforms and any sort of FSP signage.

All FSP services shall be provided at no cost to the motorist. The Drivers shall not accept any gratuities, gifts or money to perform any other services, recommend secondary tows, or recommend repair/body shop businesses. The CONTRACTOR shall follow the SOP Manual. The CHP is responsible for the day-to-day field supervision of the FSP Program; therefore, policies and procedures are outlined in the SOP Manual. To promote a safe work environment and to maintain a high level of professionalism, the CONTRACTOR and their Drivers must follow the SOP Manual as this document and all updates will be incorporated into the CONTRACTOR's agreement. Please note that the SOP Manual is updated as needed, and that the CONTRACTOR is responsible to operate and adhere to the most recent version of the SOP Manual at all times.

There may be some instances where the Driver may be requested to provide assistance to CHP Officers in the field. When a CHP Officer in the field directs a Driver to complete a task, the Driver shall follow those directions provided, given the task does not endanger the Driver or the public and is within the Driver's skills and training. The Driver shall only advise the officer of the possible dangers. If the task is not within the FSP policy, an FSP CHP Officer should be notified of the incident. Drivers should not tell the CHP Officer they will not perform the task requested UNLESS they believe they are unable to perform the task safely. Afterwards, FSP CHP Officers will take the necessary steps to avoid future misunderstandings between the Officer and FSP.

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. The required number of FSP certified Trucks for Beat No. 5 is two (2) primary certified FSP Trucks and one (1) certified back-up FSP Tow Truck.

At times, SBCTA, a city, and/or the California Department of Transportation (Caltrans) will have construction projects on the highways that may require Construction FSP. Typically this will take place along a highway segment that is a construction zone with no inside or outside shoulder areas, or the shoulders available are not wide enough to accommodate vehicles. This work is paid for with funds from specific projects and not the FSP State Highway Account/FSP SB1 funds. This is considered to be Extra Work as described in Section 4.9 of the contract, and will all require the authorization of SBCTA's FSP Program Manager in writing as well as a written contingency amendment or contract amendment as appropriate. There are three types of CFSP services that can occur:

1. Caltrans requested CFSP: Caltrans led projects that are part of the Caltrans/SBCTA CFSP Cooperative agreement. These projects will also require the issuance of an executed Caltrans Cooperative Agreement and Caltrans task order.
2. SBCTA requested CFSP: SBCTA led projects that will be funded by SBCTA.
3. City requested CFSP: City led projects that will be funded by the City.

### **FSP HOURS OF OPERATION**

FSP standard hours of operation are:

- Monday through Friday morning shift hours are scheduled from 6:00 am to 8:30 am;
- Monday through Thursday afternoon shift hours are slated from 1:30 pm to 6:00 pm;
- Friday afternoon shift is scheduled from 11:30 am to 6:00 pm;
- Saturday and Sunday shifts (If applicable to the primary FSP Beat) are scheduled from 10:00 am to 6:00 pm.

**SBCTA reserves the right to change Beat hours and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of "Extra Work".**

### **FSP TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

CONTRACTOR or its designated management-level representative shall attend the required FSP Technical Advisory Committee (TAC) meetings scheduled every other month. The FSP TAC will encompass focused and informal/formal discussions concerning but not limited to: scope, services, schedule, safety and current progress of services, relevant cost issues, and future project objectives. CONTRACTOR shall be responsible for having a representative attend all FSP TAC meetings who have the ability to make management-level decisions on the behalf of the CONTRACTOR while at the meeting. If the CONTRACTOR cannot have a management-level representative at a FSP TAC meeting, CONTRACTOR shall notify SBCTA and FSP CHP at least two (2) business days prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR's contractual responsibility. Meetings are scheduled for the entire calendar year; FSP CHP provides the schedule via email.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

### **2.0 CONTRACT REPRESENTATIVES**

SBCTA, Caltrans, and the CHP will jointly oversee the FSP services (referred to, singularly or jointly, as "FSP Management"). CHP is responsible for dispatch services to incident locations within the tow truck's patrol limits, otherwise referred to as "Beats". The dispatching will be done in accordance with the contract for the service. An SOP Manual will be provided to the successful CONTRACTOR explaining the types of incidents to which a Driver may be dispatched. Please note that this SOP Manual is updated as needed and that the CONTRACTOR is responsible to adhere to the most current version of the SOP Manual at all times. Also note that SBCTA's contract with the successful Proposer(s) will incorporate the SOP Manual and any updates; thus, adhering to the SOP Manual is a contractual requirement.

### **3.0 SERVICE LOCATION**

SBCTA FSP operates on selected freeway segments referred to as "Beats". Each Beat has specific turnaround locations and designated drop points identified by the CHP. The Beat limits for FSP Beat No. 5 is at State Route-60 (SR-60) from Reservoir Street (LA County Line) to Milliken Avenue. Additional information regarding the beat limit service location is identified in section 8.0 Beat Description and section 9.0 Beat Map of the SOW.

SBCTA reserves the right, at any time during the contract's term, to adjust Beat specifications (length of the Beat for example) and Beat hours to better accommodate demand for the service. These changes can occur during the course of the contract through written notification (e.g., email). The CONTRACTOR may be requested by CHP to go beyond the limits of its assigned Beat area to assist a motorist in an adjacent Beat area. Drivers may be permitted to do this only upon CHP request. SBCTA reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

### **4.0 TOW YARD LOCATION AND SECURITY**

The CONTRACTOR shall be responsible for the security of vehicles and property at their facility. At a minimum, must have a secure area to store FSP tow vehicles at their facility, including CONTRACTOR controlled access, fencing or physical barrier separating public access from tow

yard, security system, sufficient lighting, and security cameras to where vehicles are stored such as a fenced or enclosed area. The CONTRACTOR is responsible for the reasonable care, custody, and control of any property contained in its facility.

The CONTRACTOR will be responsible for assuring that all SBCTA FSP related equipment is contained in a secure environment and protected from theft or damage. The CONTRACTOR will be responsible for any replacement or repair cost for SBCTA provided equipment that is not considered normal wear and tear.

## 5.0 EQUIPMENT REQUIREMENTS

### A. Tow Truck Requirements.

Primary FSP Tow Trucks will be exclusively dedicated to FSP services during the hours of FSP operations. They are not required to be exclusive during non-FSP hours.

All trucks proposed for use in the FSP program should be less than a year old with a maximum of 50,000 miles on the chassis and working parts of the truck at the onset of the contract. Extenuating circumstances dictating departure from this specification should be at the consensus of the local FSP partners. The age limit for a FSP truck shall be no longer than 5 years for cab, chassis, and bed components. Trucks are required to be fully equipped according to contract requirements prior to the beginning of each shift. Refer to Attachment B: TOW TRUCK INSPECTION GUIDE FOR FREEWAY SERVICE PATROL CONTRACT OPERATION 818-FSP-TIG, contained in the FSP SOP.

The CHP, in conjunction with SBCTA, will verify the original purchase dates to ensure compliance. All FSP Tow Trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all Local, State and Federal laws applicable to that truck, and as outlined in the RFP.

Prior to commencement of service, the CHP will inspect each tow truck designated for the FSP Program in San Bernardino County to ensure that it meets the tow truck specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the FSP CHP officers. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and CONTRACTOR's local office. Any unsafe, poorly maintained FSP Certified Tow Truck(s) or improperly equipped FSP Certified Tow Truck(s) shall not be allowed into service, and if discovered during the shift, shall be removed from service or repaired as directed by the CHP. The CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments for ALL service time lost. The CONTRACTOR will be required to have a FSP Certified Back-Up Tow Truck available for service during their FSP Beat(s) shift(s).

Please note that FSP Certified Back-Up Tow Trucks for existing FSP tow operator contracts with other FSP agencies (i.e., not with SBCTA) do not qualify as meeting the certified SBCTA FSP back-up truck requirement(s). Only the FSP Beat No. 5 FSP Certified Back-Up Tow Truck should be utilized.

FSP tow trucks bearing the service patrol title, the FSP logo, and the vehicle identification number shall be painted all white (includes the hood, fenders, doors, boom and bed area). No trim will be allowed. Lettering shall be in block lettering and shall be no less than two inches by two inches and no greater than four inches in height. Lettering can **ONLY** be black in color and will be bold style parallel to the ground. Letters shall be placed on the lower body of the truck toward the cab. Names, phone numbers, advertising of any kind or any other lettering on the boom shall be prohibited during FSP operational hours. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy is highly recommended to be discussed with the FSP CHP officers prior to implementing, as truck compliance with current State FSP standards is required. No other accessory equipment or signage (bumper stickers, mud flaps, employment advertisement, and so forth) shall be mounted or installed without prior FSP CHP officer approval. This includes but is not limited to brass, chrome wheel covers, window tint, etc.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

SBCTA follows and relies on the policies and procedures set forth in the SOP Manual developed by the County of San Bernardino FSP CHP Program. Please note that the SBCTA FSP equipment list is subject to change at any time, and may be different from FSP Program equipment lists found in other counties. For the most updated SBCTA FSP equipment list, please refer to the latest SOP Manual.

Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment, and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.

## SBCTA CERTIFIED FSP TOW TRUCK EQUIPMENT LIST

**Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment, and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.**

Current Registration/ Insurance	Fire Extinguisher: 4BC Rating, new or exp:
Age limit: 5 years for cab, chassis, and bed components	Broom: 24 inches wide, coarse bristle
Minimum seating capacity for 5 adults	Shovel: Square point
Paint: White Only, 4" max black lettering	Large Pry Bar: Minimum 36-inch length
Rubber faced push bumper(s)	Wood Crossbeams: 1 ea., 4"x4"x48" and 4"x4"x60"
Vehicle numbers on both sides	Hydraulic Floor Jack: 2-Ton capacity
2 FSP signs or 3 FSP signs for flatbeds	Portable air tank: 80 psi. min, or compressor w/ 50' min hose
Headlights	Bolt Cutters
Turn Signals	Trailer Hitch Balls: 1 7/8" and 2", with mount
Reflectors, Front and Side	One 4 -Ton snatch block
Clearance Lamps (>80" Wide)	Flares: Total burn time of 360 minutes minimum
Amber Warning Lights: Front/rear selectable, rear directional, in-cab controls	Metric and Standard 4-way Lug Wrenches
License Plate Lamp	Sledgehammer: 4 pounds
Tail Lamps	Utility/ Motorcycle Straps
Stop Lamps	Steering Wheel Securement Device
Backup Lamps	Funnel with flexible spout
Rear work lights	Water Container: Plastic, 5 gallons
Reflectors, Rear	Fuel in Approved Plastic Containers: Gas/Diesel, 5 gal. each
Extension Tail/ Stop Lamps	Absorbent Can with lid: 5 gal. of clean absorbent
Fenders /Mudguards	Trash Can with lid: 5 gal., empty
Windshield	Cones: 6 ea., 18-inch height, reflectorized w/ tape
Windshield Wipers	Booster cables: 3 ga. Cu., 25 ft., H-D clamps, fit truck
Spotlight: Body mounted, front to rear coverage	Flashlight
Service Brakes	Spare batteries/ Charger for rechargeable
Parking Brake	First Aid kit: 5"x9"
Mirrors	Lockout Tool Set
Horn	Warning Devices (Reflectors)
Beam Indicator	Jack stand: 2-Ton capacity
Cab interior lighting suitable for reading and writing	
Truck to Shop Communications System	
FSP Two-Way Radios / Terminals	
Scanner: Operating and properly programmed	Each FSP Certified Tow Truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required. The TOOLBOX list may be supplemented at the CONTRACTOR's option and expense
Public Address System	<b>Tool Kit</b>
Booster Cable Connectors: mounted front and rear	Screwdrivers: 1/8", 3/16", 1/4", 5/16" Flat; #1, #2 Philips
Battery Rating: 60 Amp-hour or greater	Adjustable Wrenches: 8" and 12"
Tire Tread	Pliers: Needle nose and adjustable rib joint, 2-inch capacity
Wheels	Duct tape, Electrical tape, mechanics wire: 1 roll each
Suspension	Rubber Mallet
Steering	Tire Pressure Gauge
Frame	Safety glasses
Exhaust System	Wheel chock
Fuel Cap(s)	

**WRECKER - GENERAL**

Manufacturer Rating Plates	Throttle Control
Wrecker Controls on both sides of vehicle	Hydraulic Rams, Hoses, Valves
Control Labels	Winch: _____ Type: _____
Body and Towing Equipment Mounting Bolts	Winch: Rated 8,000 pounds on first cable layer
Cable Sheaves	Safety chain D-ring or eyelet mounted on rear of truck

**W E L L I F T**

Minimum GVWR: 14,000 lbs.	"L" Arms
Wheel Lift Assembly; Rated 4,000 Pounds-Extended	Cradle / Straps/ Chains
Pivot Pin	Claw
(2) Wheel Tie Down Safety Straps with ratchets	100' 3/8" 6x19 Wire rope or OEM Specifications
4-Ton Boom Assembly (if equipped)	(2) Tow Chains 5/16" Grade 70 with J/T Hooks
Sling Assembly; Rating: 4,000 Pounds (if equipped)	Tow Dolly (with wheel tie down straps)
One pair of spacer blocks or 2 wood blocks 4"x6"x12"	(2) Safety Chains: 5/16" Alloy or OEM Specifications 5-foot min. length

**CAR CARRIER/TW VEHICLE**

GVWR: Minimum. 23,500 lbs. Chassis	50' 3/8" 6X19 Wire rope or OEM Specifications
Carrier Bed Frame	J/T Hook Loading Bridle Chains
Bed Material: Steel or Aluminum	4 Safety Chains 5/16" Alloy or OEM Specifications
Bed Length: 19.5 ft. minimum	(4) Wheel Tie Down Safety Straps with ratchets
Bed Hinges	One pair of spacer blocks or 2 wood blocks 4"x6"x12"
Bed Safety Lock	Motorcycle loader for flatbeds with (6) Utility/ Motorcycle straps
Tie Downs: 8 each, one near each corner of the bed, two each side of bed distributed between corner tie downs, each must accommodate snatch blocks	(2) Safety Chains: 5/16" Alloy or OEM Specifications 5-foot min. length
Wheel Lift Assembly; Rated 4,000 Pounds-Extended	"L" Arms
Pivot Pin	Cradle / Straps/ Chains
(2) Wheel Tie Down Safety Straps with ratchets	Claw

The Driver shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory of the required equipment prior to the start of each and every shift. An Inspection form, which is in the tablet FSP data collection software, shall be completed by the Driver prior to the start of each shift and be available for inspection by the CHP and/or SBCTA. Any equipment that is malfunctioning or missing must be replaced prior to the start of the shift. All equipment on the truck shall be secured.

**Installation of FSP related equipment:**

Upon execution of the contract, SBCTA will designate and cover the cost of the selected installer for the SBCTA FSP digital radio equipment and SBCTA's Automatic Vehicle Locator (AVL) equipment. SBCTA covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SBCTA, along with the installer, must be able to access the required primary and back up FSP Tow Trucks no later than ten (10) business days prior to the start date of the Beat(s). No exceptions. If SBCTA is not able to access the required primary and back up FSP tow trucks by the tenth (10<sup>th</sup>) business day deadline, the CONTRACTOR shall be assessed a fine as detailed in Exhibit "C" of the contract.

At times, equipment such as an "outside speaker", or a handheld "mic," and/or "FSP Tablet" for example, may need to be replaced due to normal wear and tear. If SBCTA-provided equipment

needs to be replaced due to normal wear and tear, SBCTA will provide the CONTRACTOR with replacement equipment at no charge. However, please note that if FSP-related equipment needs to be replaced due to negligence by the CONTRACTOR or any of its staff, including Drivers, the cost of the equipment and the installation expense will be deducted from the CONTRACTOR'S invoice/payment that same month or the following month (depending on when the incident occurred). CONTRACTORS, Supervisors and Drivers are required to contact SBCTA and one of the FSP CHP officers immediately when any SBCTA FSP equipment is damaged, failing or has failed, and the CONTRACTOR will be provided with a replacement part by SBCTA or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their "FSP Certified Back-Up Tow Truck" on the Beat to cover the shift.

With the written permission of SBCTA (email is allowed), the CONTRACTOR may install some replacement equipment (e.g., an "outside speaker" or a "mic") as long as the CONTRACTOR installs the equipment per SBCTA and SBCTA FSP standards. If a CONTRACTOR is given the authorization to install FSP-related equipment, and has any questions regarding "installation standards", the CONTRACTOR is to contact SBCTA or one of the FSP CHP officers for further instructions/information. If provided the authorization by SBCTA or FSP CHP Officer, the CONTRACTOR must install equipment in the safest possible manner, and the installation of the equipment must comply with all FSP equipment guidelines and San Bernardino FSP installation standards for safety reasons.

Please note that equipment requirements are subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

### **B. FSP Certified Back-Up Tow Truck**

The CONTRACTOR shall be required to have one FSP Certified Back-Up Tow Truck available for each Beat during FSP service hours that is in full compliance with this Contract, unless otherwise authorized by SBCTA in writing. The FSP Certified Back-Up Tow Truck should be used when a primary FSP Certified Tow Truck is unavailable. The FSP Certified Back-Up Tow Truck shall meet the same requirements for equipment, set-up and color as a primary Certified FSP Tow Truck. It shall meet all the vehicle equipment specifications. Please refer to Exhibit "C" of the contract for further details on violations and penalties. FSP Certified Tow Trucks are subject to inspections during FSP services hours and non-FSP service hours by CHP.

As noted above, Primary FSP Tow Trucks will be exclusively dedicated to SBCTA FSP services during the hours of FSP operations. However, FSP Certified Back-Up Tow Trucks are not required to be exclusive to the SBCTA FSP Program during FSP service hours and non-FSP service hours. If a FSP Certified Back-Up Tow Truck is needed to replace one of the primary FSP Certified Tow Trucks on Beat, the CONTRACTOR shall meet all Contract obligations as outlined, which includes the vehicle's availability to work the Beat area within the 45 (forty-five) minute time period (after which point penalties begin to accrue).

### **C. Vehicle Breakdown and Other Missed Service**

A FSP Certified Back-Up Tow Truck must be in service on the Beat within 45 (forty-five) minutes of the time when a primary FSP Tow Truck is taken out of service for any reason. The CONTRACTOR shall not be paid for the time period that the contractually required trucks are not in service. If a vehicle is not made available within the 45 (forty-five) minute time period, the CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute

increments until a FSP Certified Back-Up Tow Truck is provided. This 45 (forty-five) minute period prior to the imposition of fines shall not apply to trucks removed from service for failure to meet specifications or safety requirements as set forth in accordance with section 4.0 "Equipment Requirements" paragraph A "Tow Truck Requirements", in which case fines shall begin immediately. If a FSP Certified Tow Truck is not ready due to a breakdown at the start of a shift, the fine time will be calculated from the start of the shift. If the entire shift is missed, the CONTRACTOR shall be fined for the entire shift at three (3) times the hourly rate. FSP Tow Truck maintenance shall be performed during non-FSP service hours.

In the event that a FSP Certified Back-Up Tow Truck is required to continue the shift, the Driver must complete a new inspection worksheet and mileage log prior to the commencement of driving the tow truck and notify one of the FSP CHP Officers/Supervisors immediately. In addition, the Driver must indicate in the "notes" section of the FSP Tablet (per section 4.0 "Equipment Requirements" paragraph E "Communications Equipment") that the CONTRACTOR has switched to an FSP Certified Back-Up Tow Truck.

In addition, failure to have a FSP Certified Back-Up Tow Truck Driver available is not an allowable excuse for failing to have a FSP Certified Back-Up Tow Truck on the Beat within the 45 (forty-five) minute time period.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

Please note: Existing FSP tow operator contracts with the Riverside County Transportation Commission (RCTC) or any other FSP service do not qualify as meeting the back-up tow truck requirement noted above.

#### **D. Vehicle Identification.**

It shall be the Driver's sole responsibility to place detachable FSP markings on each vehicle during the service hours and to remove or cover the FSP markings immediately upon completion of each shift. SBCTA will supply each CONTRACTOR with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the CONTRACTOR shall be responsible for the cost of the replacement markings. All FSP markings shall be returned immediately at the termination of the contract. The cost of any item or equipment supplied by SBCTA, Caltrans or CHP that is not returned shall be deducted from the CONTRACTOR's final payment.

FSP markings as well as vehicle numbers shall be required on both sides of all FSP tow trucks. The detachable markings (magnetic or other forms of FSP signage) provided by SBCTA must be placed on the center of both doors (front driver and passenger doors) of the vehicle. The Driver shall be required to keep the title and logos clean, straight and in readable condition throughout the service patrol's operation. The CONTRACTOR is also required to keep all FSP-related signage completely flat, clean, out of direct sunlight and out of public view when being stored.

#### **E. Communications Equipment**

Each FSP vehicle shall be equipped with various communication devices that will enable the Driver to communicate with the CHP Communications Center and FSP CHP Officers. All vehicles shall be equipped with an AVL system, radios, and handheld Tablet Computers for data collection. The AVL system, radio system, and handheld Tablet Computers shall be purchased, owned, supplied, and installed by SBCTA only. SBCTA shall select the equipment installation vendor.

The CONTRACTOR shall be responsible for maintaining the security of the SBCTA-owned vehicle communication equipment. The CONTRACTOR shall be liable for any damage other than normal wear and tear to the communication equipment. The CONTRACTOR shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody and control of the equipment. SBCTA shall pay for repair of normal wear and tear to equipment. However, SBCTA will deduct from CONTRACTOR's monthly invoice, any repair fees and/or the full replacement cost of any SBCTA equipment damaged or altered due to CONTRACTOR's improper use or negligence. SBCTA-supplied vehicle equipment shall be returned immediately (within one to three business days - pursuant to direction by SBCTA FSP staff) upon contract termination. The cost of any equipment not returned shall be deducted from the CONTRACTOR's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the CONTRACTOR and shall be installed and securely mounted in all FSP Certified Tow Trucks by the CONTRACTOR.

The CONTRACTOR is also required to use Push to Talk Plus for Verizon Wireless (or equivalent direct connect device that will pair with Verizon Push to Talk Plus CHP devices). ***Special Note: If you are considering purchasing something else other than a Verizon Push to Talk Plus device, please confirm with SBCTA and/or CHP as to whether or not the device will be compatible with existing CHP equipment. Equipment purchased for the FSP Program must be compatible with FSP CHP officer devices which are currently Verizon Push to Talk Plus devices*** in order to facilitate proper communication with the CHP Communications Center and FSP CHP field supervisors. Verizon phones shall be purchased, owned, maintained, and paid for by the CONTRACTOR. The CONTRACTOR will also be responsible for all operating costs of the Verizon cell phones. In addition, Drivers are not permitted to take pictures or video, or to capture any other images while performing FSP duties during FSP operational hours, or capture any FSP-related images during non-FSP service hours. These actions will not be tolerated and a Driver that is found doing this will not be permitted to work in the FSP Program. Drivers are not permitted to download or share any data or images related to the FSP Program. If any FSP-related data or images are found on any social media outlet or networks not authorized by SBCTA, the driver or drivers associated with the incident will be removed from the program.

Data input to the Tablet Computer shall not be allowed while the vehicle is being operated/driven. Use of other devices, such as cellphones, while driving/operating a vehicle is subject to California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability to audibly transmit instructions from the cab of the FSP vehicle to the motorist of the disabled vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

The CONTRACTOR shall purchase and maintain a computer workstation (not a laptop) with high speed internet access and email to communicate with SBCTA, staff, and FSP CHP officers. Please note email is the primary means by which FSP Management (SBCTA, CHP, and Caltrans) communicate various operations messages. It is essential that a representative of the CONTRACTOR check the email daily.

It is the CONTRACTOR's responsibility to ensure that all Tablet Computers are operational at all times. The exterior protective case of the Tablet Computer shall be cleaned regularly, and the screen protector

shall be inspected for functionality and serviceability. **Damaged/Worn items shall be reported to SBCTA within three (3) hours of identification of a problem.** All Tablet Computers must be kept in a secure location. Tablet Computers shall not be left in any tow truck or during non-FSP operational hours. During FSP operational hours, Tablet Computers must be with the Driver in their FSP Tow Truck; at all other times, Tablet Computers must be connected to a battery charger in the designated secure workstation of the CONTRACTOR'S facility. Any other location is not permitted.

CONTRACTOR shall immediately report any issues with the Tablet Computers to SBCTA or the FSP CHP Officers. CONTRACTOR is responsible for ensuring its Tablet Computers are operating at all times.

The CONTRACTOR shall provide SBCTA, FSP CHP Officers, and their designees, access to the Tablet Computers at any time during the course of the contract. If upon inspection SBCTA determines that the Tablet Computers are not being properly charged/stored, the CONTRACTOR will be subject to fines as outlined in Exhibit "C" of the Contract.

The CONTRACTOR shall provide a quarterly inspection report to SBCTA indicating the status of all equipment. SBCTA will provide the quarterly report submittal form to the CONTRACTOR. Accurate completion and timely return of this form is a contract requirement.

#### **F. Equipment Tampering**

Tampering with FSP communication/tracking equipment so that it does not function properly to SBCTA's specifications, and/or is disconnected, or is moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes, but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cable, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, not putting radio equipment back in its original installed location, disconnecting any connectors, etc. Interfering with the operations of the equipment is strictly prohibited.

If modification and/or interference is suspected, SBCTA shall conduct an inspection of the equipment on/near the Beat area or the vehicle may be sent to a designated location determined by SBCTA. CONTRACTOR shall not access the AVL equipment in any way until SBCTA has arranged an inspection.

- 1) If any alterations are found with AVL-related equipment owned by SBCTA, the CONTRACTOR shall be fined, at a minimum, two complete FSP shifts (7 - 9 hours) at three (3) times the hourly penalty rate. The final penalty shall be determined and assessed by FSP Management.
- 2) SBCTA shall designate the AVL installer and technician that will review and repair the AVL systems.
- 3) In the event of alterations, CONTRACTOR is responsible for any expenses, including but not limited to transportation, labor, repair, and replacement, incurred to repair the AVL equipment/system for the SBCTA FSP tow operations. Costs incurred to repair and document the equipment will be deducted from payment of the CONTRACTORS monthly invoice. Please refer to Contract Exhibit "C" for further details on violations and penalties.

#### **6.0 DRIVERS**

All Drivers shall be required to have a safe driving record and valid California Class C driver's license. All Drivers shall be at least 18 years of age at the time of background check. All Drivers shall be subject to driving record and criminal background checks through the CHP.

## FSP Driver Certification Requirements

The following are required to be completed before the issuing of a California Tow Truck FSP driver Certificate DL64:

1. CHP 234F Form (Tow FSP Driver/FSP Driver Information) submitted to CHP.
2. Successfully pass a driving record and criminal history check.
3. Pay all processing fees.
4. Submit to fingerprinting.
5. Successfully pass a CHP-administered Proficiency Test.
6. Complete a SHRP 2 /TIMS training course and provide a certificate of completion.
7. Attend and pass a FSP driver certification class.
8. Obtain a Medical Examiner's Certificate (MEC) MCSA-5875.
9. Issued a FSP Driver Identification Card.
10. Successfully complete ten (10) shifts of ride-a-longs with an approved FSP driver trainer.
11. As required by California Vehicle Code Sections 2430.5 and 2431, all applicants and owners are required to have a valid California driver's license and criminal history check. After CHP receives and accepts a completed CHP 234F, CHP will perform a California driver's license and criminal history check. CHP will perform background checks ONLY upon acceptance of a CHP 234F.
12. The California driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP.
13. The criminal history check will consist of a livescan background check to determine whether the applicant meets the criteria for a Driver Certificate, as outlined in California Vehicle Code Section 13377 and the FSP contract. **The cost of the livescan and DL will be at the CONTRACTOR's expense.**
14. If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting to complete the background check at the CONTRACTOR's expense.
15. In addition, SBCTA and/or CHP may, in their sole discretion, require a CONTRACTOR to replace any Driver or potential Driver who is determined not to be a suitable representative of the FSP Program to the public based on the background check or any other reason.

Drivers shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required FSP equipment to provide safe and proper service. Drivers from other FSP service areas will be evaluated by the CHP FSP Officer on a case-by-case basis. All Drivers must be capable of demonstrating their tow operating abilities prior to formal CHP training. Additionally, the Drivers will be required to exercise good, sound judgment in carrying out their duties.

The CONTRACTOR's Drivers shall be required to inform the CHP Communications Center at any time they leave the assigned Beat, whether to replenish expendable items such as gasoline or radiator water, to take breaks, etc. The Driver shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

Each Driver shall be responsible for accurately entering the following into their Tablet Computer:

- Pre-shift inspection worksheet prior to the commencement of driving the tow truck. This must be completed at the tow yard, prior to leaving the yard and driving to the Beat.
- Log of mileage prior to commencement of driving the tow truck on the Beat and at the end of the shift. This must be completed in a safe location at or near the Beat location, prior to beginning the shift and at the end of the shift.

The Driver shall also be required to complete an assist record, on the Tablet Computer, for each incident.

Driver will be required to utilize a Tablet Computer to input the mileage log, inspection worksheet, and each assist, which will include location, vehicle make, model, license number, type of assistance provided, etc. Driver will be trained to use the Tablet Computers to enter accurate data using SBCTA data collection software.

Other important forms Driver must complete and turn in when assisting motorists are the FSP Tow Truck Release Forms and the Damage Release Forms. It is critical these forms are completed in a clear and accurate manner and returned to the FSP CHP Officers by the 10<sup>th</sup> day of the preceding month as quickly as possible and no longer than a maximum of thirty (30) business days from the date of the assist. Any CONTRACTOR who fails to complete and turn in these required forms may be subject to penalties as outlined in Exhibit "C" of the contract.

The CONTRACTOR is required to participate in the California Department of Motor Vehicles (DMV) Pull Notice Program.

If a Driver is convicted of a crime listed in California Public Resources Code Section 5164 or California Vehicle Code 13377, the CONTRACTOR may be required to remove that Driver from the FSP program. If a Driver is charged with any such crimes, the CONTRACTOR may be required to suspend that Driver from duties under this Contract pending the outcome of the criminal case. If the Driver is not convicted, or is ultimately convicted of a lesser crime not described above, CHP may direct SBCTA to have the CONTRACTOR remove that Driver from the duties under the FSP program.

Mandatory CHP refresher training classes/meetings shall be scheduled during non-FSP hours. A minimum of four (4) hours refresher training per year is required. The SBCTA FSP Program conducts a one hour refresher training class/meeting each quarter, for a total of four hours of on-going training each year. CONTRACTOR shall pay all Drivers and Back-Up Drivers for attendance at the required training.

### **Driver Equipment**

CONTRACTOR is responsible for providing Drivers with specified uniforms, black protective toe boots, nameplates, and other equipment. The equipment includes navy blue jump suits or shirts and pants. If coveralls are worn, they shall have a collar with a zipper. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

A detachable brass or gold in color nameplate shall be worn with the first initial of the first name and full last name of the Driver. Letters shall not exceed ½" tall; nameplate must be approved by an FSP CHP officer. The nameplate shall be worn above the right chest pocket on the vest.

A safety vest with reflective stripes shall be worn; SBCTA will supply vests. A small FSP logo shall be sewn/silkscreened on the front of the safety vest over the left front pocket of the uniform, and a small FSP logo shall be sewn/silkscreened on the left sleeve of the vest. A large FSP logo shall be sewn/silkscreened across the middle portion of the back of each safety vest. SBCTA will supply vests to the CONTRACTOR with the FSP logos already sewn/silkscreened on per CHP's required FSP logo placement locations. The brass or gold nameplate with the Driver's first initial of first name and full last name shall be displayed on the front of the safety vest over the right front pocket. **The CONTRACTOR is responsible for obtaining FSP CHP officer approval of the**

**Driver nameplates, and the CONTRACTOR is responsible for the purchase and placement of the Driver nameplate.** An FSP logo is not required to be sewn/applied on the navy blue Driver uniform.

All Drivers shall wear black work boots with protective (steel or composite) toe.

During cold weather, a navy blue jacket may also be worn at the Driver's option, if it meets all the uniform specifications. The CONTRACTOR and/or the Driver may contact CHP for any uniform questions or clarifications.

Rain gear shall be waterproofed material, navy blue or yellow in color.

Hats, if worn, shall be baseball type cap, navy blue in color. An "FSP" logo may be sewn/silkscreened on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt under the vest. A picture of the uniform is provided toward the end of this scope of work.

CONTRACTOR should refer to the most current SOP Manual in making sure it is following the most recent Driver equipment requirements.

## 7.0 LOCAL OFFICE

The CONTRACTOR shall provide a local office for contract administration purposes. This office shall be staffed by either the CONTRACTOR or its representative, who is authorized to conduct business and make decisions on behalf of the CONTRACTOR. The office shall have business hours coinciding with CONTRACTOR's Beat(s) hours of operation. The office shall be established within close proximity to the CONTRACTOR's Beat(s) and shall be located in Riverside, San Bernardino, Los Angeles or Orange counties. An FSP Certified Back-Up Tow Truck and an FSP Certified Back-Up Tow Truck Driver must be available within a 45 minute request regardless of the CONTRACTOR's office location.

The CONTRACTOR shall also provide telephone, scanner and email through which they, or a responsible representative authorized to conduct business and make decisions on behalf of the CONTRACTOR, can be reached during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine, provided at the CONTRACTOR'S expense, shall be available to log calls, take complaints, etc. An email address that is monitored throughout each day shall be provided for "noticing" purposes during operational and non-service hours. The CONTRACTOR will be responsible for having a company representative monitor and review messages/notices on a daily basis and respond in a timely manner. Please see Exhibit "C" of this contract for penalties associated with failure to respond to communications from CHP and/or SBCTA.

## 8.0 BEAT DESCRIPTIONS

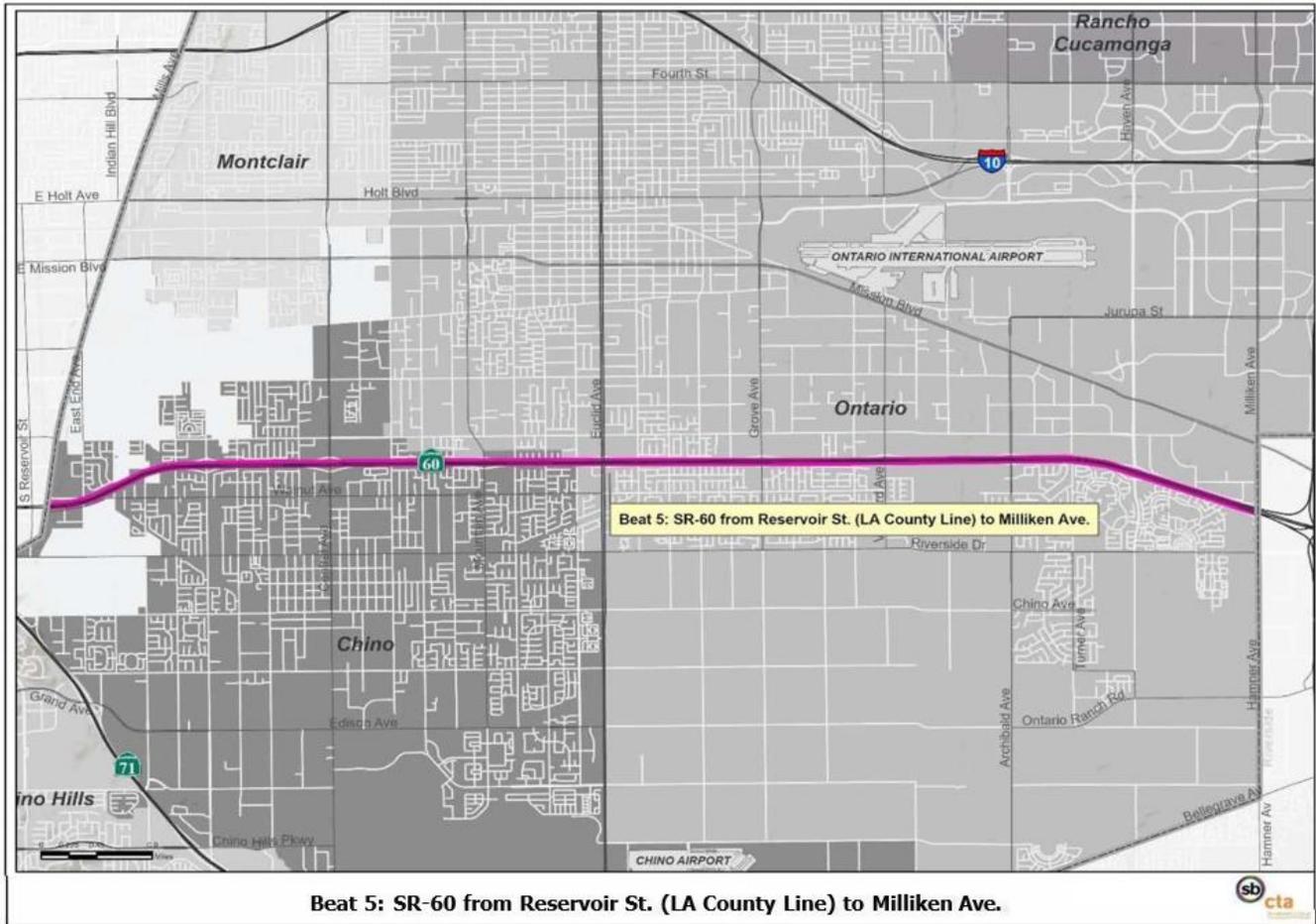
Beat#	Beat Description	One-Way Length in Miles	No. of Primary FSP Trucks in both AM and PM	No. of FSP certified Back-Up Tow Trucks
5	State Route 60 (SR-60) Reservoir Street (Los Angeles County Line) to Milliken Avenue	9.96	2	1

Please refer to Attached Map of Beat No. 5 area

Beat 5 is currently scheduled to operate from **6:00 a.m. to 8:30 a.m.** and from 1:30 p.m. to 6:00 pm (Monday through Thursdays). On Fridays, the PM shift begins at 11:30 a.m. to 6:00 p.m.

FSP Beat No. 5 requires two (2) Primary FSP Certified Tow Trucks and one (1) Primary FSP Certified Back up Tow Truck available during all FSP operational service hours.

**9.0 BEATMAP**



**10.0 FSP SERVICE HOURS AND EXTRA WORK HOURS**

Approximate total service hours per primary vehicle per year is estimated to be as follows:

- Approximate Service Hours (Monday-Friday) per primary vehicle per year: 2,970 hours

**SBCTA reserves the right to change Beat operating times and operational requirements (i.e., length of Beat and hours of operation) during the course of the Contract.**

All Beats may be asked to participate in possible SBCTA's "FSP Extra Work weekend contingency services", on an as needed basis. Possible hours of operation may include Saturdays and Sundays from 10:00 a.m. to 6:00 p.m. Extra work is not guaranteed. The actual amount of weekend hours or number of weekend trucks are not guaranteed. Written notice from SBCTA shall be required for commencement and termination of "FSP Extra Work weekend contingency services".

"Extra Work" for emergency coverage may be assigned for any of the eight (8) SBCTA FSP service areas:

1. Beat 5: SR-60 from Milliken Avenue to Reservoir Street (Los Angeles County line)
2. Beat 9: I-10 from Indian Hill Boulevard (Los Angeles County line) to Sierra Ave
3. Beat 11: I-10 from Sierra Avenue to Waterman Avenue
4. Beat 14: I-215 Center Street from the Riverside County line to Devore Road
5. Beat 23: I-15 from the Riverside County line to Sierra Avenue
6. Beat 27: I-15 from Sierra Avenue to Oak Hill Road
7. Beat 29: I-10 from Waterman Avenue to County Line Road (Riverside County line)
8. Beat 31: SR-210 from the Los Angeles County line to Citrus Avenue

FSP Beat No. 5 is the priority Beat for this RFP, which means that should a primary truck go down; the "Extra Work" Beat truck shall be deployed back to the primary Beat. SBCTA shall evaluate all travel times made from the "Extra Work" Beat to the primary Beat in a penalty time situation on a monthly basis. Final penalty determination shall be made by CHP and SBCTA.

The contractor shall hold to all required standards addressing truck image and maintenance for the FSP Certified Back-Up Tow Truck being used during "Extra Work", as CHP shall retain all rights to inspect and put the trucks out of service for non-compliance. Penalties shall still apply. In the event that the "Extra Work" Beat truck must be sent to cover the primary Beat, no penalty time shall be assessed for not having that back-up truck on the "Extra Work" Beat.

Each SBCTA tow operator agreement contains a clause regarding the Construction Freeway Service Patrol (CFSP). The goal of CFSP is to assist in construction zones outside of regular FSP hours or locations. The work is provided as "Extra Work" due to the uncertainty of the hours or changes in construction related to CFSP "Extra Work" projects.

**SBCTA reserves the right to change Beat hour, the length of the Beat, and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of "Extra Work".**

## 11.0 FSP HOLIDAYS

### PRELIMINARY LIST OF FSP HOLIDAYS

Services are to be provided on the days and hours designated in the Contract with the exception of the following holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)
5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 -varies)

In addition to the above service hours, at the discretion of SBCTA and the FSP CHP Officers, additional service may be requested on certain "high traffic days" prior to or following certain holidays (e.g., July 4th, Labor Day, Sunday following Thanksgiving Day, Memorial Day).

**Exhibit B.1**

Contract: 22-1002819  
 Compensation and Payment  
 Contract with Carpe Carma, LLC DBA Pomona Valley Towing  
 Beat Interstate 10 (I-10) Express Lanes  
**NTP I Estimated: June 7, 2023 through March 31, 2024**  
**NTP II Estimated: April 1, 2024 through March 31, 2029**

NTP I June, 2023- March 31, 2024						
PERIOD OF PERFORMANCE/ NTP I DELIVERABLES	ESTIMATED BASELINE HOURS	ESTIMATED WEEKEND HOURS SUBJECT TO SBTA APPROVAL	7% MORE HOURS	ESTIMATED TOTAL HOURS	HOURLY RATE	NOT-TO EXCEED AMOUNT
FSP Tow Truck Purchase, Mobilization, AVL and Radio installation, FSP Driver Training, Project ramp-up, and Tow Vehicle inspections June 7, 2023 through March 31, 2024	N/A	N/A	N/A	N/A	\$0.00	\$0

**NTP No. 2**  
 April 1, 2024 through March 31, 2029  
 One Primary FSP Tow Truck plus one certified FSP Back Up Tow Truck is required

PERIOD OF PERFORMANCE/ NTP II DELIVERABLES FSP SUPPORT SERVICES	ESTIMATED BASELINE HOURS	ESTIMATED WEEKEND HOURS *Subject to SBCTA Approval*	7% MORE HOURS	ESTIMATED TOTAL HOURS	HOURLY RATE	NOT-TO-EXCEED AMOUNT (TOTAL HOURS X HOURLY RATE) X 2 TRUCKS
YEAR 1: FY 23/24- FY 24/25 (4/1/2024-3/31/2025) Year 1 includes estimated ramp-up hours for the first three (3) months of NTP No. 2	2,460	750	225	3,435	\$113.03	\$388,258
YEAR 2: 24/25- FY 25/26 (4/1/2025-3/31/2026)	1,910	750	186	2,846	\$113.03	\$321,683
YEAR 3: FY 25/26-FY 26/27 (4/1/2026-3/31/2027)	1,910	750	186	2,846	\$113.03	\$321,683
YEAR 4: 26/27-27/28 (4/1/2027-3/31/2028)	1,910	750	186	2,846	\$124.90	\$355,465
YEAR 5: FY 27/28-28/29 (4/1/2028-3/31/2029)	1,910	750	186	2,846	\$124.90	\$355,465
<b>Contract No. 22-1002819 Not To Exceed Amount</b>	<b>10,100</b>	<b>3,750</b>	<b>970</b>	<b>14,820</b>		<b>\$1,742,556</b>

**NTP II**  
**YEAR 1-3**  
**EXTRA TIME, NON PENALIZED DOWN TIME AND PENALIZED DOWN TIME PER MINUTE RATES**  
 Extra Time: \$1.88 per minute  
 Non-Penalized Down Time: \$1.88 per minute  
 Penalized Down Time: \$9.40 Per Minute

**NTP II**  
**YEAR 4-5**  
**EXTRA TIME, NON PENALIZED DOWN TIME AND PENALIZED DOWN TIME PER MINUTE RATES**  
 Extra Time: \$2.08 per minute  
 Non-Penalized Down Time: \$2.08 per minute  
 Penalized Down Time: \$10.41 Per Minute

**WEEKEND HOURS, EXTRA WORK HOURS, CFSP HOURS, AND RAMP UP HOURS ARE NOT GUARANTEED AND SUBJECT TO SBCTA APPROVAL**

Beat No. 5 Estimate- Wheel lift truck- Two (2) FSP Truck on Beat			
months	TOTAL HOURS ESTIMATE	ESTIMATED HOURLY RATE	ESTIMATED TOTAL Hours X Estimated Hourly Rate
15	2,970 (Weekday)	\$113.03	\$335,699.10
<b>BEAT NO. 5 ESTIMATE (BASELINE HOURS)</b>			\$335,699.10
			X 2 Trucks = \$671,398.20
<b>Total Contract : \$ 2,413,954.20</b>			

Attachment: 22-1002819 Exhibit B.1 (12193 : Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing/ Release FSP RFP)

## BEAT NO. 5

### STATE ROUTE 60 (SR-60) RESERVOIR STREET (LOS ANGELES COUNTY LINE) TO MILLIKEN AVENUE

#### 1.0 SUMMARY SCOPE OF WORK

##### **FSP PROGRAM PURPOSE SUMMARY**

The purpose of the SBCTA FSP Program is offered in partnership by SBCTA, California Highway Patrol (CHP), and the California Department of Transportation (Caltrans). The goal of this partnership and of the SBCTA FSP Program is to keep the freeways moving and reduce the chance of secondary accidents. FSP is a team of tow trucks that travel on select San Bernardino County freeways during peak commute hours to assist motorists with car trouble. FSP Tow Truck Drivers will assist the motorists by providing services ranging from changing a flat tire to providing minor mechanical assistance, at no cost to the motorist.

##### **NOTICE TO PROCEED (NTP) NO. 1 (ESTIMATED JULY 2026):**

The deliverables associated with NTP No. 1 of this CONTRACT include the project ramp-up/preparation, the purchase of the required number of FSP certified tow trucks, and equipment installations in accordance with section 4.0 "Equipment Requirements," as well as driver trainings and inspections in accordance with section 5.0 "Drivers."

##### **NTP NO. 2 (ESTIMATED MARCH 2027):**

The deliverable associated with NTP No. 2 is proof of required insurance coverage to SBCTA, sent to insurance@gosbcta.com, at a minimum of no less than ten (10) business days prior to the start date of providing FSP services to motorists. FSP services for Beats 5 and 27 are scheduled to begin on Monday, March 1, 2027.

CONTRACTOR's FSP Certified Tow Truck Drivers ("Driver or Drivers") shall assist motorists involved in minor accidents and those with disabled vehicles. When and where conditions warrant service may take place on the freeway shoulders. Where conditions **DO NOT** warrant, Drivers will move the vehicles from the freeway to provide services pursuant to the Standard Operating Procedures (SOP) Manual. The Drivers shall continuously patrol their assigned Beat, respond to California Highway Patrol (CHP) dispatched calls for service, and use the designated turnaround locations and designated drop points assigned by CHP.

The CONTRACTOR's FSP trucks shall be exclusively dedicated to providing FSP services during the designated hours of operation. All FSP tow truck maintenance activities for the primary and back-up tow trucks shall be conducted during non-designated service hours.

The Drivers may be required to change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators. These services are not all-inclusive. Where conditions permit, safe removal of small debris may also be required. The Drivers are to spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be offered to be towed to a designated drop point identified by the CHP. The motorist can request the FSP Driver to contact the CHP Communications Center to request a CHP Rotation Tow or other services. A Driver shall not be allowed to tow as an independent CONTRACTOR from an incident that occurred during the FSP shift. This is only allowed after the shift is over and the CONTRACTOR is called as a Rotation Tow by CHP. If called as a Rotation Tow Operator after an FSP shift, the Driver must remove all FSP markings such as vests, uniforms and any sort of FSP signage.

All FSP services shall be provided at no cost to the motorist. The Drivers shall not accept any gratuities, gifts or money to perform any other services, recommend secondary tows, or recommend repair/body shop businesses. The CONTRACTOR shall follow the SOP Manual. The CHP is responsible for the day-to-day field supervision of the FSP Program; therefore, policies and procedures are outlined in the SOP Manual. To promote a safe work environment and to maintain a high level of professionalism, the CONTRACTOR and their Drivers must follow the SOP Manual as this document and all updates will be incorporated into the CONTRACTOR's agreement. Please note that the SOP Manual is updated as needed, and that the CONTRACTOR is responsible to operate and adhere to the most recent version of the SOP Manual at all times.

There may be some instances where the Driver may be requested to provide assistance to CHP Officers in the field. When a CHP Officer in the field directs a Driver to complete a task, the Driver shall follow those directions provided, given the task does not endanger the Driver or the public and is within the Driver's skills and training. The Driver shall only advise the officer of the possible dangers. If the task is not within the FSP policy, an FSP CHP Officer should be notified of the incident. Drivers should not tell the CHP Officer they will not perform the task requested UNLESS they believe they are unable to perform the task safely. Afterwards, FSP CHP Officers will take the necessary steps to avoid future misunderstandings between the Officer and FSP.

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. The required number of FSP certified Trucks for Beat No. 5 is two (2) primary certified FSP Trucks and one (1) certified back-up FSP Tow Truck.

At times, SBCTA, a city, and/or the California Department of Transportation (Caltrans) will have construction projects on the highways that may require Construction FSP. Typically, this will take place along a highway segment that is a construction zone with no inside or outside shoulder areas, or the shoulders available are not wide enough to accommodate vehicles. This work is paid for with funds from specific projects and not the FSP State Highway Account/FSP SB1 funds. This is considered to be Extra Work as described in Section 4.9 of the contract, and will require the authorization of SBCTA's FSP Program Manager in writing as well as a written contingency amendment or contract amendment as appropriate. There are three types of CFSP services that can occur:

1. Caltrans-requested CFSP: Caltrans-led projects that are part of the Caltrans/SBCTA CFSP Cooperative agreement. These projects will also require the issuance of an executed Caltrans Cooperative Agreement and Caltrans task order.
2. SBCTA-requested CFSP: SBCTA-led projects that will be funded by SBCTA.
3. City-requested CFSP: City-led projects that will be funded by the City.

## **FSP HOURS OF OPERATION**

FSP standard hours of operation are:

- Monday through Friday morning shift hours are scheduled from 6:00 am to 8:30 am;
- Monday through Thursday afternoon shift hours are slated from 1:30 pm to 6:00 pm;
- Friday afternoon shift is scheduled from 11:30 pm to 6:00 pm;
- Saturday and Sunday shifts (if applicable to the primary FSP Beat) are scheduled from 10:00 am to 6:00 pm.

**SBCTA reserves the right to change Beat hours and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of “Extra Work”.**

## **FSP TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

CONTRACTOR or its designated management-level representative shall attend the required FSP Technical Advisory Committee (TAC) meetings scheduled every other month. The FSP TAC will encompass focused and informal/formal discussions concerning but not limited to: scope, services, schedule, safety and current progress of services, relevant cost issues, and future project objectives. CONTRACTOR shall be responsible for having a representative attend all FSP TAC meetings who have the ability to make management-level decisions on the behalf of the CONTRACTOR while at the meeting. If the CONTRACTOR cannot have a management-level representative at a FSP TAC meeting, CONTRACTOR shall notify SBCTA and FSP CHP at least two (2) business days prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR’s contractual responsibility. Meetings are scheduled for the entire calendar year; FSP CHP provides the schedule via email.

Please refer to Contract Exhibit “C” for further details on violations and penalties.

## **2.0 CONTRACT REPRESENTATIVES**

SBCTA, Caltrans, and the CHP will jointly oversee the FSP services (referred to, singularly or jointly, as “FSP Management”). CHP is responsible for dispatch services to incident locations within the tow truck's patrol limits, otherwise referred to as “Beats”. The dispatching will be done in accordance with the CHP contract for dispatching service. An SOP Manual will be provided to the successful CONTRACTOR explaining the types of incidents to which a Driver may be dispatched. Please note that this SOP Manual is updated as needed and that the CONTRACTOR is responsible to adhere to the most current version of the SOP Manual at all times. Also note that SBCTA’s contract with the successful Proposer(s) will incorporate the SOP Manual and any updates; thus, adhering to the SOP Manual is a contractual requirement.

## **3.0 SERVICE LOCATION**

SBCTA FSP operates on selected freeway segments referred to as “Beats”. Each Beat has specific turnaround locations and designated drop points identified by the CHP. The Beat limits for FSP Beat No. 5 is at State Route 60 (SR-60) from Reservoir Street (LA County Line) to Milliken Avenue. Additional information regarding the beat limit service location is identified in section 8.0 Beat Description and section 9.0 Beat Map of the SOW.

SBCTA reserves the right, at any time during the contract's term, to adjust Beat specifications (length of the Beat for example) and Beat hours to better accommodate demand for the service.

These changes can occur during the course of the contract through written notification (e.g., email). The CONTRACTOR may be requested by CHP to go beyond the limits of its assigned Beat area to assist a motorist in an adjacent Beat area. Drivers are permitted to do this only upon CHP request. SBCTA reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

#### **4.0 TOW YARD LOCATION AND SECURITY**

The CONTRACTOR shall be responsible for the security of vehicles and property at their facility. At a minimum, CONTRACTOR must have a secure area to store FSP tow vehicles at their facility, including CONTRACTOR-controlled access, fencing or physical barrier separating public access from tow yard, security system, sufficient lighting, and security cameras to where vehicles are stored such as a fenced or enclosed area. The CONTRACTOR is responsible for the reasonable care, custody, and control of any property contained in its facility.

The CONTRACTOR will be responsible for assuring that all SBCTA FSP-related equipment is contained in a secure environment and protected from theft or damage. The CONTRACTOR will be responsible for any replacement or repair cost for SBCTA-provided equipment that is not considered normal wear and tear.

#### **5.0 EQUIPMENT REQUIREMENTS**

##### **A. Tow Truck Requirements.**

Primary FSP Tow Trucks will be exclusively dedicated to FSP services during the hours of FSP operations. They are not required to be exclusive during non-FSP hours.

All trucks proposed for use in the FSP program should be less than a year old with a maximum of 50,000 miles on the chassis and working parts of the truck at the onset of the contract. Extenuating circumstances dictating departure from this specification shall be at the consensus of the local FSP partners. The age limit for a FSP truck shall be no longer than 5 years for cab, chassis, and bed components. Trucks are required to be fully equipped according to contract requirements prior to the beginning of each shift. Refer to Attachment B: TOW TRUCK INSPECTION GUIDE FOR FREEWAY SERVICE PATROL CONTRACT OPERATION 818-FSP-TIG, contained in the FSP SOP.

The CHP, in conjunction with SBCTA, will verify the original purchase dates to ensure compliance. All FSP Tow Trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all Local, State and Federal laws applicable to that truck, and as outlined in the Request for Proposals (RFP).

Prior to commencement of service, the CHP will inspect each tow truck designated for the FSP Program in San Bernardino County to ensure that it meets the tow truck specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the FSP CHP officers.

Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and CONTRACTOR's local office. Any unsafe, poorly maintained FSP Certified Tow Truck(s) or improperly equipped FSP Certified Tow Truck(s) shall not be allowed into service, and if discovered during the shift, shall be removed from service or repaired as directed by the CHP. The CONTRACTOR shall be fined three (3) times the hourly contract rate in one-minute increments for ALL service time lost. The CONTRACTOR will be required to have an FSP Certified Back-Up Tow Truck available for service during their FSP Beat(s) shift(s).

Please note that FSP Certified Back-Up Tow Trucks for existing FSP tow operator contracts with other FSP agencies (i.e., not with SBCTA) do not qualify as meeting the certified SBCTA FSP back-up truck requirement(s). Only the FSP Beat No. 5 FSP Certified Back-Up Tow Truck should be utilized.

FSP tow trucks bearing the service patrol title, the FSP logo, and the vehicle identification number shall be painted all white (including the hood, fenders, doors, boom and bed area). No trim will be allowed. Lettering shall be in block lettering and shall be no less than two inches by two inches and no greater than four inches in height. Lettering can **ONLY** be black in color and will be bold style parallel to the ground. Letters shall be placed on the lower body of the truck toward the cab. Names, phone numbers, advertising of any kind or any other lettering on the boom shall be prohibited during FSP operational hours. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy is highly recommended to be discussed with the FSP CHP officers prior to implementing, as truck compliance with current State FSP standards is required. No other accessory equipment or signage (bumper stickers, mud flaps, employment advertisement, and so forth) shall be mounted or installed without prior FSP CHP officer approval. This includes but is not limited to brass, chrome wheel covers, window tint, etc.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

SBCTA follows and relies on the policies and procedures set forth in the SOP Manual developed by the County of San Bernardino FSP CHP Program. Please note that the SBCTA FSP equipment list is subject to change at any time and may be different from FSP Program equipment lists found in other counties. For the most updated SBCTA FSP equipment list, please refer to the latest SOP Manual.

Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.

### SBCTA CERTIFIED FSP TOW TRUCK EQUIPMENT LIST

**Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.**

Current Registration/ Insurance	Fire Extinguisher: 4BC Rating, new or exp:
Age limit: 5 years for cab, chassis, and bed components	Broom: 24 inches wide, coarse bristle
Minimum seating capacity for 5 adults	Shovel: Square point
Paint: White Only, 4" max black lettering	Large Pry Bar: Minimum 36-inch length
Rubber faced push bumper(s)	Wood Crossbeams: 1 ea., 4"x4"x48" and 4"x4"x60"
Vehicle numbers on both sides	Hydraulic Floor Jack: 2-Ton capacity
2 FSP signs or 3 FSP signs for flatbeds	Portable air tank: 80 psi. min, or compressor w/ 50' min hose
Headlights	Bolt Cutters
Turn Signals	Trailer Hitch Balls: 1 7/8" and 2", with mount
Reflectors, Front and Side	One 4 -Ton snatch block
Clearance Lamps (>80" Wide)	Flares: Total burn time of 360 minutes minimum
Amber Warning Lights: Front/rear selectable, rear directional, in-cab controls	Metric and Standard 4-way Lug Wrenches
License Plate Lamp	Sledgehammer: 4 pounds
Tail Lamps	Utility/ Motorcycle Straps
Stop Lamps	Steering Wheel Securement Device
Backup Lamps	Funnel with flexible spout
Rear work lights	Water Container: Plastic, 5 gallons
Reflectors, Rear	Fuel in Approved Plastic Containers: Gas/Diesel, 5 gal. each
Extension Tail/ Stop Lamps	Absorbent Can with lid: 5 gal. of clean absorbent
Fenders / Mudguards	Trash Can with lid: 5 gal., empty
Windshield	Cones: 6 ea., 18-inch height, reflectorized w/ tape
Windshield Wipers	Booster cables: 3 ga. Cu., 25 ft., H-D clamps, fit truck
Spotlight: Body mounted, front to rear coverage	Flashlight
Service Brakes	Spare batteries/ Charger for rechargeable
Parking Brake	First Aid kit: 5"x9"
Mirrors	Lockout Tool Set
Horn	Warning Devices (Reflectors)
Beam Indicator	Jack stand: 2-Ton capacity
Cab interior lighting suitable for reading and writing	
Truck to Shop Communications System	
FSP Two-Way Radios / Terminals	
Scanner: Operating and properly programmed	Each FSP Certified Tow Truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required.  The TOOLBOX list may be supplemented at the CONTRACTOR's option and expense
Public Address System	<b>Tool Kit</b>
Booster Cable Connectors: mounted front and rear	Screwdrivers: 1/8", 3/16", 1/4", 5/16" Flat; #1, #2 Philips
Battery Rating: 60 Amp-hour or greater	Adjustable Wrenches: 8" and 12"
Tire Tread	Pliers: Needle nose and adjustable rib joint, 2-inch capacity
Wheels	Duct tape, Electrical tape, mechanics wire: 1 roll each
Suspension	Rubber Mallet
Steering	Tire Pressure Gauge
Frame	Safety glasses
Exhaust System	Wheel chock
Fuel Cap(s)	

**WRECKER - GENERAL**

Manufacturer Rating Plates	Throttle Control
Wrecker Controls on both sides of vehicle	Hydraulic Rams, Hoses, Valves
Control Labels	Winch: Type:
Body and Towing Equipment Mounting Bolts	Winch: Rated 8,000 pounds on first cable layer
Cable Sheaves	Safety chain D-ring or eyelet mounted on rear of truck

**WHEEL LIFT**

Minimum GVWR: 14,000 lbs.	"L" Arms
Wheel Lift Assembly; Rated 4,000 Pounds-Extended	Cradle / Straps/ Chains
Pivot Pin	Claw
(2) Wheel Tie Down Safety Straps with ratchets	100' 3/8" 6x19 Wire rope or OEM Specifications
4-Ton Boom Assembly (if equipped)	(2) Tow Chains 5/16" Grade 70 with J/T Hooks
Sling Assembly; Rating: 4,000 Pounds (if equipped)	Tow Dolly (with wheel tie down straps)
One pair of spacer blocks or 2 wood blocks 4"x6"x12"	(2) Safety Chains: 5/16" Alloy or OEM Specifications 5-foot min. length

The Driver shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory of the required equipment prior to the start of each and every shift. An Inspection form, which is in the tablet FSP data collection software, shall be completed by the Driver prior to the start of each shift and be available for inspection by the CHP and/or SBCTA. Any equipment that is malfunctioning or missing must be replaced prior to the start of the shift. All equipment on the truck shall be secured.

**Installation of FSP related equipment:**

Upon execution of the contract, SBCTA will designate and cover the cost of the selected installer for the SBCTA FSP digital radio equipment and SBCTA's Automatic Vehicle Locator (AVL) equipment. SBCTA covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SBCTA, along with the installer, must be able to access the required primary and back-up FSP Tow Trucks no later than ten (10) business days prior to the start date of the Beat(s). No exceptions. If SBCTA is not able to access the required primary and back-up FSP tow trucks by the tenth (10<sup>th</sup>) business day deadline, the CONTRACTOR shall be assessed a fine as detailed in Exhibit "C" of the Contract.

At times, equipment such as an "outside speaker," a handheld "mic," and/or "FSP Tablet" for example, may need to be replaced due to normal wear and tear. If SBCTA-provided equipment needs to be replaced due to normal wear and tear, SBCTA will provide the CONTRACTOR with replacement equipment at no charge. However, please note that if FSP-related equipment needs to be replaced due to negligence by the CONTRACTOR or any of its staff, including Drivers, the cost of the equipment and the installation expense will be deducted from the CONTRACTOR's invoice/payment that same month or the following month (depending on when the incident occurred). CONTRACTORS, Supervisors and Drivers are required to contact SBCTA and one of the FSP CHP officers immediately when any SBCTA FSP equipment is damaged, failing or has failed, and the CONTRACTOR will be provided with a replacement part by SBCTA or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their "FSP Certified Back-Up Tow Truck" on the Beat to cover the shift.

With the written permission of SBCTA (email is allowed), the CONTRACTOR may install some replacement equipment (e.g., an “outside speaker” or a “mic”) as long as the CONTRACTOR installs the equipment per SBCTA and SBCTA FSP standards. If a CONTRACTOR is given the authorization to install FSP-related equipment and has any questions regarding “installation standards,” the CONTRACTOR is to contact SBCTA or one of the FSP CHP officers for further instructions/information. If provided the authorization by SBCTA or FSP CHP Officer, the CONTRACTOR must install equipment in the safest possible manner, and the installation of the equipment must comply with all FSP equipment guidelines and San Bernardino FSP installation standards for safety reasons.

Please note that equipment requirements are subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

### **B. FSP Certified Back-Up Tow Truck**

The CONTRACTOR shall be required to have one FSP Certified Back-Up Tow Truck available for each Beat during FSP service hours that is in full compliance with this Contract, unless otherwise authorized by SBCTA in writing. The FSP Certified Back-Up Tow Truck should be used when a primary FSP Certified Tow Truck is unavailable. The FSP Certified Back-Up Tow Truck shall meet the same requirements for equipment, set-up and color as a primary Certified FSP Tow Truck. It shall meet all the vehicle equipment specifications. Please refer to Exhibit “C” of the contract for further details on violations and penalties. FSP Certified Tow Trucks are subject to inspections during FSP services hours and non-FSP service hours by CHP.

As noted above, Primary FSP Tow Trucks will be exclusively dedicated to SBCTA FSP services during the hours of FSP operations. However, FSP Certified Back-Up Tow Trucks are not required to be exclusive to the SBCTA FSP Program during FSP service hours and non-FSP service hours. If an FSP Certified Back-Up Tow Truck is needed to replace one of the primary FSP Certified Tow Trucks on Beat, the CONTRACTOR shall meet all Contract obligations as outlined, which includes the vehicle’s availability to work the Beat area within the 45 (forty-five) minute time period (after which point penalties begin to accrue).

### **C. Vehicle Breakdown and Other Missed Service**

An FSP Certified Back-Up Tow Truck must be in service on the Beat within 45 (forty-five) minutes of the time when a primary FSP Tow Truck is taken out of service for any reason. The CONTRACTOR shall not be paid for the time period that the contractually required trucks are not in service. If a vehicle is not made available within the 45 (forty-five) minute time period, the CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments until a FSP Certified Back-Up Tow Truck is provided. This 45 (forty-five) minute period prior to the imposition of fines shall not apply to trucks removed from service for failure to meet specifications or safety requirements as set forth in accordance with section 4.0 “Equipment Requirements” paragraph A “Tow Truck Requirements”, in which case fines shall begin immediately. If a FSP Certified Tow Truck is not ready due to a breakdown at the start of a shift, the fine time will be calculated from the start of the shift. If the entire shift is missed, the CONTRACTOR shall be fined for the entire shift at three (3) times the hourly rate. FSP Tow Truck maintenance shall be performed during non-FSP service hours.

In the event that a FSP Certified Back-Up Tow Truck is required to continue the shift, the Driver must complete a new inspection worksheet and mileage log prior to the commencement of driving the tow truck and notify one of the FSP CHP Officers/Supervisors immediately. In addition, the Driver must indicate in the “notes” section of the FSP Tablet (per section 4.0 “Equipment Requirements” paragraph E “Communications Equipment”) that the CONTRACTOR has switched to an FSP Certified Back-Up Tow Truck.

In addition, failure to have a FSP Certified Back-Up Tow Truck Driver available is not an allowable excuse for failing to have a FSP Certified Back-Up Tow Truck on the Beat within the 45 (forty-five) minute time period.

Please refer to Contract Exhibit “C” for further details on violations and penalties.

Please note: Existing FSP tow operator contracts with the Riverside County Transportation Commission (RCTC) or any other FSP service do not qualify as meeting the back-up tow truck requirement noted above.

#### **D. Vehicle Identification.**

It shall be the Driver’s sole responsibility to place detachable FSP markings on each vehicle during the service hours and to remove or cover the FSP markings immediately upon completion of each shift. SBCTA will supply each CONTRACTOR with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the CONTRACTOR shall be responsible for the cost of the replacement markings. All FSP markings shall be returned immediately at the termination of the contract. The cost of any item or equipment supplied by SBCTA, Caltrans or CHP that is not returned shall be deducted from the CONTRACTOR’s final payment.

FSP markings as well as vehicle numbers shall be required on both sides of all FSP tow trucks. The detachable markings (magnetic or other forms of FSP signage) provided by SBCTA must be placed on the center of both doors (front driver and passenger doors) of the vehicle. The Driver shall be required to keep the title and logos clean, straight and in readable condition throughout the service patrol’s operation. The CONTRACTOR is also required to keep all FSP-related signage completely flat, clean, out of direct sunlight and out of public view when being stored.

#### **E. Communications Equipment**

Each FSP vehicle shall be equipped with various communication devices that will enable the Driver to communicate with the CHP Communications Center and FSP CHP Officers. All vehicles shall be equipped with an AVL system, radios, and handheld Tablet Computers for data collection. The AVL system, radio system, and handheld Tablet Computers shall be purchased, owned, supplied, and installed by SBCTA only. SBCTA shall select the equipment installation vendor.

The CONTRACTOR shall be responsible for maintaining the security of the SBCTA-owned vehicle communication equipment. The CONTRACTOR shall be liable for any damage other than normal wear and tear to the communication equipment. The CONTRACTOR shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody and control of the equipment. SBCTA shall pay for repair of normal wear and tear to equipment. However, SBCTA will deduct from CONTRACTOR’s monthly invoice, any repair

fees and/or the full replacement cost of any SBCTA equipment damaged or altered due to CONTRACTOR's improper use or negligence. SBCTA-supplied vehicle equipment shall be returned immediately (within one to three business days – pursuant to direction by SBCTA FSP staff) upon contract termination. The cost of any equipment not returned shall be deducted from the CONTRACTOR's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the CONTRACTOR and shall be installed and securely mounted in all FSP Certified Tow Trucks by the CONTRACTOR.

The CONTRACTOR is also required to use Push to Talk Plus for Verizon Wireless (or equivalent direct connect device that will pair with Verizon Push to Talk Plus CHP devices). *Special Note: If you are considering purchasing something else other than a Verizon Push to Talk Plus device, please confirm with SBCTA and/or CHP as to whether or not the device will be compatible with existing CHP equipment. Equipment purchased for the FSP Program must be compatible with FSP CHP officer devices which are currently Verizon Push to Talk Plus devices* in order to facilitate proper communication with the CHP Communications Center and FSP CHP field supervisors. Verizon phones shall be purchased, owned, maintained, and paid for by the CONTRACTOR. The CONTRACTOR will also be responsible for all operating costs of the Verizon cell phones. In addition, Drivers are not permitted to take pictures or video, or to capture any other images while performing FSP duties during FSP operational hours, or capture any FSP-related images during non-FSP service hours. These actions will not be tolerated and a Driver that is found doing this will not be permitted to work in the FSP Program. Drivers are not permitted to download or share any data or images related to the FSP Program. If any FSP-related data or images are found on any social media outlet or networks not authorized by SBCTA, the driver or drivers associated with the incident will be removed from the program.

Data input to the Tablet Computer shall not be allowed while the vehicle is being operated/driven. Use of other devices, such as cellphones, while driving/operating a vehicle is subject to California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability to audibly transmit instructions from the cab of the FSP vehicle to the motorist of the disabled vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

The CONTRACTOR shall purchase and maintain a computer workstation (not a laptop) with high speed internet access and email to communicate with SBCTA, staff, and FSP CHP officers. Please note email is the primary means by which FSP Management (SBCTA, CHP, and Caltrans) communicate various operations messages. It is essential that a representative of the CONTRACTOR check the email daily.

It is the CONTRACTOR's responsibility to ensure that all Tablet Computers are operational at all times. The exterior protective case of the Tablet Computer shall be cleaned regularly, and the screen protector shall be inspected for functionality and serviceability. **Damaged/Worn items shall be reported to SBCTA within three (3) hours of identification of a problem.** All Tablet Computers must be kept in a secure location. Tablet Computers shall not be left in any tow truck or during non-FSP operational hours. During FSP operational hours, Tablet Computers must be

with the Driver in their FSP Tow Truck; at all other times, Tablet Computers must be connected to a battery charger in the designated secure workstation of the CONTRACTOR'S facility. Any other location is not permitted.

CONTRACTOR shall immediately report any issues with the Tablet Computers to SBCTA or the FSP CHP Officers. CONTRACTOR is responsible for ensuring its Tablet Computers are operating at all times.

The CONTRACTOR shall provide SBCTA, FSP CHP Officers, and their designees, access to the Tablet Computers at any time during the course of the contract. If upon inspection SBCTA determines that the Tablet Computers are not being properly charged/stored, the CONTRACTOR will be subject to fines as outlined in Exhibit "C" of the Contract.

The CONTRACTOR shall provide a quarterly inspection report to SBCTA indicating the status of all equipment. SBCTA will provide the quarterly report submittal form to the CONTRACTOR. Accurate completion and timely return of this form is a contract requirement.

#### **F. Equipment Tampering**

Tampering with FSP communication/tracking equipment so that it does not function properly to SBCTA's specifications, and/or is disconnected, or is moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes, but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cable, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, not putting radio equipment back in its original installed location, disconnecting any connectors, etc. Interfering with the operations of the equipment is strictly prohibited.

If modification and/or interference is suspected, SBCTA shall conduct an inspection of the equipment on/near the Beat area or the vehicle may be sent to a designated location determined by SBCTA. CONTRACTOR shall not access the AVL equipment in any way until SBCTA has arranged an inspection.

- 1) If any alterations are found with AVL-related equipment owned by SBCTA, the CONTRACTOR shall be fined, at a minimum, two complete FSP shifts (7 - 9 hours) at three (3) times the hourly penalty rate. The final penalty shall be determined and assessed by FSP Management.
- 2) SBCTA shall designate the AVL installer and technician that will review and repair the AVL systems.
- 3) In the event of alterations, CONTRACTOR is responsible for any expenses, including but not limited to transportation, labor, repair, and replacement, incurred to repair the AVL equipment/system for the SBCTA FSP tow operations. Costs incurred to repair and document the equipment will be deducted from payment of the CONTRACTORS monthly invoice. Please refer to Contract Exhibit "C" for further details on violations and penalties.

## 6.0 DRIVERS

All Drivers shall be required to have a safe driving record and valid California Class C driver's license. All Drivers shall be at least 18 years of age at the time of background check. All Drivers shall be subject to driving record and criminal background checks through the CHP.

### FSP Driver Certification Requirements

The following are required to be completed before the issuing of a California Tow Truck FSP driver Certificate DL64:

1. CHP 234F Form (Tow FSP Driver/FSP Driver Information) submitted to CHP.
2. Successfully pass a driving record and criminal history check.
3. Pay all processing fees.
4. Submit to fingerprinting.
5. Successfully pass a CHP-administered Proficiency Test.
6. Complete a SHRP 2 /TIMS training course and provide a certificate of completion.
7. Attend and pass a FSP driver certification class.
8. Obtain a Medical Examiner's Certificate (MEC) MCSA-5875.
9. Issued a FSP Driver Identification Card.
10. Successfully complete ten (10) shifts of ride-a-longs with an approved FSP driver trainer.
11. As required by California Vehicle Code Sections 2430.5 and 2431, all applicants and owners are required to have a valid California driver's license and criminal history check. After CHP receives and accepts a completed CHP 234F, CHP will perform a California driver's license and criminal history check. CHP will perform background checks ONLY upon acceptance of a CHP 234F.
12. The California driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP.
13. The criminal history check will consist of a livescan background check to determine whether the applicant meets the criteria for a Driver Certificate, as outlined in California Vehicle Code Section 13377 and the FSP contract. **The cost of the livescan and DL will be at the CONTRACTOR's expense.**
14. If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting to complete the background check at the CONTRACTOR's expense.
15. In addition, SBCTA and/or CHP may, in their sole discretion, require a CONTRACTOR to replace any Driver or potential Driver who is determined not to be a suitable representative of the FSP Program to the public based on the background check or any other reason.

Drivers shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required FSP equipment to provide safe and proper service. Drivers from other FSP service areas will be evaluated by the CHP FSP Officer on a case-by-case basis. All Drivers must be capable of demonstrating their tow operating abilities prior to formal CHP training. Additionally, the Drivers will be required to exercise good, sound judgment in carrying out their duties.

The CONTRACTOR's Drivers shall be required to inform the CHP Communications Center at any time they leave the assigned Beat, whether to replenish expendable items such as gasoline or radiator water, to take breaks, etc. The Driver shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

Each Driver shall be responsible for accurately entering the following into their Tablet Computer:

- Pre-shift inspection worksheet prior to the commencement of driving the tow truck. This must be completed at the tow yard, prior to leaving the yard and driving to the Beat.
- Log of mileage prior to commencement of driving the tow truck on the Beat and at the end of the shift This must be completed in a safe location at or near the Beat location, prior to beginning the shift and at the end of the shift.

The Driver shall also be required to complete an assist record, on the Tablet Computer, for each incident.

Driver will be required to utilize a Tablet Computer to input the mileage log, inspection worksheet, and each assist, which will include location, vehicle make, model, license number, type of assistance provided, etc. Driver will be trained to use the Tablet Computers to enter accurate data using SBCTA data collection software.

Other important forms Driver must complete and turn in when assisting motorists are the FSP Tow Truck Release Forms and the Damage Release Forms. It is critical these forms are completed in a clear and accurate manner and returned to the FSP CHP Officers by the 10<sup>th</sup> day of the preceding month as quickly as possible as and no longer than a maximum of thirty (30) business days from the date of the assist. Any CONTRACTOR who fails to complete and turn in these required forms may be subject to penalties as outlined in Exhibit "C" of the contract.

The CONTRACTOR is required to participate in the California Department of Motor Vehicles (DMV) Pull Notice Program.

If a Driver is convicted of a crime listed in California Public Resources Code Section 5164 or California Vehicle Code 13377, the CONTRACTOR may be required to remove that Driver from the FSP program. If a Driver is charged with any such crimes, the CONTRACTOR may be required to suspend that Driver from duties under this Contract pending the outcome of the criminal case. If the Driver is not convicted, or is ultimately convicted of a lesser crime not described above, CHP may direct SBCTA to have the CONTRACTOR remove that Driver from the duties under the FSP program.

Mandatory CHP refresher training classes/meetings shall be scheduled during non-FSP hours. A minimum of four (4) hours refresher training per year is required. The SBCTA FSP Program conducts a one hour refresher training class/meeting each quarter, for a total of four hours of on-going training each year. CONTRACTOR shall pay all Drivers and Back-Up Drivers for attendance at the required training.

### **Driver Equipment**

CONTRACTOR is responsible for providing Drivers with specified uniforms, black protective toe boots, nameplates, and other equipment. The equipment includes navy blue jump suits or shirts and pants. If coveralls are worn, they shall have a collar with a zipper. Optionally, drivers may wear a standard navy blue (long-sleeve only) uniform shirt, with a fluorescent orange (must be only 2.5" wide) trim, with a ½" silver reflective tape down the middle. This allowed reflective tape must be on both sleeves as indicated in the updated contractor exhibit. The only approved trim

color is fluorescent orange with a ½” silver reflective tape in the middle. The fluorescent tape cannot be wider than the allowed 2.5” wide. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

A detachable brass or gold in color nameplate shall be worn with the first initial of the first name and full last name of the Driver. Letters shall not exceed ½” tall; nameplate must be approved by an FSP CHP officer. The nameplate shall be worn above the right chest pocket on the vest.

A safety vest with reflective stripes shall be worn; SBCTA will supply vests. A small FSP logo shall be sewn/silkscreened on the front of the safety vest over the left front pocket of the uniform, and a small FSP logo shall be sewn/silkscreened on the left sleeve of the vest. A large FSP logo shall be sewn/silkscreened across the middle portion of the back of each safety vest. SBCTA will supply vests to the CONTRACTOR with the FSP logos already sewn/silkscreened on per CHP’s required FSP logo placement locations. The brass or gold nameplate with the Driver’s first initial of first name and full last name shall be displayed on the front of the safety vest over the right front pocket. **The CONTRACTOR is responsible for obtaining FSP CHP officer approval of the Driver nameplates, and the CONTRACTOR is responsible for the purchase and placement of the Driver nameplate.** An FSP logo is not required to be sewn/applied on the navy blue Driver uniform.

All Drivers shall wear black work boots with protective (steel or composite) toe.

During cold weather, a navy blue jacket may also be worn at the Driver’s option, if it meets all the uniform specifications. The CONTRACTOR and/or the Driver may contact CHP for any uniform questions or clarifications.

Rain gear shall be waterproofed material, navy blue or yellow in color.

Hats, if worn, shall be baseball type cap, navy blue in color. An "FSP" logo may be sewn/silkscreened on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt under the vest. A picture of the uniform is provided toward the end of this scope of work.

CONTRACTOR should refer to the most current SOP Manual in making sure it is following the most recent Driver equipment requirements.

### FSP UNIFORM PHOTO EXAMPLES



Attachment: RFP26-1003435 Beats 5 & 27 - SOW (12193 : Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing/ Release

## FSP UNIFORM STRIPE EXAMPLES



### 7.0 LOCAL OFFICE

The CONTRACTOR shall provide a local office for contract administration purposes. This office shall be staffed by either the CONTRACTOR or its representative, who is authorized to conduct business and make decisions on behalf of the CONTRACTOR. The office shall have business hours coinciding with CONTRACTOR's Beat(s) hours of operation. The office shall be established within close proximity to the CONTRACTOR's Beat(s) and shall be located in Riverside, San Bernardino, Los Angeles or Orange counties. An FSP Certified Back-Up Tow Truck and an FSP Certified Back-Up Tow Truck Driver must be available within a 45 minute request regardless of the CONTRACTOR's office location.

The CONTRACTOR shall also provide telephone, scanner and email through which they, or a responsible representative authorized to conduct business and make decisions on behalf of the CONTRACTOR, can be reached during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine, provided at the CONTRACTOR'S expense, shall be available to log calls, take complaints, etc. An email address that is monitored throughout each day shall be provided for "noticing" purposes during operational and non-service hours. The CONTRACTOR will be responsible for having a company representative monitor and review messages/notices on a daily basis and respond in a timely manner. Please see Exhibit "C" of this contract for penalties associated with failure to respond to communications from CHP and/or SBCTA.

### 8.0 BEAT DESCRIPTIONS

Beat #	Beat Description	One-Way Length in Miles	No. of Primary FSP Trucks in both AM and PM	No. of FSP certified Back-Up Tow Trucks
5	State Route 60 (SR-60) Reservoir Street (Los Angeles County Line) to Milliken Avenue	9.96	2	1

Please refer to Attached Map of Beat No. 5 area

Beat 5 is currently scheduled to operate from 6:00 a.m. to 8:30 a.m. and from 1:30 p.m. to 6:00 pm (Monday through Thursdays). On Fridays, the PM shift begins at 11:30 a.m. to 6:00 p.m.

FSP Beat No. 5 requires two (2) Primary FSP Certified **Wheel lift** Tow Trucks and one (1) Primary FSP Certified Back-up Tow Truck available during all FSP operational service hours.

### 9.0 BEAT MAP



Attachment: RFP26-1003435 Beats 5 & 27 - SOW (12193 : Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing/ Release

## 10.0 FSP SERVICE HOURS AND EXTRA WORK HOURS

Approximate total service hours per primary vehicle per year is estimated to be as follows:

- Approximate Service Hours (Monday-Friday) per primary vehicle per year: 2,116 hours
- Approximate “Extra Work” Contingency weekend hours (Saturday- Sunday) per primary vehicle per year: 765 hours

**SBCTA reserves the right to change Beat operating times and operational requirements (i.e., length of Beat and hours of operation) during the course of the Contract.**

All Beats may be asked to participate in possible SBCTA’s “FSP Extra Work weekend contingency services”, on an as needed basis. Possible hours of operation may include Saturdays and Sundays from 10:00 a.m. to 6:00 p.m. Extra work is not guaranteed. The actual amount of weekend hours or number of weekend trucks are not guaranteed. Written notice from SBCTA shall be required for commencement and termination of “FSP Extra Work weekend contingency services”.

“Extra Work” for emergency coverage may be assigned for any of the eight (8) SBCTA FSP service areas:

1. Beat 5: SR-60 from Milliken Avenue to Reservoir Street (Los Angeles County line)
2. Beat 9: Interstate 10 (I-10) Indian Hill (Los Angeles County Line) to Sierra Avenue
3. Beat 11: I-10 from Sierra Avenue to Waterman Avenue
4. Beat 14: I-215 Center Street from the Riverside County line to Devore Road
5. Beat 23: I-15 from the Riverside County line to Sierra Avenue
6. Beat 27: I-15 from Sierra Avenue to Oak Hill Road
7. Beat 29: I-10 from Waterman Avenue to County Line Road (Riverside County line)
8. Beat 31: SR-210 from the Los Angeles County line to Citrus Avenue

FSP Beat No. 5 is the priority Beat for this RFP, which means that should a primary truck go down; the “Extra Work” Beat truck shall be deployed back to the primary Beat. SBCTA shall evaluate all travel times made from the “Extra Work” Beat to the primary Beat in a penalty time situation on a monthly basis. Final penalty determination shall be made by CHP and SBCTA.

The contractor shall hold to all required standards addressing truck image and maintenance for the FSP Certified Back-Up Tow Truck being used during “Extra Work”, as CHP shall retain all rights to inspect and put the trucks out of service for non-compliance. Penalties shall still apply. In the event that the “Extra Work” Beat truck must be sent to cover the primary Beat, no penalty time shall be assessed for not having that back-up truck on the “Extra Work” Beat.

Each SBCTA tow operator agreement contains a clause regarding the Construction Freeway Service Patrol (CFSP). The goal of CFSP is to assist in construction zones outside of regular FSP hours or locations. The work is provided as “Extra Work” due to the uncertainty of the hours or changes in construction related to CFSP “Extra Work” projects.

**SBCTA reserves the right to change Beat hour, the length of the Beat, and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of “Extra Work”.**

## 11.0 FSP HOLIDAYS

### PRELIMINARY LIST OF FSP HOLIDAYS

Services are to be provided on the days and hours designated in the Contract with the exception of the following holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)
5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 – varies)

In addition to the above service hours, at the discretion of SBCTA and the FSP CHP Officers, additional service may be requested on certain “high traffic days” prior to or following certain holidays (e.g., July 4th, Labor Day, Sunday following Thanksgiving Day, Memorial Day).

**BEAT NO. 27****INTERSTATE 15 (I-15) SIERRA AVENUE TO OAK HILL ROAD****1.0 SUMMARY SCOPE OF WORK****FSP PROGRAM PURPOSE SUMMARY**

The purpose of the SBCTA FSP Program is offered in partnership by SBCTA, California Highway Patrol (CHP), and the California Department of Transportation (Caltrans). The goal of this partnership and of the SBCTA FSP Program is to keep the freeways moving and reduce the chance of secondary accidents. FSP is a team of tow trucks that travel on select San Bernardino County freeways during peak commute hours to assist motorists with car trouble. FSP Tow Truck Drivers will assist the motorists by providing services ranging from changing a flat tire to providing minor mechanical assistance, at no cost to the motorist.

**NOTICE TO PROCEED (NTP) NO. 1 (ESTIMATED JULY 2026):**

The deliverables associated with NTP No. 1 of this CONTRACT include the project ramp-up/preparation, the purchase of the required number of FSP certified tow trucks, and equipment installations in accordance with section 4.0 "Equipment Requirements". Moreover driver trainings, and inspections in accordance with section 5.0 "Drivers."

**NTP NO. 2 (ESTIMATED MARCH 2027):**

The deliverable associated with NTP No. 2 is proof of required insurance coverage to SBCTA, sent to insurance@gosbcta.com, at a minimum of no less than ten (10) business days prior to the start date of providing FSP services to motorists. FSP services for Beats 5 and 27 are scheduled to begin on Monday, March 1, 2027.

CONTRACTOR's FSP Certified Tow Truck Drivers ("Driver or Drivers") shall assist motorists involved in minor accidents and those with disabled vehicles. When and where conditions warrant, service may take place on the freeway shoulders. Where conditions **DO NOT** warrant, Drivers will move the vehicles from the freeway to provide services pursuant to the Standard Operating Procedures (SOP) Manual. The Drivers shall continuously patrol their assigned Beat, respond to California Highway Patrol (CHP) dispatched calls for service, and use the designated turnaround locations and designated drop points assigned by CHP.

The CONTRACTOR's FSP trucks shall be exclusively dedicated to providing FSP services during the designated hours of operation. All FSP tow truck maintenance activities for the primary and back-up tow trucks shall be conducted during non-designated service hours.

The Drivers may be required to change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators. These services are not all-inclusive. Where conditions permit, safe removal of small debris may also be required. The Drivers are to spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be offered to be towed to a designated drop point identified by the CHP. The motorist can request the FSP Driver to contact the CHP Communications Center to request a CHP Rotation Tow or other services. A Driver shall not be allowed to tow as an independent CONTRACTOR from an incident that occurred during the FSP shift. This is only allowed after the shift is over and the CONTRACTOR is called as a Rotation Tow by CHP. If called as a Rotation Tow Operator after an FSP shift, the Driver must remove all FSP markings such as vests, uniforms and any sort of FSP signage.

All FSP services shall be provided at no cost to the motorist. The Drivers shall not accept any gratuities, gifts or money to perform any other services, recommend secondary tows, or recommend repair/body shop businesses. The CONTRACTOR shall follow the SOP Manual. The CHP is responsible for the day-to-day field supervision of the FSP Program; therefore, policies and procedures are outlined in the SOP Manual. To promote a safe work environment and to maintain a high level of professionalism, the CONTRACTOR and their Drivers must follow the SOP Manual as this document and all updates will be incorporated into the CONTRACTOR's agreement. Please note that the SOP Manual is updated as needed, and that the CONTRACTOR is responsible to operate and adhere to the most recent version of the SOP Manual at all times.

There may be some instances where the Driver may be requested to provide assistance to CHP Officers in the field. When a CHP Officer in the field directs a Driver to complete a task, the Driver shall follow those directions provided, given the task does not endanger the Driver or the public and is within the Driver's skills and training. The Driver shall only advise the officer of the possible dangers. If the task is not within the FSP policy, an FSP CHP Officer should be notified of the incident. Drivers should not tell the CHP Officer they will not perform the task requested UNLESS they believe they are unable to perform the task safely. Afterwards, FSP CHP Officers will take the necessary steps to avoid future misunderstandings between the Officer and FSP.

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. The required number of FSP certified Trucks for Beat No. 27 is one (1) primary certified FSP Trucks and one (1) certified back-up FSP Tow Truck.

At times, SBCTA, a city, and/or the California Department of Transportation (Caltrans) will have construction projects on the highways that may require Construction FSP. Typically this will take place along a highway segment that is a construction zone with no inside or outside shoulder areas, or the shoulders available are not wide enough to accommodate vehicles. This work is paid for with funds from specific projects and not the FSP State Highway Account/FSP SB1 funds. This is considered to be Extra Work as described in Section 4.9 of the contract, and will all require the authorization of SBCTA's FSP Program Manager in writing as well as a written contingency amendment or contract amendment as appropriate. There are three types of CFSP services that can occur:

1. Caltrans-requested CFSP: Caltrans-led projects that are part of the Caltrans/SBCTA CFSP Cooperative agreement. These projects will also require the issuance of a Caltrans task order.
2. SBCTA-requested CFSP: SBCTA-led projects that will be funded by SBCTA.
3. City-requested CFSP: City-led projects that will be funded by the City.

### **FSP HOURS OF OPERATION**

FSP standard hours of operation are:

- Monday through Friday morning shift hours are scheduled from 5:30 am to 8:30 am;
- Monday through Thursday afternoon shift hours are slated from 2:00 pm to 6:30 pm;
- Friday afternoon shift is scheduled from 12:00 pm to 6:30 pm;
- Saturday and Sunday shifts (If applicable to the primary FSP Beat) are scheduled from 10:00 am to 6:00 pm.

**SBCTA reserves the right to change Beat hours and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of “Extra Work”.**

### **FSP TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

CONTRACTOR or its designated management-level representative shall attend the required FSP Technical Advisory Committee (TAC) meetings scheduled every other month. The FSP TAC will encompass focused and informal/formal discussions concerning but not limited to: scope, services, schedule, safety and current progress of services, relevant cost issues, and future project objectives. CONTRACTOR shall be responsible for having a representative attend all FSP TAC meetings who have the ability to make management-level decisions on the behalf of the CONTRACTOR while at the meeting. If the CONTRACTOR cannot have a management-level representative at a FSP TAC meeting, CONTRACTOR shall notify SBCTA and FSP CHP at least two (2) business days prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR’s contractual responsibility. Meetings are scheduled for the entire calendar year; FSP CHP provides the schedule via email.

Please refer to Contract Exhibit “C” for further details on violations and penalties.

### **2.0 CONTRACT REPRESENTATIVES**

SBCTA, Caltrans, and the CHP will jointly oversee the FSP services (referred to, singularly or jointly, as “FSP Management”). CHP is responsible for dispatch services to incident locations within the tow truck's patrol limits, otherwise referred to as “Beats”. The dispatching will be done in accordance with the contract for the service. An SOP Manual will be provided to the successful CONTRACTOR explaining the types of incidents to which a Driver may be dispatched. Please note that this SOP Manual is updated as needed and that the CONTRACTOR is responsible to adhere to the most current version of the SOP Manual at all times. Also note that SBCTA’s contract with the successful Proposer(s) will incorporate the SOP Manual and any updates; thus, adhering to the SOP Manual is a contractual requirement.

### **3.0 SERVICE LOCATION**

SBCTA FSP operates on selected freeway segments referred to as “Beats”. Each Beat has specific turnaround locations and designated drop points identified by the CHP. The Beat limits for FSP Beat No. 27 is at Interstate 15 (I-15) from Sierra Avenue to Oak Hill Road. Additional information regarding the beat limit service location is identified in section 8.0 Beat Description and section 9.0 Beat Map of the SOW.

SBCTA reserves the right, at any time during the contract's term, to adjust Beat specifications (length of the Beat for example) and Beat hours to better accommodate demand for the service.

These changes can occur during the course of the contract through written notification (e.g., email). The CONTRACTOR may be requested by CHP to go beyond the limits of its assigned Beat area to assist a motorist in an adjacent Beat area. Drivers may be permitted to do this only upon CHP request. SBCTA reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

#### **4.0 TOW YARD LOCATION AND SECURITY**

The CONTRACTOR shall be responsible for the security of vehicles and property at their facility. At a minimum, must have a secure area to store FSP tow vehicles at their facility, including CONTRACTOR controlled access, fencing or physical barrier separating public access from tow yard, security system, sufficient lighting, and security cameras to where vehicles are stored such as a fenced or enclosed area. The CONTRACTOR is responsible for the reasonable care, custody, and control of any property contained in its facility.

The CONTRACTOR will be responsible for assuring that all SBCTA FSP related equipment is contained in a secure environment and protected from theft or damage. The CONTRACTOR will be responsible for any replacement or repair cost for SBCTA provided equipment that is not considered normal wear and tear.

#### **5.0 EQUIPMENT REQUIREMENTS**

##### **A. Tow Truck Requirements.**

Primary FSP Flat Bed Tow Trucks will be exclusively dedicated to FSP services during the hours of FSP operations. They are not required to be exclusive during non-FSP hours.

All trucks proposed for use in the FSP program should be less than a year old with a maximum of 50,000 miles on the chassis and working parts of the truck at the onset of the contract. Extenuating circumstances dictating departure from this specification should be at the consensus of the local FSP partners. The age limit for a FSP truck shall be no longer than 5 years for cab, chassis, and bed components. Trucks are required to be fully equipped according to contract requirements prior to the beginning of each shift. Refer to Attachment B: TOW TRUCK INSPECTION GUIDE FOR FREEWAY SERVICE PATROL CONTRACT OPERATION 818-FSP-TIG, contained in the FSP SOP.

The CHP, in conjunction with SBCTA, will verify the original purchase dates to ensure compliance. All FSP Tow Trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all Local, State and Federal laws applicable to that truck, and as outlined in the RFP.

Prior to commencement of service, the CHP will inspect each tow truck designated for the FSP Program in San Bernardino County to ensure that it meets the tow truck specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the FSP CHP officers. Documentation of the vehicle identification number and successful completion of the inspection

will be kept on file at the CHP office and CONTRACTOR's local office. Any unsafe, poorly maintained FSP Certified Tow Truck(s) or improperly equipped FSP Certified Tow Truck(s) shall not be allowed into service, and if discovered during the shift, shall be removed from service or repaired as directed by the CHP. The CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments for ALL service time lost. The CONTRACTOR will be required to have a FSP Certified Back-Up Tow Truck available for service during their FSP Beat(s) shift(s).

Please note that FSP Certified Back-Up Tow Trucks for existing FSP tow operator contracts with other FSP agencies (i.e., not with SBCTA) do not qualify as meeting the certified SBCTA FSP back-up truck requirement(s). Only the FSP Beat No. 27 FSP Certified Flat Bed Back-Up Tow Truck should be utilized.

FSP tow trucks bearing the service patrol title, the FSP logo, and the vehicle identification number shall be painted all white (includes the hood, fenders, doors, boom and bed area). No trim will be allowed. Lettering shall be in block lettering and shall be no less than two inches by two inches and no greater than four inches in height. Lettering can **ONLY** be black in color and will be bold style parallel to the ground. Letters shall be placed on the lower body of the truck toward the cab. Names, phone numbers, advertising of any kind or any other lettering on the boom shall be prohibited during FSP operational hours. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy is highly recommended to be discussed with the FSP CHP officers prior to implementing, as truck compliance with current State FSP standards is required. No other accessory equipment or signage (bumper stickers, mud flaps, employment advertisement, and so forth) shall be mounted or installed without prior FSP CHP officer approval. This includes but is not limited to brass, chrome wheel covers, window tint, etc.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

SBCTA follows and relies on the policies and procedures set forth in the SOP Manual developed by the County of San Bernardino FSP CHP Program. Please note that the SBCTA FSP equipment list is subject to change at any time, and may be different from FSP Program equipment lists found in other counties. For the most updated SBCTA FSP equipment list, please refer to the latest SOP Manual.

Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment, and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.

### SBCTA CERTIFIED FSP TOW TRUCK EQUIPMENT LIST

**Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following equipment on the following equipment list. Please note that if a company decides to add on any of the OPTIONAL equipment, and is something CHP would test for proficiency, they will do so for every driver that is tested from that company.**

Current Registration/ Insurance	Fire Extinguisher: 4BC Rating, new or exp:
Age limit: 5 years for cab, chassis, and bed components	Broom: 24 inches wide, coarse bristle
Minimum seating capacity for 5 adults	Shovel: Square point
Paint: White Only, 4" max black lettering	Large Pry Bar: Minimum 36-inch length
Rubber faced push bumper(s)	Wood Crossbeams: 1 ea., 4"x4"x48" and 4"x4"x60"
Vehicle numbers on both sides	Hydraulic Floor Jack: 2-Ton capacity
2 FSP signs or 3 FSP signs for flatbeds	Portable air tank: 80 psi. min, or compressor w/ 50' min hose
Headlights	Bolt Cutters
Turn Signals	Trailer Hitch Balls: 1 7/8" and 2", with mount
Reflectors, Front and Side	One 4 -Ton snatch block
Clearance Lamps (>80" Wide)	Flares: Total burn time of 360 minutes minimum
Amber Warning Lights: Front/rear selectable, rear directional, in-cab controls	Metric and Standard 4-way Lug Wrenches
License Plate Lamp	Sledgehammer: 4 pounds
Tail Lamps	Utility/ Motorcycle Straps
Stop Lamps	Steering Wheel Securement Device
Backup Lamps	Funnel with flexible spout
Rear work lights	Water Container: Plastic, 5 gallons
Reflectors, Rear	Fuel in Approved Plastic Containers: Gas/Diesel, 5 gal. each
Extension Tail/ Stop Lamps	Absorbent Can with lid: 5 gal. of clean absorbent
Fenders / Mudguards	Trash Can with lid: 5 gal., empty
Windshield	Cones: 6 ea., 18-inch height, reflectorized w/ tape
Windshield Wipers	Booster cables: 3 ga. Cu., 25 ft., H-D clamps, fit truck
Spotlight: Body mounted, front to rear coverage	Flashlight
Service Brakes	Spare batteries/ Charger for rechargeable
Parking Brake	First Aid kit: 5"x9"
Mirrors	Lockout Tool Set
Horn	Warning Devices (Reflectors)
Beam Indicator	Jack stand: 2-Ton capacity
Cab interior lighting suitable for reading and writing	
Truck to Shop Communications System	
FSP Two-Way Radios / Terminals	
Scanner: Operating and properly programmed	Each FSP Certified Tow Truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required.  The TOOLBOX list may be supplemented at the CONTRACTOR's option and expense
Public Address System	<b>Tool Kit</b>
Booster Cable Connectors: mounted front and rear	Screwdrivers: 1/8", 3/16", 1/4", 5/16" Flat; #1, #2 Philips
Battery Rating: 60 Amp-hour or greater	Adjustable Wrenches: 8" and 12"
Tire Tread	Pliers: Needle nose and adjustable rib joint, 2-inch capacity
Wheels	Duct tape, Electrical tape, mechanics wire: 1 roll each
Suspension	Rubber Mallet
Steering	Tire Pressure Gauge
Frame	Safety glasses
Exhaust System	Wheel chock
Fuel Cap(s)	

**WRECKER - GENERAL**

Manufacturer Rating Plates	Throttle Control
Wrecker Controls on both sides of vehicle	Hydraulic Rams, Hoses, Valves
Control Labels	Winch: Type:
Body and Towing Equipment Mounting Bolts	Winch: Rated 8,000 pounds on first cable layer
Cable Sheaves	Safety chain D-ring or eyelet mounted on rear of truck

**CAR CARRIER/ TWO VEHICLE**

GVWR: Minimum. 23,500 lbs. Chassis	50' 3/8" 6X19 Wire rope or OEM Specifications
Carrier Bed Frame	J/T Hook Loading Bridle Chains
Bed Material: Steel or Aluminum	4 Safety Chains 5/16" Alloy or OEM Specifications
Bed Length: 19.5 ft. minimum	(4) Wheel Tie Down Safety Straps with ratchets
Bed Hinges	One pair of spacer blocks or 2 wood blocks 4"x6"x12"
Bed Safety Lock	Motorcycle loader for flatbeds with (6) Utility/ Motorcycle straps
Tie Downs: 8 each, one near each corner of the bed, two each side of bed distributed between corner tie downs, each must accommodate snatch blocks	(2) Safety Chains: 5/16" Alloy or OEM Specifications 5-foot min. length
Wheel Lift Assembly; Rated 4,000 Pounds-Extended	"L" Arms
Pivot Pin	Cradle / Straps/ Chains
(2) Wheel Tie Down Safety Straps with ratchets	Claw

The Driver shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory of the required equipment prior to the start of each and every shift. An Inspection form, which is in the tablet FSP data collection software, shall be completed by the Driver prior to the start of each shift and be available for inspection by the CHP and/or SBCTA. Any equipment that is malfunctioning or missing must be replaced prior to the start of the shift. All equipment on the truck shall be secured.

**Installation of FSP related equipment:**

Upon execution of the contract, SBCTA will designate and cover the cost of the selected installer for the SBCTA FSP digital radio equipment and SBCTA's Automatic Vehicle Locator (AVL) equipment. SBCTA covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SBCTA, along with the installer, must be able to access the required primary and back-up FSP Tow Trucks no later than ten (10) business days prior to the start date of the Beat(s). No exceptions. If SBCTA is not able to access the required primary and back-up FSP tow trucks by the tenth (10<sup>th</sup>) business day deadline, the CONTRACTOR shall be assessed a fine as detailed in Exhibit "C" of the contract.

At times, equipment such as an "outside speaker", or a handheld "mic," and/or "FSP Tablet" for example, may need to be replaced due to normal wear and tear. If SBCTA-provided equipment needs to be replaced due to normal wear and tear, SBCTA will provide the CONTRACTOR with replacement equipment at no charge. However, please note that if FSP-related equipment needs to be replaced due to negligence by the CONTRACTOR or any of its staff, including Drivers, the cost of the equipment and the installation expense will be deducted from the CONTRACTOR'S invoice/payment that same month or the following month (depending on when the incident occurred). CONTRACTORS, Supervisors and Drivers are required to contact SBCTA and one of

the FSP CHP officers immediately when any SBCTA FSP equipment is damaged, failing or has failed, and the CONTRACTOR will be provided with a replacement part by SBCTA or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their “FSP Certified Back-Up Tow Truck” on the Beat to cover the shift.

With the written permission of SBCTA (email is allowed), the CONTRACTOR may install some replacement equipment (e.g., an “outside speaker” or a “mic”) as long as the CONTRACTOR installs the equipment per SBCTA and SBCTA FSP standards. If a CONTRACTOR is given the authorization to install FSP-related equipment, and has any questions regarding “installation standards”, the CONTRACTOR is to contact SBCTA or one of the FSP CHP officers for further instructions/information. If provided the authorization by SBCTA or FSP CHP Officer, the CONTRACTOR must install equipment in the safest possible manner, and the installation of the equipment must comply with all FSP equipment guidelines and San Bernardino FSP installation standards for safety reasons.

Please note that equipment requirements are subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

### **B. FSP Certified Back-Up Tow Truck**

The CONTRACTOR shall be required to have one FSP Certified Back-Up Tow Truck available for each Beat during FSP service hours that is in full compliance with this Contract, unless otherwise authorized by SBCTA in writing. The FSP Certified Back-Up Tow Truck should be used when a primary FSP Certified Tow Truck is unavailable. The FSP Certified Back-Up Tow Truck shall meet the same requirements for equipment, set-up and color as a primary Certified FSP Tow Truck. It shall meet all the vehicle equipment specifications. Please refer to Exhibit “C” of the contract for further details on violations and penalties. FSP Certified Tow Trucks are subject to inspections during FSP services hours and non-FSP service hours by CHP.

As noted above, Primary FSP Tow Trucks will be exclusively dedicated to SBCTA FSP services during the hours of FSP operations. However, FSP Certified Back-Up Tow Trucks are not required to be exclusive to the SBCTA FSP Program during FSP service hours and non-FSP service hours. If an FSP Certified Back-Up Tow Truck is needed to replace one of the primary FSP Certified Tow Trucks on Beat, the CONTRACTOR shall meet all Contract obligations as outlined, which includes the vehicle’s availability to work the Beat area within the 45 (forty-five) minute time period (after which point penalties begin to accrue).

### **C. Vehicle Breakdown and Other Missed Service**

An FSP Certified Back-Up Tow Truck must be in service on the Beat within 45 (forty-five) minutes of the time when a primary FSP Tow Truck is taken out of service for any reason. The CONTRACTOR shall not be paid for the time period that the contractually required trucks are not in service. If a vehicle is not made available within the 45 (forty-five) minute time period, the CONTRACTOR shall be fined three (3) times the hourly contract rate in one-minute increments until an FSP Certified Back-Up Tow Truck is provided. This 45 (forty-five) minute period prior to the imposition of fines shall not apply to trucks removed from service for failure to meet specifications or safety requirements as set forth in accordance with section 4.0 “Equipment Requirements” paragraph A “Tow Truck Requirements”, in which case fines shall begin immediately. If an FSP Certified Tow Truck is not ready due to a breakdown at the start of a shift,

the fine time will be calculated from the start of the shift. If the entire shift is missed, the CONTRACTOR shall be fined for the entire shift at three (3) times the hourly rate. FSP Tow Truck maintenance shall be performed during non-FSP service hours.

In the event that an FSP Certified Back-Up Tow Truck is required to continue the shift, the Driver must complete a new inspection worksheet and mileage log prior to the commencement of driving the tow truck and notify one of the FSP CHP Officers/Supervisors immediately. In addition, the Driver must indicate in the “notes” section of the FSP Tablet (per section 4.0 “Equipment Requirements” paragraph E “Communications Equipment”) that the CONTRACTOR has switched to an FSP Certified Back-Up Tow Truck.

In addition, failure to have an FSP Certified Back-Up Tow Truck Driver available is not an allowable excuse for failing to have an FSP Certified Back-Up Tow Truck on the Beat within the 45 (forty-five) minute time period.

Please refer to Contract Exhibit “C” for further details on violations and penalties.

Please note: Existing FSP tow operator contracts with the Riverside County Transportation Commission (RCTC) or any other FSP service do not qualify as meeting the back-up tow truck requirement noted above.

#### **D. Vehicle Identification.**

It shall be the Driver’s sole responsibility to place detachable FSP markings on each vehicle during the service hours and to remove or cover the FSP markings immediately upon completion of each shift. SBCTA will supply each CONTRACTOR with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the CONTRACTOR shall be responsible for the cost of the replacement markings. All FSP markings shall be returned immediately at the termination of the contract. The cost of any item or equipment supplied by SBCTA, Caltrans or CHP that is not returned shall be deducted from the CONTRACTOR’s final payment.

FSP markings as well as vehicle numbers shall be required on both sides of all FSP tow trucks. The detachable markings (magnetic or other forms of FSP signage) provided by SBCTA must be placed on the center of both doors (front driver and passenger doors) of the vehicle. The Driver shall be required to keep the title and logos clean, straight and in readable condition throughout the service patrol’s operation. The CONTRACTOR is also required to keep all FSP-related signage completely flat, clean, out of direct sunlight and out of public view when being stored.

#### **E. Communications Equipment**

Each FSP vehicle shall be equipped with various communication devices that will enable the Driver to communicate with the CHP Communications Center and FSP CHP Officers. All vehicles shall be equipped with an AVL system, radios, and handheld Tablet Computers for data collection. The AVL system, radio system, and handheld Tablet Computers shall be purchased, owned, supplied, and installed by SBCTA only. SBCTA shall select the equipment installation vendor.

The CONTRACTOR shall be responsible for maintaining the security of the SBCTA-owned vehicle communication equipment. The CONTRACTOR shall be liable for any damage other than

normal wear and tear to the communication equipment. The CONTRACTOR shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody and control of the equipment. SBCTA shall pay for repair of normal wear and tear to equipment. However, SBCTA will deduct from CONTRACTOR's monthly invoice any repair fees and/or the full replacement cost of any SBCTA equipment damaged or altered due to CONTRACTOR's improper use or negligence. SBCTA-supplied vehicle equipment shall be returned immediately (within one to three business days – pursuant to direction by SBCTA FSP staff) upon contract termination. The cost of any equipment not returned shall be deducted from the CONTRACTOR's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the CONTRACTOR and shall be installed and securely mounted in all FSP Certified Tow Trucks by the CONTRACTOR.

The CONTRACTOR is also required to use Push to Talk Plus for Verizon Wireless (or equivalent direct connect device that will pair with Verizon Push to Talk Plus CHP devices). ***Special Note: If you are considering purchasing something else other than a Verizon Push to Talk Plus device, please confirm with SBCTA and/or CHP as to whether or not the device will be compatible with existing CHP equipment. Equipment purchased for the FSP Program must be compatible with FSP CHP officer devices which are currently Verizon Push to Talk Plus devices*** in order to facilitate proper communication with the CHP Communications Center and FSP CHP field supervisors. Verizon phones shall be purchased, owned, maintained, and paid for by the CONTRACTOR. The CONTRACTOR will also be responsible for all operating costs of the Verizon cell phones. In addition, Drivers are not permitted to take pictures or video, or to capture any other images while performing FSP duties during FSP operational hours or capture any FSP-related images during non-FSP service hours. These actions will not be tolerated and a Driver that is found doing this will not be permitted to work in the FSP Program. Drivers are not permitted to download or share any data or images related to the FSP Program. If any FSP-related data or images are found on any social media outlet or networks not authorized by SBCTA, the driver or drivers associated with the incident will be removed from the program.

Data input to the Tablet Computer shall not be allowed while the vehicle is being operated/driven. Use of other devices, such as cellphones, while driving/operating a vehicle is subject to California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability to audibly transmit instructions from the cab of the FSP vehicle to the motorist of the disabled vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

The CONTRACTOR shall purchase and maintain a computer workstation (not a laptop) with high speed internet access and email to communicate with SBCTA, staff, and FSP CHP officers. Please note email is the primary means by which FSP Management (SBCTA, CHP, and Caltrans) communicate various operations messages. It is essential that a representative of the CONTRACTOR check the email daily.

It is the CONTRACTOR's responsibility to ensure that all Tablet Computers are operational at all times. The exterior protective case of the Tablet Computer shall be cleaned regularly and the screen protector shall be inspected for functionality and serviceability. **Damaged/Worn items shall be reported to SBCTA within three (3) hours of identification of a problem.** All Tablet Computers must be kept in a secure location. Tablet Computers shall not be left in any tow truck during non-FSP operational hours. During FSP operational hours, Tablet Computers must be with the Driver in their FSP Tow Truck; at all other times, Tablet Computers must be connected to a battery charger in the designated secure workstation of the CONTRACTOR'S facility. Any other location is not permitted.

CONTRACTOR shall immediately report any issues with the Tablet Computers to SBCTA or the FSP CHP Officers. CONTRACTOR is responsible for ensuring its Tablet Computers are operating at all times.

The CONTRACTOR shall provide SBCTA, FSP CHP Officers, and their designees access to the Tablet Computers at any time during the course of the Contract. If upon inspection SBCTA determines that the Tablet Computers are not being properly charged/stored, the CONTRACTOR will be subject to fines as outlined in Exhibit "C" of the Contract.

The CONTRACTOR shall provide a quarterly inspection report to SBCTA indicating the status of all equipment. SBCTA will provide the quarterly report submittal form to the CONTRACTOR. Accurate completion and timely return of this form is a contract requirement.

#### **F. Equipment Tampering**

Tampering with FSP communication/tracking equipment so that it does not function properly to SBCTA's specifications and/or is disconnected or moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes, but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cable, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, not putting radio equipment back in its original installed location, disconnecting any connectors, etc. Interfering with the operations of the equipment is strictly prohibited.

If modification and/or interference is suspected, SBCTA shall conduct an inspection of the equipment on/near the Beat area or the vehicle may be sent to a designated location determined by SBCTA. CONTRACTOR shall not access the AVL equipment in any way until SBCTA has arranged an inspection.

- 1) If any alterations are found with AVL-related equipment owned by SBCTA, the CONTRACTOR shall be fined, at a minimum, two complete FSP shifts (7 - 9 hours) at three (3) times the hourly penalty rate. The final penalty shall be determined and assessed by FSP Management.
- 2) SBCTA shall designate the AVL installer and technician that will review and repair the AVL systems.
- 3) In the event of alterations, CONTRACTOR is responsible for any expenses, including but not limited to transportation, labor, repair, and replacement, incurred to repair the AVL

equipment/system for the SBCTA FSP tow operations. Costs incurred to repair and document the equipment will be deducted from payment of the CONTRACTORS monthly invoice. Please refer to Contract Exhibit "C" for further details on violations and penalties.

## 6.0 DRIVERS

All Drivers shall be required to have a safe driving record and valid California Class C driver's license. All Drivers shall be at least 18 years of age at the time of background check. All Drivers shall be subject to driving record and criminal background checks through the CHP.

### FSP Driver Certification Requirements

The following are required to be completed before the issuing of a California Tow Truck FSP driver Certificate DL64:

1. CHP 234F Form (Tow FSP Driver/FSP Driver Information) submitted to CHP.
2. Successfully pass a driving record and criminal history check.
3. Pay all processing fees.
4. Submit to fingerprinting.
5. Successfully pass a CHP-administered Proficiency Test.
6. Complete a SHRP 2 /TIMS training course and provide a certificate of completion.
7. Attend and pass an FSP driver certification class.
8. Obtain a Medical Examiner's Certificate (MEC) MCSA-5875.
9. Issued an FSP Driver Identification Card.
10. Successfully complete ten (10) shifts of ride-a-longs with an approved FSP driver trainer.
11. As required by California Vehicle Code Sections 2430.5 and 2431, all applicants and owners are required to have a valid California driver's license and criminal history check. After CHP receives and accepts a completed CHP 234F, CHP will perform a California driver's license and criminal history check. CHP will perform background checks ONLY upon acceptance of a CHP 234F.
12. The California driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP.
13. The criminal history check will consist of a livescan background check to determine whether the applicant meets the criteria for a Driver Certificate, as outlined in California Vehicle Code Section 13377 and the FSP contract. **The cost of the livescan and DL will be at the CONTRACTOR's expense.**
14. If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting to complete the background check at the CONTRACTOR's expense.
15. In addition, SBCTA and/or CHP may, in their sole discretion, require a CONTRACTOR to replace any Driver or potential Driver who is determined not to be a suitable representative of the FSP Program to the public based on the background check or any other reason.

Drivers shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required FSP equipment to provide safe and proper service. Drivers from other FSP service areas will be evaluated by the CHP FSP Officer on a case-by-case basis. All Drivers must be capable of demonstrating their tow operating abilities prior to formal CHP training. Additionally, the Drivers will be required to exercise good, sound judgment in carrying out their duties.

The CONTRACTOR's Drivers shall be required to inform the CHP Communications Center at any time they leave the assigned Beat, whether to replenish expendable items such as gasoline or radiator water, to take breaks, etc. The Driver shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

Each Driver shall be responsible for accurately entering the following into their Tablet Computer:

- Pre-shift inspection worksheet prior to the commencement of driving the tow truck. This must be completed at the tow yard, prior to leaving the yard and driving to the Beat.
- Log of mileage prior to commencement of driving the tow truck on the Beat and at the end of the shift. This must be completed in a safe location at or near the Beat location, prior to beginning the shift and at the end of the shift.

The Driver shall also be required to complete an assist record, on the Tablet Computer, for each incident.

Driver will be required to utilize a Tablet Computer to input the mileage log, inspection worksheet, and each assist, which will include location, vehicle make, model, license number, type of assistance provided, etc. Driver will be trained to use the Tablet Computers to enter accurate data using SBCTA data collection software.

Other important forms Driver must complete and turn in when assisting motorists are the FSP Tow Truck Release Forms and the Damage Release Forms. It is critical these forms are completed in a clear and accurate manner and returned to the FSP CHP Officers by the 10<sup>th</sup> day of the preceding month as quickly as possible and no longer than a maximum of thirty (30) business days from the date of the assist. Any CONTRACTOR who fails to complete and turn in these required forms may be subject to penalties as outlined in Exhibit "C" of the contract.

The CONTRACTOR is required to participate in the California Department of Motor Vehicles (DMV) Pull Notice Program.

If a Driver is convicted of a crime listed in California Public Resources Code Section 5164 or California Vehicle Code 13377, the CONTRACTOR may be required to remove that Driver from the FSP program. If a Driver is charged with any such crimes, the CONTRACTOR may be required to suspend that Driver from duties under this Contract pending the outcome of the criminal case. If the Driver is not convicted or is ultimately convicted of a lesser crime not described above, CHP may direct SBCTA to have the CONTRACTOR remove that Driver from the duties under the FSP program.

Mandatory CHP refresher training classes/meetings shall be scheduled during non-FSP hours. A minimum of four (4) hours refresher training per year is required. The SBCTA FSP Program conducts a one-hour refresher training class/meeting each quarter, for a total of four hours of on-going training each year. CONTRACTOR shall pay all Drivers and Back-Up Drivers for attendance at the required training.

### Driver Equipment

CONTRACTOR is responsible for providing Drivers with specified uniforms, black protective toe boots, nameplates, and other equipment. The equipment includes navy blue jump suits or shirts and pants. If coveralls are worn, they shall have a collar with a zipper. Optionally, drivers may wear a standard navy blue (long-sleeve only) uniform shirt, with a fluorescent orange (must be only 2.5" wide) trim, with a ½" silver reflective tape down the middle. This allowed reflective tape must be on both sleeves as indicated in the updated contractor exhibit. The only approved trim color is fluorescent orange with a ½" silver reflective tape in the middle. The fluorescent tape cannot be wider than the allowed 2.5" wide. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

A detachable brass or gold in color nameplate shall be worn with the first initial of the first name and full last name of the Driver. Letters shall not exceed ½" tall; nameplate must be approved by an FSP CHP officer. The nameplate shall be worn above the right chest pocket on the vest.

A safety vest with reflective stripes shall be worn; SBCTA will supply vests. A small FSP logo shall be sewn/silkscreened on the front of the safety vest over the left front pocket of the uniform, and a small FSP logo shall be sewn/silkscreened on the left sleeve of the vest. A large FSP logo shall be sewn/silkscreened across the middle portion of the back of each safety vest. SBCTA will supply vests to the CONTRACTOR with the FSP logos already sewn/silkscreened on per CHP's required FSP logo placement locations. The brass or gold nameplate with the Driver's first initial of first name and full last name shall be displayed on the front of the safety vest over the right front pocket. **The CONTRACTOR is responsible for obtaining FSP CHP officer approval of the Driver nameplates, and the CONTRACTOR is responsible for the purchase and placement of the Driver nameplate.** An FSP logo is not required to be sewn/applied on the navy blue Driver uniform.

All Drivers shall wear black work boots with protective (steel or composite) toe.

During cold weather, a navy blue jacket may also be worn at the Driver's option, if it meets all the uniform specifications. The CONTRACTOR and/or the Driver may contact CHP for any uniform questions or clarifications.

Rain gear shall be waterproofed material, navy blue or yellow in color.

Hats, if worn, shall be baseball type cap, navy blue in color. An "FSP" logo may be sewn/silkscreened on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt under the vest. A picture of the uniform is provided toward the end of this scope of work.

CONTRACTOR should refer to the most current SOP Manual in making sure it is following the most recent Driver equipment requirements.

### FSP UNIFORM PHOTO EXAMPLES



Attachment: RFP26-1003435 Beats 5 & 27 - SOW (12193 : Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing/ Release

## FSP UNIFORM STRIPE EXAMPLES



### 7.0 LOCAL OFFICE

The CONTRACTOR shall provide a local office for contract administration purposes. This office shall be staffed by either the CONTRACTOR or its representative, who is authorized to conduct business and make decisions on behalf of the CONTRACTOR. The office shall have business hours coinciding with CONTRACTOR's Beat(s) hours of operation. The office shall be established within close proximity to the CONTRACTOR's Beat(s) and shall be located in Riverside, San Bernardino, Los Angeles, or Orange counties. An FSP Certified Back-Up Tow Truck and an FSP Certified Back-Up Tow Truck Driver must be available within a 45-minute request regardless of the CONTRACTOR's office location.

The CONTRACTOR shall also provide telephone, scanner and email through which they, or a responsible representative authorized to conduct business and make decisions on behalf of the CONTRACTOR, can be reached during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine, provided at the CONTRACTOR's expense, shall be available to log calls, take complaints, etc. An email address that is monitored throughout each day shall be provided for "noticing" purposes during operational and non-service hours. The CONTRACTOR will be responsible for having a company representative monitor and review messages/notices on a daily basis and respond in a timely manner. Please see Exhibit "C" of this contract for penalties associated with failure to respond to communications from CHP and/or SBCTA.

### 8.0 BEAT DESCRIPTIONS

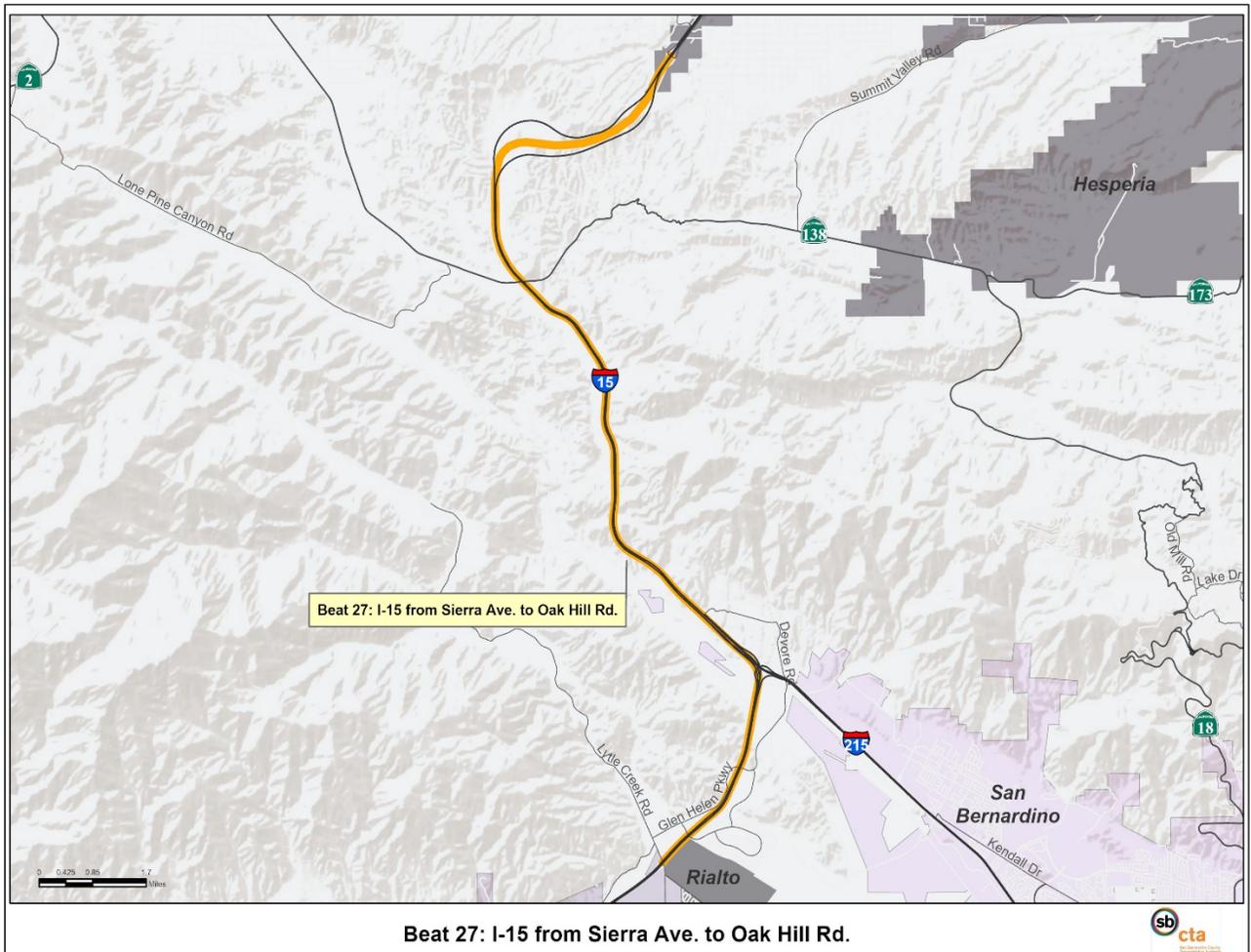
Beat #	Beat Description	One-Way Length in Miles	No. of Primary FSP Flat Bed Trucks in both AM and PM	No. of FSP certified Back-Up Flat Bed Tow Trucks
27	Interstate 15 (I-15) Sierra Avenue to Oak Hill Road	14	1	1

Please refer to Attached Map of Beat No. 27 area

Beat 27 is currently scheduled to operate from **5:30 a.m. to 8:30 a.m.** and from 2:00 p.m. to 6:30 p.m. (Monday through Thursdays). On Fridays, the PM shift begins at 12:00 p.m. to 6:30 p.m.

FSP Beat No. 27 requires one (1) Primary FSP Certified **Flat Bed** Tow Trucks and one (1) Primary Flat Bed FSP Certified Back-up Tow Truck available during all FSP operational service hours.

### 9.0 BEAT MAP



Attachment: RFP26-1003435 Beats 5 & 27 - SOW (12193 : Amendment No. 1 to Contract No. 22-1002819 with Pomona Valley Towing/ Release

## 10.0 FSP SERVICE HOURS AND EXTRA WORK HOURS

Approximate total service hours per primary vehicle per year is estimated to be as follows:

- Approximate Service Hours (Monday-Friday) per primary vehicle per year: 2,116 hours
- Approximate “Extra Work” Contingency weekend hours (Saturday- Sunday) per primary vehicle per year: 765 hours

**SBCTA reserves the right to change Beat operating times and operational requirements (i.e., length of Beat and hours of operation) during the course of the Contract.**

All Beats may be asked to participate in possible SBCTA “FSP Extra Work weekend contingency services”, on an as needed basis. Possible hours of operation may include Saturdays and Sundays from 10:00 a.m. to 6:00 p.m. Extra work is not guaranteed. The actual amount of weekend hours or number of weekend trucks are not guaranteed. Written notice from SBCTA shall be required for commencement and termination of “FSP Extra Work weekend contingency services”.

“Extra Work” for emergency coverage may be assigned for any of the eight (8) SBCTA FSP service areas:

1. Beat 5: SR-60 from Milliken Avenue to Reservoir Street (Los Angeles County line)
2. Beat 9: Interstate 10 (I-10) Indian Hill (Los Angeles County Line) to Sierra Avenue
3. Beat 11: I-10 from Sierra Avenue to Waterman Avenue
4. Beat 14: I-215 Center Street from the Riverside County line to Devore Road
5. Beat 23: I-15 from the Riverside County line to Sierra Avenue
6. Beat 27: I-15 from Sierra Avenue to Oak Hill Road
7. Beat 29: I-10 from Waterman Avenue to County Line Road (Riverside County line)
8. Beat 31: SR-210 from the Los Angeles County line to Citrus Avenue

FSP Beat No. 27 is the priority Beat for this RFP, which means that should a primary truck go down; the “Extra Work” Beat truck shall be deployed back to the primary Beat. SBCTA shall evaluate all travel times made from the “Extra Work” Beat to the primary Beat in a penalty time situation on a monthly basis. Final penalty determination shall be made by CHP and SBCTA.

The CONTRACTOR shall hold to all required standards addressing truck image and maintenance for the FSP Certified Back-Up Tow Truck being used during “Extra Work”, as CHP shall retain all rights to inspect and put the trucks out of service for non-compliance. Penalties shall still apply. In the event that the “Extra Work” Beat truck must be sent to cover the primary Beat, no penalty time shall be assessed for not having that back-up truck on the “Extra Work” Beat.

Each SBCTA tow operator agreement contains a clause regarding the Construction Freeway Service Patrol (CFSP). The goal of CFSP is to assist in construction zones outside of regular FSP hours or locations. The work is provided as “Extra Work” due to the uncertainty of the hours or changes in construction related to CFSP “Extra Work” projects.

**SBCTA reserves the right to change Beat hours, the length of a Beat, and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of “Extra Work”.**

## 11.0 FSP HOLIDAYS

### PRELIMINARY LIST OF FSP HOLIDAYS

Services are to be provided on the days and hours designated in the Contract with the exception of the following holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 – day of week varies)
5. Labor Day (Monday)
6. Veterans Day (day of week varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 – day of week varies)
10. New Year's Day (January 1 – day of week varies)

In addition to the above service hours, at the discretion of SBCTA and the FSP CHP Officers, additional service may be requested on certain “high traffic days” prior to or following certain holidays (e.g., July 4th, Labor Day, Sunday following Thanksgiving Day, Memorial Day).

## *Minute Action*

AGENDA ITEM: 9

***Date:*** February 11, 2026

***Subject:***

Inland Regional Energy Network Draft Business Plan Application (2028-2035)

***Recommendation:***

Receive an update on the 2028-2035 Inland Regional Energy Network Business Plan Application to the California Public Utilities Commission.

***Background:***

The current Inland Regional Energy Network (I-REN) Business Plan, approved by the California Public Utilities Commission (CPUC) for program years 2022 through 2027, is structured around three main sectors, each with specific programs designed to address the unique needs of the Inland Empire region: the Public Sector, Codes & Standards Sector, and Workforce Education & Training Sector.

I-REN and partners have concluded major components of the Business Plan Application (BPA) development process including stakeholder engagement, market characterization, and portfolio alignment with CPUC-directed strategies and objectives. Attachment 1 provides a draft of the BPA which is being finalized over the coming weeks.

As directed by the I-REN Executive Committee earlier this year, I-REN is pursuing continued authorization for energy efficiency activities within the Public, Workforce Education & Training, and Codes & Standards Sectors.

Broadly, a major focus of the portfolio will be cross-sector coordination, to illustrate the interrelated nature of I-REN's programs in supporting each other's objectives. Another significant focus will be increasing regional awareness of other Portfolio Administrator's program offerings for sectors not directly included in I-REN's portfolio, e.g., Residential, Commercial, and Industrial, as directed by the I-REN Executive Committee.

I-REN's 2022-2027 approved budget is \$65.5 million, with an annual amount authorized by the CPUC of roughly \$10.5 million. Based on analysis of program performance to date, stakeholder feedback regarding local and regional energy efficiency barriers and needs, and direction from the I-REN Executive Committee regarding intended focus areas, I-REN has developed a BPA budget forecast of \$178 million or roughly a \$22.3 million average annual budget across the eight-year horizon. Attachment 2 shows a comparison of I-REN's previous 2022-2027 business plan budget and the new 2028-2035 draft budget to be proposed in the BPA filing.

The budget forecast was created through a bottom-up assessment of forecasted expenses across the BPA period. Each program budget reflects forecasted program activities. Resources were prioritized for programs where there were opportunities to build upon proven success. Labor and non-labor costs were forecasted for each program for 2028-2031, and a cost-of-living adjustment of 5% per year was applied to the remaining years in the cycle.

The main factors driving strategic budget increases for the BPA are:

- Public Sector
  - Stakeholders have indicated that public sector technical support continues to be necessary to support normalized metered energy consumption (NMEC) project development and will be crucial for ensuring that public sector agencies can

*Entity: San Bernardino Council of Governments*

complete projects and receive incentives. I-REN proposes to increase the technical support budget to enable more NMEC projects to occur.

- Workforce Education & Training (WE&T)
  - I-REN Energy Fellowships have grown significantly year to year since the program launched and play an important role in supporting public sector project development; I-REN anticipates doubling the number of fellows in 2028 and beyond.
  - The Riverside and San Bernardino County workforce development partnerships are expected to grow over the eight-year horizon of the BPA, aligned with stakeholder input and I-REN workforce assessment research indicating a need for enhancing workforce support to the region.
  - Based on guidance provided by CPUC Energy Division staff, I-REN will explore how its workforce efforts can support contractor enrollment in the utility-run low-income Energy Savings Assistance Programs, creating an additional direct link between I-REN workforce and energy efficiency installations benefiting underserved customers.
- Codes & Standards (C&S)
  - Trainings offered by I-REN's team are expected to increase, along with Spanish-language simulcasts. I-REN also plans to launch a learning management system to make trainings available online and track participation metrics.
  - I-REN will also explore cross-cutting training opportunities between C&S and WE&T using I-REN's established C&S training platform.
  - In response to requests from local jurisdictions and I-REN Executive Committee members, I-REN plans to begin offering support to local jurisdictions for Assembly Bill 39 compliance.
- Portfolio-wide
  - I-REN intends to increase its integrated demand-side management (IDSM) activities across its portfolio to meet regional needs for resiliency project technical support, comprehensive energy efficiency and resiliency audits, and increased education around IDSM workforce opportunities and code compliance.
  - Having launched its initial evaluation, measurement and verification studies in 2025, I-REN will apply lessons learned from those studies to the BPA and propose new studies to explore possible program and portfolio enhancements during the BPA timeframe for 2028 and beyond.
  - I-REN labor budgets are also proposed to increase across all sectors to ensure that the Council of Governments (COG) partners have sufficient staffing to deliver program outcomes commensurate with sector budget increases described here.

Note that the amounts listed here are subject to change, as I-REN COG partner staff are currently working with their agency's fiscal departments to assemble their individual labor and expense budget forecasts based on estimated fully burdened rates, anticipated staff needs, and other key factors. This process is aligned with the CPUC requirement that portfolio administrators demonstrate the reasonableness of their budget requests through zero-based, bottom-up San Bernardino Council of Governments

budgeting in which every cost must be justified and aligned with delivering intended program outcomes. Assuming I-REN continues with many of its current expenses, Attachment 3 gives a more detailed picture of how I-REN's first year (2028) budget would look.

The date for the submittal of the Business Plan, originally scheduled for February 16, 2026, has been pushed back by the CPUC to March 16, 2026. This decision was based on requests from the Investor Owned Utilities who requested a 30-day extension. While I-REN is prepared to submit on the original February deadline, the additional time allows for further refinement to the narrative to further illustrate I-REN's value and benefit to the communities of San Bernardino and Riverside counties.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

**Reviewed By:**

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

**Responsible Staff:**

Jennifer Aguilar, Energy Program Manager

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Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

# Attachment 1

## I-REN 2028-2035 Business Plan Application DRAFT



iren.gov

# Inland Regional Energy Network Exhibit 1: 2028-2031 Portfolio Plan and 2032-2035 Business Plan

DRAFT

Attachment: Attachment\_1\_-\_I-REN\_2028-2035\_BPA\_Draft (12067 : I-REN Business Plan Draft)

We are a network of partners, including the Coachella Valley Association of Governments, the San Bernardino Council of Governments, and the Western Riverside Council of Governments, formed to serve the cities and communities of our region.



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## I. Chapter 1: Executive Summary

### A. I-REN Overview

Initiated in 2019, the Inland Regional Energy Network (I-REN) is a consortium of the Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), and San Bernardino Council of Governments (SBCOG).

Collectively known as the Inland Empire, the I-REN service area of the counties of Riverside and San Bernardino counties includes 11% of California's population, but its geographic arrangement, population, and distance from the state's major metropolitan areas result in inconsistent and insufficient service to the region. Further, the region is distinct from other southern California areas—particularly Los Angeles—with its own robust character, culture, climate zones, and identity.

Historically, the Inland Empire has faced challenges in receiving equitable opportunities to participate in energy efficiency and the advanced energy economy. As dedicated representatives of local government, I-REN consortium members applied for REN portfolio administrator (PA) status and were approved in 2021. With the implementation of its first business plan during 2022-2027, I-REN is establishing locally-administered programs and services to ensure ratepayers in this region can become active participants in meeting California energy efficiency goals and equitably benefit from ratepayer-funded energy efficiency.

### B. Application Intent

The intent of I-REN's business plan application is to sustain and grow its foundational portfolio of programs and market sectors, while empowering local leaders and workforce to foster greater awareness of energy efficiency benefits and opportunities across all sectors in the Inland Empire region. This intention and the strategies proposed in I-REN's application are directly informed by stakeholder input.

In early 2025 I-REN requested input from its Executive Committee, a governing board made up of elected officials from across the I-REN service territory, to inform the overall portfolio framework for this application. Key themes of the input from these local government representatives are as follows: 1) the services currently provided by I-REN are greatly needed and will require additional time and support to overcome longstanding gaps in capacity and awareness; and 2) the Inland region also lacks awareness of and access to opportunities for energy efficiency and resiliency for market sectors not currently served by I-REN, e.g., residential, commercial, and industrial. The Executive Committee requested that I-REN consider whether its portfolio should be expanded to address these needs.

Following this guidance from stakeholders, throughout 2025 I-REN undertook careful consideration of how to address these themes in the structure of its 2028-2035 portfolio. A significant overarching concern for I-REN in addressing these questions has been affordability and judicious use of ratepayer dollars.

- In response to key theme #1, I-REN planned and launched evaluation studies and additional stakeholder engagement in 2025 to inform data-driven refinements to its current portfolio. These efforts are detailed extensively in Chapter 8 and consisted of listening sessions, stakeholder interviews, and online feedback tools. Stakeholder audiences represented a range of interests and included I-REN staff, program implementers, local governments, school districts, community-based organizations, energy auditors, code consultants, energy professionals, county workforce representatives, past program participants, and prospective participants.
- In response to key theme #2, I-REN examined current programs offered by other PAs in the Inland region to assess potential gaps. This initial assessment, using data from the California Energy Data and Reporting System (CEDARS) as well as other PA's energy efficiency program websites, indicated that there do appear to be programs available for other market sectors not

currently served by I-REN. I-REN shared this information with its local leadership stakeholders, however, their responses indicated that these programs are unfamiliar to and/or underutilized by I-REN communities.

Guided by the engagement, evaluation, and research activities described above, I-REN proposed to its stakeholders and received their encouragement to move forward with the following intentions for its 2028-2035 application:

- Optimize I-REN's foundational portfolio of programs based on lessons learned, to meet stakeholders' communicated needs and continue strengthening the regional framework being established in 2028-2035.
- Empower local leaders and organizations through education and outreach to foster greater awareness of energy efficiency benefits and opportunities across all sectors in the Inland Empire region.

### C. Regulatory Context

In February 2021, I-REN applied for REN PA status to offer a portfolio of programs serving the Public Sector, Codes & Standards, and Workforce Education & Training, with governance from WRCOG as administrative lead agency as well as SBCOG and CVAG.<sup>1</sup> I-REN was approved by the CPUC on November 18, 2021, in D.21-11-013 with a budget of \$65,577,932 to be funded through program years 2022 to 2027.

In approving I-REN in D.21-11-013, the Commission stated that I-REN's business plan complies with the requirements of D.12-11-015 and D.19-12-021 for targeting hard-to-reach customers, filling gaps, and complementing other program administrators' portfolios.<sup>2</sup> Moreover, the Commission indicated that I-REN's "focus on equity and

<sup>1</sup> Motion of the Western Riverside Council of Governments on Behalf of the Inland Regional Energy Network (I-REN), for Approval of its Energy Efficiency Rolling Portfolio Business Plan and Budget, February 26, 2021.

<sup>2</sup> D.21-11-013 Conclusion of Law (COL) 4.

serving disadvantaged and underserved communities is welcome and consistent with the Commission's ESJ Action Plan."<sup>3</sup>

In response to I-REN's 2021 business plan, the Commission granted I-REN a unique, six-year portfolio period of 2022 through 2027 to align I-REN with the new four-year cycle framework adopted following I-REN's original business plan submittal. In D.21-11-013 Approval of Inland Regional Energy Network Energy Efficiency Business Plan, the Commission ordered that I-REN shall align its budget advice letter filings with the other program administrators' filing schedule, beginning with the September 1, 2023, Portfolio True-Up advice letter covering program years 2024 through 2027.<sup>4</sup>

On October 16, 2023 I-REN submitted its True-Up Advice Letter (TUAL) (I-REN Advice Letter 3-E/3-G) with budget forecast revisions include rolling over unspent funds from 2022-2023, allocating funding for integrated demand-side management (IDSM), and distinguishing between program implementation costs and portfolio administration PA costs. I-REN also updated its savings and total system benefit forecasts at that time. I-REN's TUAL was accepted by CPUC as of February 7, 2024 with effective date November 15, 2023. On November 4, 2025 I-REN submitted a Mid-Cycle Advice Letter (MCAL) with revisions to its budget and updates to savings forecasts for 2026-2027. The MCAL also provided an update segment metrics, community engagement indicators, and responses to evaluator recommendations. [FORTHCOMING: Add decisions/guidance and initiatives/recent updates: D.21-05-031, D.23-06-055, ESJ Action Plan, Ruling re: gas phaseout Phase 2 Staff Proposal]

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<sup>3</sup> D.21-11-013 COL 7.

<sup>4</sup> D.21-11-013 OP 7.

## II. Chapter 2: Portfolio Summary

### A. Service territory and service territory-related factors

#### ***I-REN's Region***

The Inland Regional Energy Network (I-REN) jurisdiction, as shown in the map below<sup>5</sup>, includes all areas within San Bernadino County and Riverside County encompassing 52 cities, 78 unincorporated county areas, and 17 tribes. These counties together make up the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA), colloquially referred to as the "Inland Empire." This region makes up 12% of California's population and 18% of California's land area with San Bernardino County being the largest county by land area in California. The Inland Empire is also one of the largest MSAs in the state following the Los Angeles-Long Beach-Anaheim MSA, the San Francisco-Oakland MSA, and the San Diego MSA.



**Figure 1 I-REN Service Territory**

<sup>5</sup> Source: CA Governor's Office of Emergency Service May 2025  
[https://services.arcgis.com/BLN4oKB0N1YSgvY8/arcgis/rest/services/Counties\\_in\\_California/FeatureServer/0](https://services.arcgis.com/BLN4oKB0N1YSgvY8/arcgis/rest/services/Counties_in_California/FeatureServer/0)

The region has a diverse geography with mountains, deserts, distinct urban areas, tribal areas, and vibrant communities and towns. Though the region does have large, densely populated areas in major cities, including the cities of San Bernardino and Riverside, it also has rural desert and mountain communities that are sparsely populated. Special districts play a significant role in the region, operating services including water, sanitation and wastewater, parks and recreation, resource and conservation, and other community services.

I-REN has coordinated with the other PAs in the region and consulted with the other RENs in the state to ensure that this Business Plan is positioned to fill gaps, provide appropriate services, and address needs that cannot or are not being addressed by other PAs. I-REN aims to scale its role and goals appropriately to match its strengths and fit the needs of its constituents to ensure that it offers the region a portfolio of programs that have measurable value in increasing energy savings, community resilience, and long-term economic and environmental sustainability.

### **Geographic Backdrop**

Below are elements of I-REN's geography and infrastructure that pose challenges for the Inland Empire region. I-REN's programs will consider and address these challenges, as described further in this Business Plan.

- **Sparse Geography:** The Inland Empire includes larger swaths of rural land which hosts less connected communities, making it difficult to reach, especially by larger utilities, as well as by residents traveling within the region.
- **Extreme Heat:** The region is faced with extreme heat, leading to higher stress on the energy grid and highlighting the need for climate resilient solutions.
- **Building Stock:** A larger number of older buildings (pre 1970s) and municipal facilities in the region use more energy due to outdated systems.

- **Permit Compliance:** There is low permit compliance in the region, highlighting a need for greater awareness and enforcement of more efficient building codes.
- **Fast Growth:** The region is expected to grow quickly and there is concern that the grid capacity will not keep pace with this growth.
- **Increasing Energy Usage:** The rural areas of I-REN's territory are attractive for data centers and large warehouses, causing excessive strain on the energy grid.

### ***Gaps in I-REN Jurisdictions***

Below are issues facing local jurisdictions affecting uptake of energy efficiency programs.

**Staffing and Resource Constraints:** Local governments in the region, including special districts, must balance a number of high-priority items with their limited staffing, with often one staff person who is responsible for multiple issue areas. This impacts the ability of local jurisdictions to effectively participate in energy efficiency programs. I-REN's technical support helps reduce staff time spent on energy efficiency projects and enable participation in these programs.

**Lack of Knowledge and Awareness:** Many public agencies are unaware of the process for installing energy efficiency upgrades or do not know that programs exist to help them upgrade. I-REN is working to increase awareness of programs in the region, with Fellows supporting outreach and education and referring public agencies to other incentives and resources in the region as appropriate.

**Lack of Trained Workforce:** The dearth of contractors trained for energy efficiency work in the Inland Empire is a significant challenge. While this makes finding a trained contractor difficult, the lack of contractors also presents a large opportunity to grow the workforce in the region through the WE&T program. I-REN plans to

dedicate significant budget increases for this program as part of this Business Plan, to grow the Fellow program and to increase relevant energy efficiency trainings for contractors in the region.

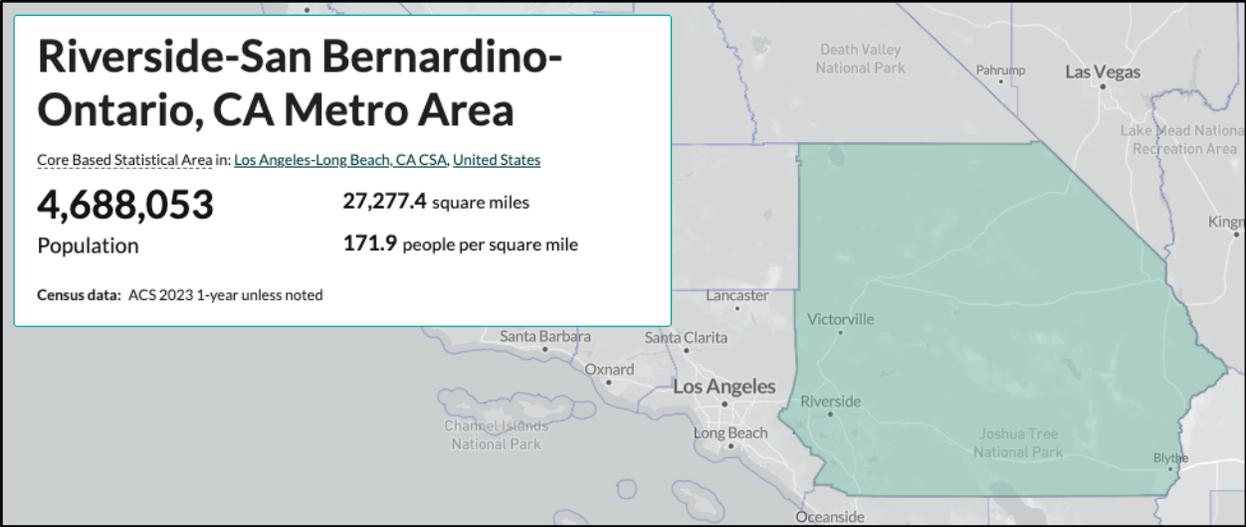
**Lack of Seed Funding:** The lack of seed funding to kick-start projects for public agencies makes larger upgrades more difficult for I-REN's public sector customers. While Fellows can help connect public agencies to existing funding opportunities, the uncertainty around federal funding cuts may require agencies to seek additional sources of funding. I-REN will explore opportunities for innovative funding options, such as assessing the opportunity to use philanthropic funds for these projects.

**Lack of Data:** A top issue identified in the current program cycle is the challenge of getting reliable data and building information from utilities to implement the NMEC program. The time to gather, refine, and ensure data accuracy is often a substantial barrier for municipal governments. I-REN has been working to fill this gap through its Fellows program, increasing awareness of available technical assistance and the benefits of the program for participants. I-REN will continue to provide focused support to local communities, while also supporting upgrade-ready jurisdictions that have greater capabilities to participate in the short term and that address the unique needs of the Inland Empire.

### **Demographic Characteristics**

The San Bernardino-Riverside-Ontario MSA, which comprises the Inland Empire, is a growing region home to 4,688,053 people. The following charts provide demographic data for the Inland Empire.

- **Riverside County:** Population 2,492,442 (2023 Census), covering 7,209 square miles, population density of 345.7 people per square mile
- **San Bernardino County:** Population 2,195,611 (2023 Census), covering 20,068 square miles, population density of 109.4 people per square mile



**Figure 1 Riverside-San Bernardino-Ontario MSA Key Demographics**

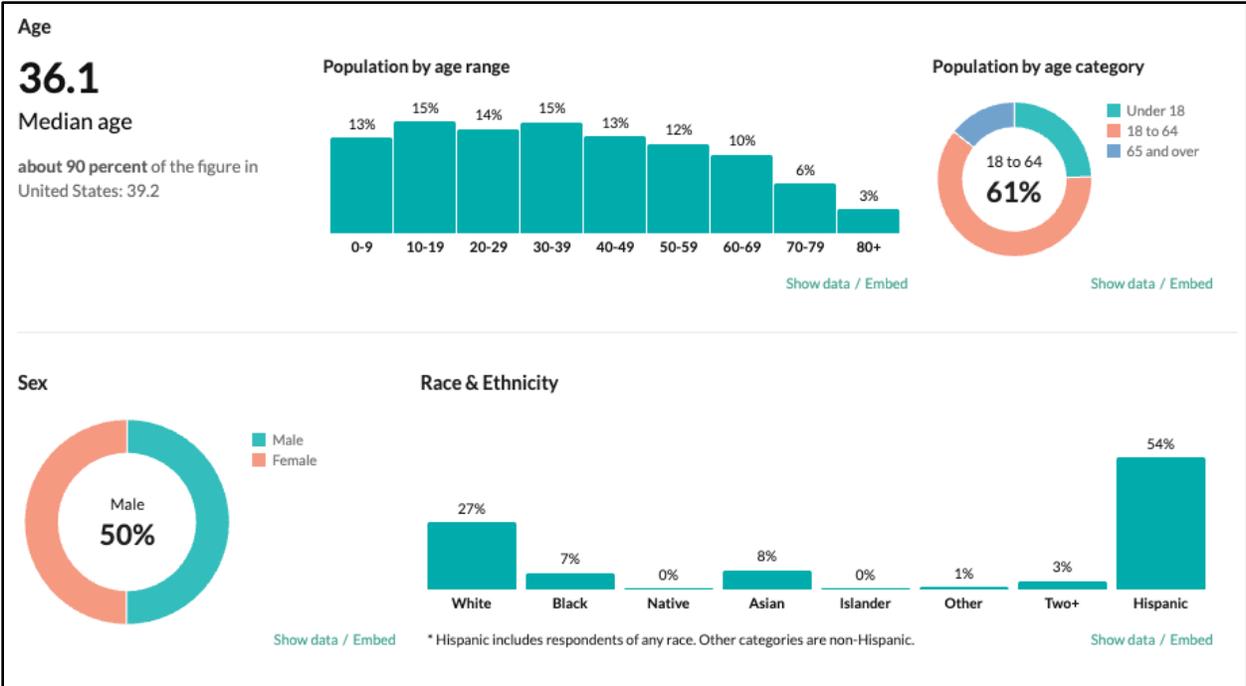
The Inland Empire, along with the Central Valley, saw the most growth of all of California from 2021 to 2024<sup>6</sup> and is expected to continue growing, particularly over the next 10 years, as shown in the table below<sup>7</sup>. As the region grows, I-REN will play an increasingly important role in reducing energy use and achieving energy savings and promoting long-term economic and environmental sustainability through its programs.

**Table 1 Projected Population Growth**

	2025	2035	2050
<b>California</b>	39,299,708	40,105,580	40,819,078
<b>Riverside County</b>	2,462,781	2,558,733	2,707,319
<b>San Bernardino County</b>	2,190,800	2,219,560	2,169,674

<sup>6</sup> <https://www.gov.ca.gov/2025/05/01/californias-population-increases-again/>

<sup>7</sup> California Department of Finance table P2A County Total 2025  
<https://dof.ca.gov/forecasting/demographics/projections/>



**Figure 2 Riverside-San Bernardino- Ontario Population Demographics**

With a median age of 36, the region is slightly younger than the California median of 38.2 and has a fairly even distribution of age groups.<sup>8</sup> Sixty-one percent of the population fall between 18 to 64 which suggest a strong workforce or working-age community. Over half of the population identifies as Hispanic, followed by 27% identifying as white indicating a need to ensure all programs are accessible in Spanish and are culturally appropriate.

1. Income

The Riverside-San Bernardino-Ontario MSA has a median household income of \$87,843<sup>9</sup> which is significantly lower than the California median household income of \$95,531.<sup>10</sup> Additionally, while about 12% of the Inland Empire falls under the federal poverty line, the high cost of living in California, compared to the rest of the

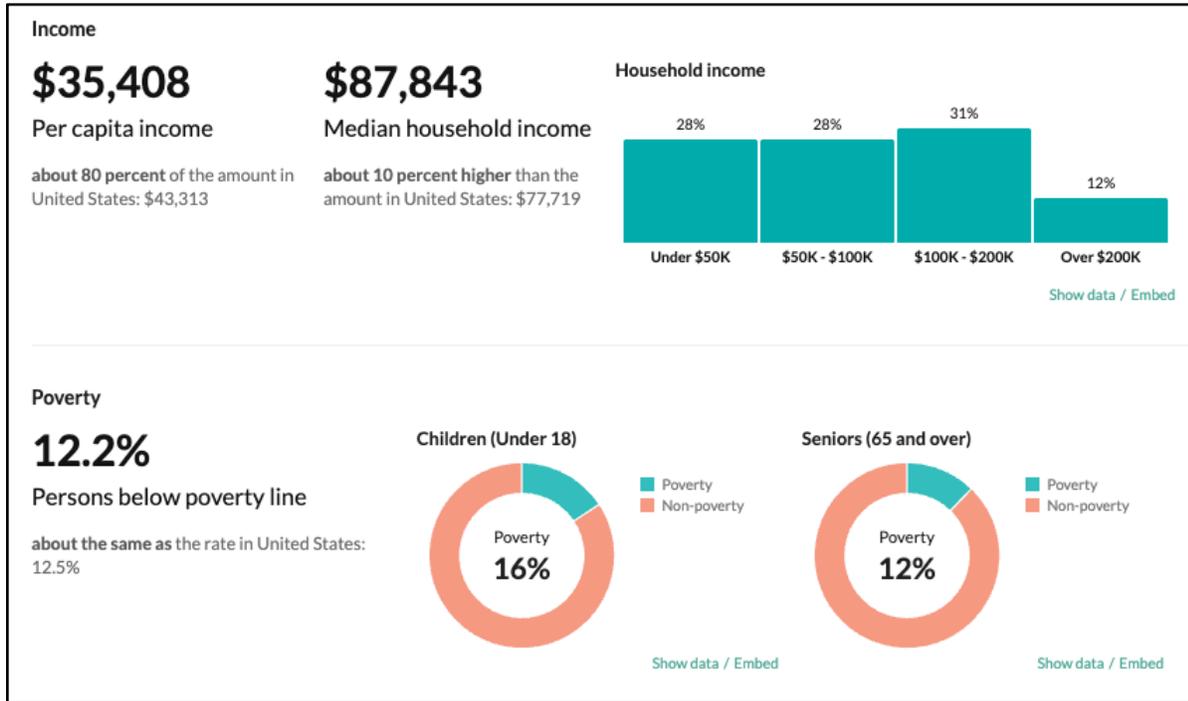
<sup>8</sup> Census Reporter ACS 2023 Survey, <https://censusreporter.org/profiles/31000US40140-riverside-san-bernardino-ontario-ca-metro-area/>

<sup>9</sup> <https://censusreporter.org/profiles/31000US40140-riverside-san-bernardino-ontario-ca-metro-area/>

<sup>10</sup> <https://censusreporter.org/profiles/04000US06-california/>

Attachment: Attachment\_1\_-\_I-REN\_2028-2035\_BPA\_Draft (12067 : I-REN Business Plan Draft)

country, means that a greater percentage of people in the region are struggling financially. The income disparity highlights the role of local governments to support community resilience, economic, and climate sustainability. It also shows the need for good paying jobs in the community.

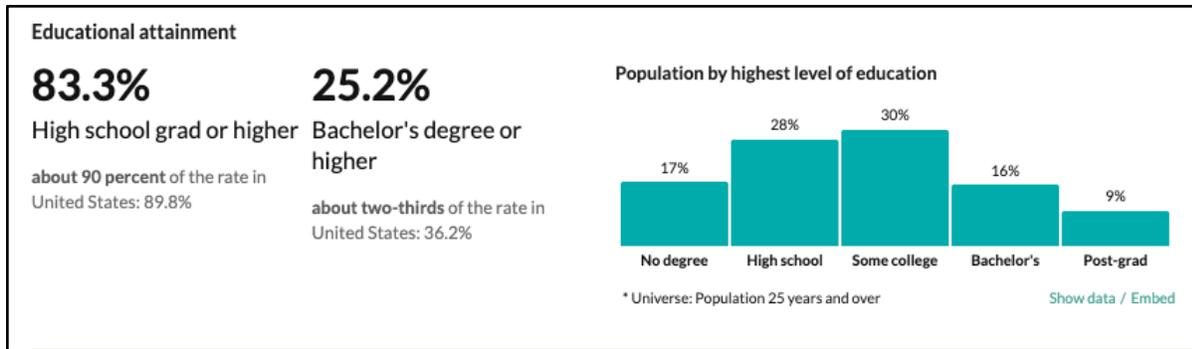


**Figure 3 Riverside-San Bernardino-Ontario MSA Income & Poverty**

2. Education Level

The Inland Empire has significantly fewer Bachelor degree (or higher degree) holders than the California average of 37.5%<sup>11</sup>. This indicates a high need for alternative careers options in the region that do not require a higher education degree. Additional opportunities for energy efficiency and electrification trainings and certifications would benefit this region's population.

<sup>11</sup><https://censusreporter.org/profiles/04000US06-california/>



**Figure 4 Riverside-San Bernardino-Ontario MSA Education Level MSA**

### 3. Disadvantaged Communities and Hard-to-Reach

As defined by SB 535, Disadvantaged Communities (DACs) refer to tribal lands or areas with a population with a median income 60% below the statewide median. The I-REN territory has large sections of the region that are DACs; as seen in Figure 6 there are large portions of land designated as DACs in San Bernadino County, as well as many smaller DACs closer to the cities of San Bernadino and Riverside. Figure 7 shows many census tracts that are in the 60<sup>th</sup> percentile or higher for pollution burden and social vulnerability, aligning closely with the DAC regions.

Additionally, as outlined in CPUC Decision D.23-06-055, local government entities that are located outside of the San Francisco Bay Area, Greater Los Angeles Area, Greater Sacramento Area and San Diego County areas– which are generally more rural– meet the geographic criterion for hard to reach (HTR) customers. Therefore, all jurisdictions in the Inland Empire MSA are considered HTR. A recent study by UC Santa Barbara found that the largest predictor of total and per capita energy efficiency funding for local governments was their rurality, with another top factor being their designation as a DACs. Overall, the spending on energy efficiency programs in these counties is low.<sup>12</sup> Considering the large number of DACs and the

<sup>12</sup> Michelle Le, Sydney Litvin, Atherv Gole, Audrey Meiman, Austin Covey, Nathaniel Villa, Measrainsey Meng, Tatum Katz, Ranjit Deshmukh, Inequity in public sector energy efficiency? Explaining disparities in program budgets in California, United States, Energy Research & Social Science, Volume 114, 2024, 103590, ISSN 2214-6296, <https://doi.org/10.1016/j.erss.2024.103590>.

rurality of San Bernadino and Riverside Counties, there is a need for greater investment in energy efficiency projects to reach these communities. These maps underscore a substantial need for focused, consistent, local engagement and energy efficiency funding to serve these communities and help reduce their energy burden and overall consumption.

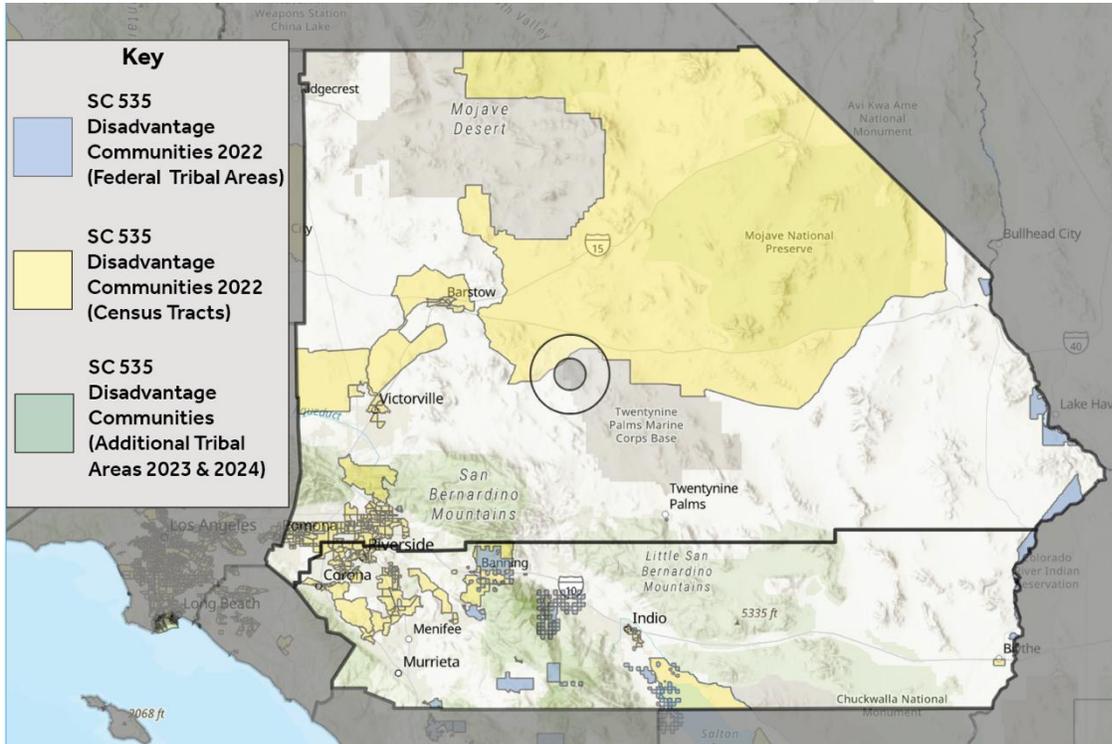


Figure 6 Disadvantaged Communities and Tribal Lands

Source: SB 535 Disadvantaged Communities 2022 (tribal update 2024)- CalEnviroScreen

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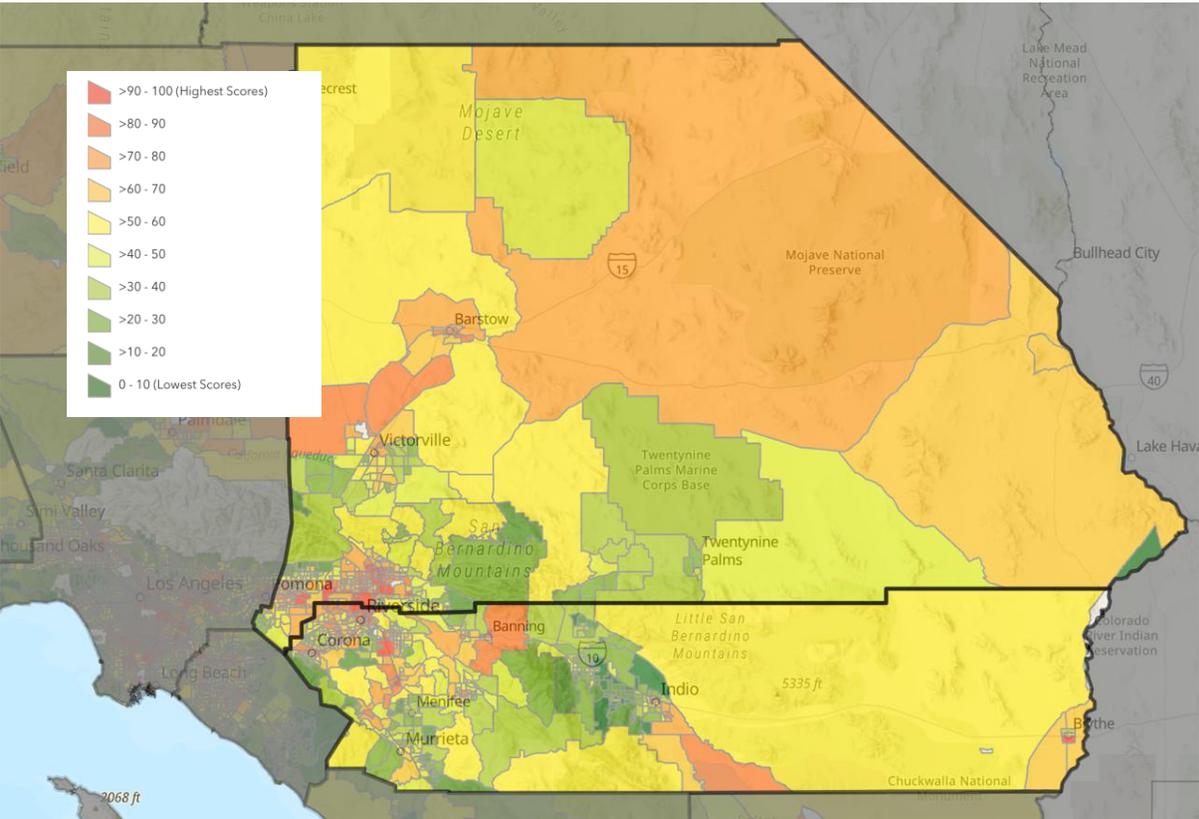


Figure 7 CalEnviro Screen 4.0 for I-REN Territory

Source: CalEnviro Screen 4.0

## **Climate Impacts**

Climate change impacts, especially extreme heat, are anticipated to significantly impact Riverside and San Bernardino counties. This will result in an anticipated increase to roughly 60 extreme heat days annually (days over 106°F) and 60 warm nights (nights above 76°F) by 2100,<sup>13</sup> as shown in Figures 8 and 9, respectively. With the older building stock in the Inland Empire, both residential and municipal buildings will need to use more energy to maintain indoor comfort in coming years, resulting in an overall increase in energy consumption if no further interventions are taken.

During the summer of 2020, California experienced a severe heat wave that resulted in brown outs and rolling blackouts to the region with flex alerts from California Independent System Operator (CAISO) causing 813,000 people to be without power<sup>14</sup>. These events, which will only become more likely due to extreme heat events from climate change, underscore the need for local governments to support energy efficiency, reducing the likelihood of power outages while supporting community resilience.

Additionally, the Inland Empire already has some of the worst smog in the region, with San Bernardino and Riverside cities ranking as the most polluted cities for ozone particle pollution,<sup>15</sup> contributing to health impacts and poor air quality. This smog is caused by emissions from gas vehicles, gas appliance, and warehouses in the region. Upgrading to energy efficient and electric appliances will reduce smog and ozone pollution and improve the air quality in the Inland Empire.

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<sup>13</sup> <https://cmip5.cal-adapt.org/tools/local-climate-change-snapshot>

<sup>14</sup> <https://www.cmua.org/2021-issue-brief-electric-reliability>

<sup>15</sup> State of the Air 2025 <https://www.lung.org/getmedia/5d8035e5-4e86-4205-b408-865550860783/State-of-the-Air-2025.pdf>

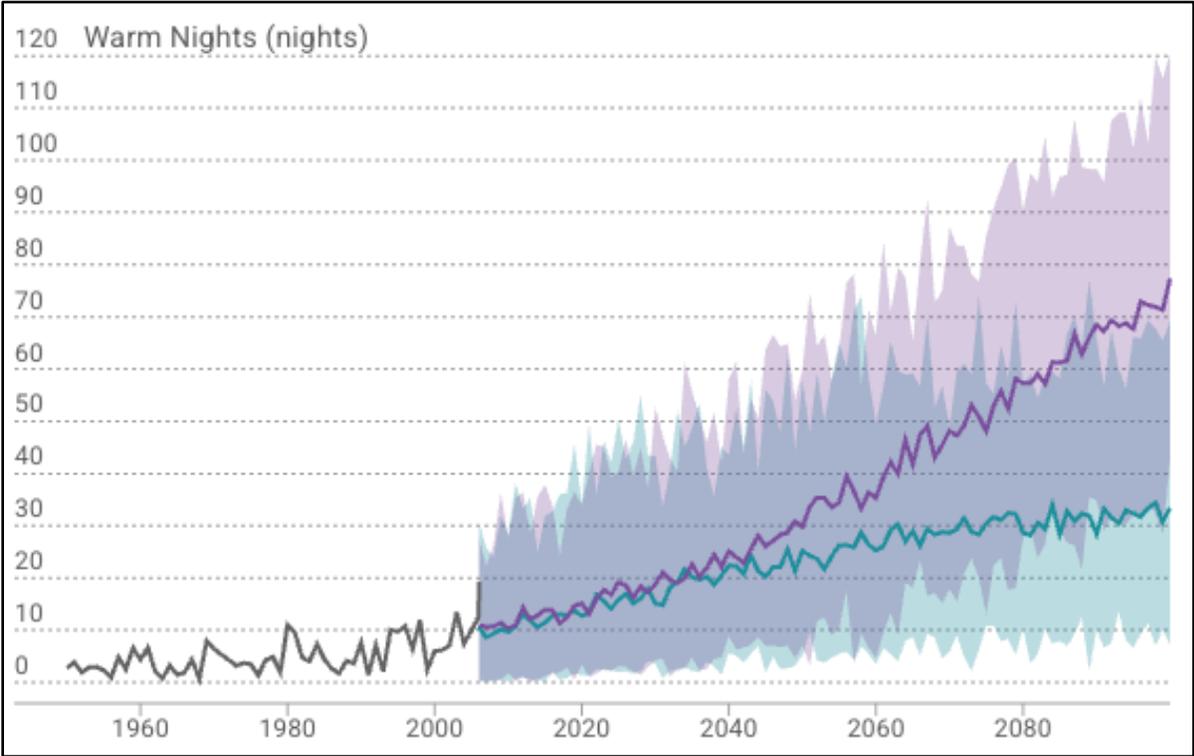


Figure 8 Riverside County Warm Nights

DRAFT

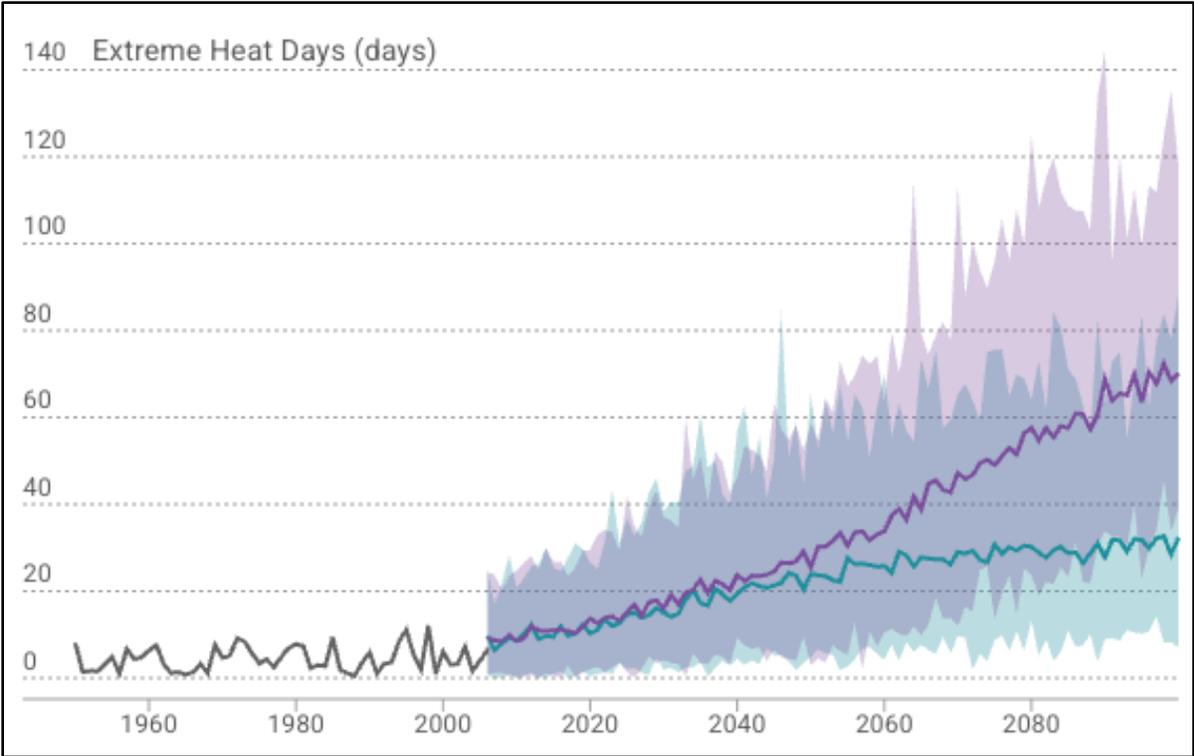


Figure 9 Riverside County Extreme Heat Days

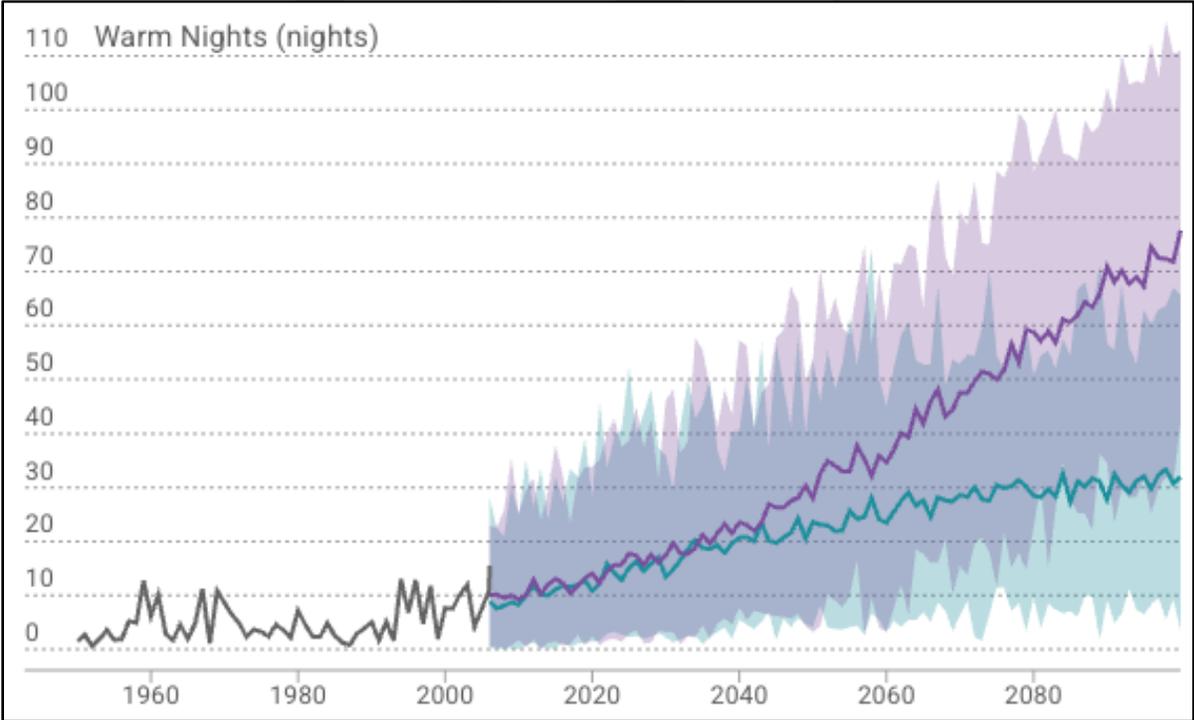
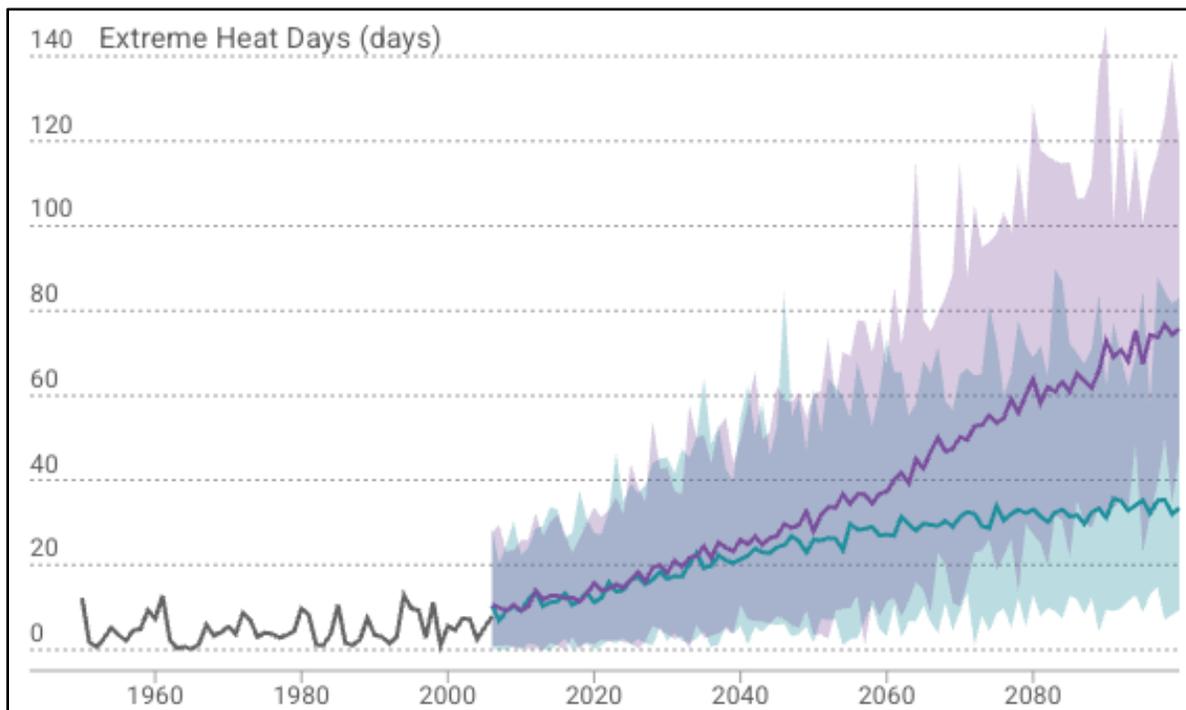


Figure 10 San Bernardino County Warm Nights

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**Figure 11 San Bernardino County Extreme Heat Days**

### **Coordination with Regional PAs**

In addition to I-REN, the Inland Empire is also served by SoCal Edison (SCE), SoCal Gas, and is included in the SoCal REN territory. While there are multiple Program Administrators (PAs) in the region, the actual services to local communities are limited and are not meeting the needs of the growing areas. I-REN has coordinated with the other PAs in the region and consulted with the other RENs in the state to ensure that this Business Plan is positioned to fill gaps, provide services appropriate to a REN, and address needs that cannot or are not being addressed by other PAs. I-REN aims to scale its role and goals appropriately to match its strengths and fit the needs of its constituents to ensure that it offers the region and the California Public Utilities Commission (CPUC or Commission) a portfolio of programs that has measurable value in increasing energy savings, community resilience, and long-term economic and environmental sustainability.

## **Sector Market Characterization**

I-REN has developed three sectors (Public Sector, Codes & Standards, and Workforce, Education, & Training Sectors) and two programs within each sector to serve the unique needs of the region. More information about the specific needs these sectors address are below.

### 1. Public Sector

In the I-REN service territory, the public sector jurisdictions include two counties, 52 cities, 74 special districts in Riverside County<sup>16</sup> and over 120 special districts in San Bernardino County<sup>17</sup>, 15 tribal areas that range in size from less than a dozen tribal members in the Augustine Band of Cahuilla Indians to more than 300,000 residents in the City of Riverside, as well as unincorporated communities. As heard from I-REN's stakeholders, I-REN's local governments have limited motivations to complete energy upgrades and are challenged to maintain and upgrade these facilities due to a lack of funding for capital improvements, limited awareness of energy efficiency and other program opportunities, limited time and staff resources, and conflicting priorities. Further, state mandates such as building energy benchmarking (AB 802) requirements, energy code compliance, and climate adaptation planning are additional unfunded regulations and requirements on local governments; these requirements are often difficult to meet given competing priorities as well as varying political support for climate-related solutions in many areas of the region.

Many municipal buildings in both Riverside and San Bernardino Counties are considered older and use more energy due to outdated systems and insulation. Yet energy efficiency projects for these buildings and systems usually fall to the back burner due to the lack of capacity and the time and effort for energy upgrades.

<sup>16</sup> <https://sdarc.specialdistrict.org/our-districts>

<sup>17</sup> <https://specialdistricts.sbcounty.gov/>

Municipal buildings and special districts have significant energy usage, with school districts spending more than \$8 billion nationwide on energy costs<sup>18</sup>. Supporting energy efficiency upgrades for these larger municipal and special district buildings, which use significantly more electricity than a residential home, will help build resilience and support the energy grid in the region.

Local governments must also engage various staff members from different departments to carry out energy efficiency upgrades. Facilities managers, public works staff, and administrators may all be involved in the process of energy efficiency upgrades and may need to be engaged at different points throughout the process. Engaging the right people at the right time during a building upgrade requires significant coordination and dedicated staff time, which may be difficult.

## 2. Workforce Education & Training

There are not enough trained energy professionals in the region to meet demand, which often requires agencies to source them from outside the region.<sup>19</sup> A recently released assessment conducted by The Energy Coalition highlights an urgent need for skilled workers for energy jobs, projecting that energy jobs will grow by 20% by 2030. This study also identifies that 75% of current workers are expected to retire or transfer within the next five years<sup>20</sup>, indicating the critical importance of a newly trained and skilled workforce.

Of the population in the Inland Empire, 83.3% hold at least a high school diploma—the minimum requirement for many energy jobs. However, access to training programs remains a challenge due to the region's vast geography and low density in many areas. While 100 institutions offer 363 training pathways, gaps in education, workforce alignment, and access to training continue to persist. Another challenge is that once a person is trained, it is difficult to place someone with little to no on-

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<sup>18</sup> <https://www.energystar.gov/buildings/resources-audience/k-12-schools>

<sup>19</sup> Stakeholder Engagement key finding

<sup>20</sup> <https://www.wrcog.us/CivicAlerts.aspx?AID=52>

the-job experience. I-REN's Workforce Education and Training sector aims to fill this gap by connecting with agencies throughout the region to offer training and build up a skilled workforce.

### 3. Codes & Standards

There are approximately 1.6 million housing units in the Inland Empire<sup>21</sup>, many of which were built before the 1978 building standards. Existing buildings pose greater challenges for code compliance in comparison to new construction but are a critical portion of housing that should be safe and energy efficient for residents. Despite the importance of code compliance, the number of permits granted decreased 25% between 2023 and 2024, translating to 2.5 permits granted per 1,000 residents in San Bernardino County alone<sup>22</sup>.

Common challenges in code compliance include a lack of understanding of codes, especially when they are different or inconsistent region to region, complex or hard to understand codes, frequent code updates, and unclear processes on how to pull permits. The recent pause on Title 24 building code updates highlights the challenges that many building officials face in catching up to rapidly changing codes and enforcing these changes.

In addition to building officials, other market actors also face similar challenges in achieving successful energy efficiency projects. Building and energy systems designers in the region must be trained in energy efficient practices and, along with contractors, must understand the most up-to-date code requirements, know the permits they need to pull, and then do the work correctly. Auditors must also understand up-to-date energy systems and energy savings measures and be each be trained on how to measure energy savings. These actors must all incorporate the most recent energy efficiency requirements into their work processes.

<sup>21</sup> <https://censusreporter.org/profiles/31000US40140-riverside-san-bernardino-ontario-ca-metro-area/>

<sup>22</sup> <https://indicators.sbcounty.gov/economy/residential-real-estate-market/>

These challenges indicate a significant opportunity for C&S-related energy savings and carbon reduction in I-REN's existing residential building stock through code compliant equipment installation, additions, alterations, and renovations.

**B. Application summary tables of expected performance metrics covering the 4-year and 8-year budget request**

[Forthcoming]

**Table 1: 4-year Portfolio Budget Forecast Summary (2028-2031)**

<b>4-year Portfolio Budget Forecast Summary (2028-2031) (\$000)</b>					
	2028	2029	2030	2031	Total (4 years)
Total Budget					
Resource Acquisition Segment Budget					
Market Support Segment Budget					
Equity Segment Budget					
Codes and Standards Budget					
EM&V					
Administration					
ED Portfolio Oversight					

**Table 2: 4-year Portfolio Forecast Summary (2028-2031)**

<b>4-year Portfolio Forecast Summary (2028-2031)</b>						
	2028	2029	2030	2031	Resource Acquisition Segment Only	Entire Portfolio (Total 4-year)

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					(Total 4-year)	
Total System Benefit (TSB)						
Total Resource Cost (TRC) Ratio						
Program Administrator Cost (PAC) Ratio						
Societal Cost Test (SCT)						
Ratepayer Impact Measure Test Ratio (RIM)						
Lifecycle MWh/GWh						
First Year MW						
Lifecycle MMHERMS						
Lifecycle CO2 Metric Tons						

**Table 3: 4-year Portfolio Budget Forecast Summary (2032-2035)**

4-year Portfolio Budget Forecast Summary (2032-2035) (\$000)					
	2032	2033	2034	2035	Total (4-year)
Total Budget					
Resource Acquisition Segment Budget					

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Market Support Segment Budget					
Equity Segment Budget					
Codes and Standards Budget					
EM&V					
Administration					
ED Portfolio Oversight					

**Table 4: 4-year Portfolio Forecast Summary (2032-2035)**

4-year Portfolio Forecast Summary (2032-2035)						
	2032	2033	2034	2035	Resource Acquisition Segment Only (Total 4-year)	Entire Portfolio (Total 4-year)
Total System Benefit (TSB)						
Total Resource Cost (TRC) Ratio						
Program Administrator Cost (PAC) Ratio						
Societal Cost Test (SCT)						
Ratepayer Impact Measure Test Ratio (RIM)						

Lifecycle MWh/GWh						
First Year MW						
Lifecycle MMOTHERMS						
Lifecycle CO <sub>2</sub> Metric Tons						

**Table 5: 4-year and 8-year IOUs Total System Benefit Forecast (w/out C&S) vs. Goals (IOUs and other PAs, as applicable<sup>2324</sup>)**

4-Year and 8-Year Total System Benefit Forecast vs. Goals (\$000)			
Year	Total System Benefit Forecast	Total System Benefit Goals	Percent of TSB Goal
2028			
2029			
2030			
2031			
Total (4 years)			
2032			
2033			
2034			
2035			
Total (4 years)			
Cumulative (8 years)			

**Table 6: 4-Year and 8-Year Codes and Standards Forecast vs. Goals (IOUs only)**

<sup>23</sup> Required: IOUs should insert the results CPUC Potential and Goals Decision [D.25-xx-xx].

<sup>24</sup> Optional: Non-IOUs may provide goals based on PA specific forecasts.

<b>4-Year and 8-Year Codes and Standards Forecast vs. Goals</b>			
Year	Energy Savings (MWh, MW, MMtherms)	Goals (MWh, MW, MMtherms)	Percent of Goal
2028			
2029			
2030			
2031			
Total (4 years)			
2032			
2033			
2034			
2035			
Total (4 years)			
Cumulative (8 years)			

**Table 7: Portfolio Statewide and Third-Party Contribution Percentage Requirements (As Applicable)**

<b>Portfolio Statewide and Third-Party Contribution Percentage Requirements</b>					
Time Period	Budget Component	Qualifying Budget	Cumulative Total Budget w/o OBF Loan Pool	Contribution Percentage	Minimum Threshold
2028-2031 (4-years)	Statewide [1]				20%
2028-2035 (8-years)	Statewide [1]				20%
2028-2035 (4-years)	Third-party [2]				60%

2028-2035 (8-years)	Third-party [2]				60%
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<sup>1</sup> SW program definition per D.16-08-019, OP 24, OP 38, & OP 39.

<sup>2</sup> Third-party program definition per D.16-08-019, OP 10, includes SW third-party budget.

### III. Chapter 3: Portfolio Strategies

#### A. Describe portfolio strategies for 4-year plan and 8-year plan

##### Strategies

1. Advance affordability and mitigate overall rate impacts, consistent with Executive Order N-5-24

California’s RENs were created to ensure that communities historically underserved by investor-owned utilities (IOUs) have equitable access to energy efficiency services, capacity-building opportunities, and local economic benefits. While Executive Order N-5-24 focuses primarily on utilities and state agencies as they work to reduce upward pressure on energy rates and manage long-term system costs, the RENs play a complementary and essential role: delivering equity-centered, community-driven programs that directly reduce energy burdens for residents, businesses, and public agencies.

Affordability is a foundational mission of every REN. With comparatively small budgets within the state’s overall energy efficiency portfolio, RENs nevertheless provide high-impact, targeted services that lower bills, remove participation barriers, and address gaps in utility programs, particularly in disadvantaged, under-resourced, and hard-to-reach communities. RENs connect deeply with their community needs resulting in programs that help Californians to manage their energy costs today while supporting the broader statewide priority of maintaining an affordable and reliable clean energy future, as articulated in EO N-5-24.

For I-REN, affordability means enabling public agencies to reduce their total energy costs through energy savings, access to incentives, and reduced administrative

burdens. I-REN brings together three Councils of Government (COGs) – the Coachella Valley Association of Governments, San Bernardino Council of Governments, and Western Riverside Council of Governments – and utilizes their connections with these agencies to reduce energy usage and make energy upgrades in local government facilities. I-REN's longstanding relationship with cities in these COGs helps ratepayer-funded programs actually reach those who need them most.

## Key Affordability Strategies and Contributions

### 1. Reducing energy bills through tailored efficiency support

- Personalized technical assistance and energy assessments for underserved jurisdictions that reduce the cost and complexity of upgrades.
- Incentives for efficiency improvements, including I-REN's incentives based on net energy savings, which directly lower energy consumption and bills.
- Navigation of grants, rebates, and financing options, ensuring participants secure all available resources.

### 2. Expanding awareness and access for underserved and disadvantaged communities

- Programs designed specifically for hard-to-reach public agencies with limited capacity.
- Support that closes participation gaps in energy efficiency programs, aligning with EO N-5-24's emphasis on equitable and transparent access to energy programs.
- Outreach to empower public sector and workforce stakeholders as local leaders to increase awareness of energy efficiency benefits and program opportunities across all market sectors.

### 3. Strengthening local economies and creating pathways to clean energy jobs

- Workforce training, including I-REN's Energy Fellows program, which builds local capacity, supports high-road career pathways, and maintains affordability by expanding the pool of skilled practitioners.
- Programs that offer local economic opportunities by supporting small contractors and local governments with participating in and benefitting from the clean energy transition.

#### 4. Utility bill analysis through Energy Roadmapping

I-REN's TA program supports identifying project opportunities through energy benchmarking and utility bill analysis, including I-REN's Energy Resilience Roadmap deliverables and performance benchmarking through ESPM and I-REN's Building Upgrade Concierge (BUC) platform. This initial and routine analysis helps agencies understand existing facility conditions, prioritize energy efficiency audits, and leads to the identification of EE projects.

Through our utility bill analysis conducted as part of the Energy Roadmapping development process, we identified upwards of 8 meters billed under incorrect tariff/rate classifications, resulting in the customer paying more than necessary. I-REN supports customers in taking the next steps to correct their rate classification and reduce utility costs, ensuring optimized billing and long-term operational savings.

2. Optimize TSB achievement and cost effectiveness, as well as TSB achieved per ratepayer dollar spent

In D.23-06-055, the California Energy Commission (Commission) reaffirmed the purpose of equity programs as achieving benefits that cannot as readily be monetized, saying that instead of applying a cost-effectiveness threshold to equity programs, CPUC prefers to assess the specific benefits and outcomes they achieve,

whether or not they can be monetized. I-REN's equity segment programs deliver a wide array of comprehensive benefits in addition to energy savings, as further described in I-REN's 2024 Annual Report, including non-energy and capacity-building benefits as well as audits identifying millions of dollars in utility bill savings that I-REN's public sector equity programs can help agencies realize. For example, in 2024 I-REN supported 12 agencies (100% of which were underserved and/or HTR agencies) secure over \$1.8 million in Energy Efficiency and Conservation Block Grant (EECBG) funding through targeted support during the application process, which amounted to approximately 30% of all EECBG funds allocated to I-REN member agencies.

I-REN has one program that is specifically designed for delivering claimable energy savings and TSB: the IREN-PUBL-002: Public Buildings NMEC Program, within the equity sector. This program strongly relies on support from I-REN's other equity segment program, IREN-PUBL-001: Technical Assistance and Strategic Energy Planning Program, as well as the IREN-WET-002: WE&T Workforce Development Program in the market support segment, to supplement local agencies' staff capacity to move NMEC projects forward through I-REN's equity resource program.

Because the public agency NMEC program generally provides larger installations to these institutions that must be monitored over time in order to achieve actual results, I-REN anticipates reporting its first TSB claims in \_\_\_\_\_. At the time of this application I-REN is steadily building a robust pipeline of projects, with \$4.9 million in incentives reserved, and an estimated \$19 million in bill savings as well as 70 kWh of energy savings, which will be realized in the coming years. I-REN anticipates that this number will continue to grow with changes to the outreach approach for public agencies and the increase in the Fellows program.

There are also other additional benefits that I-REN has contributed to the region through its other programs. Through I-REN's TA Program, I-REN identifies holistic

energy projects that deliver deep, persistent savings that result in maximized TSB delivery for the NMEC program.

The majority of projects supported by the TA program are going through the NMEC program (Cash for Kilowatts). The majority of projects that I-REN has been tracking, which have not gone through NMEC, are channeled through programs where the PA is already claiming energy savings (i.e., SoCalGas' Public Direct Install (PDI) program or SoCalREN's Rural-HTR Direct Install program). See table below for savings channeled to other PA programs.

Agency	Program	Project Scope	Annual Gas Savings (therms/year)	Lifetime Gas Savings (therms)
City of Colton	SCG PDI program	13 tankless water heaters and 200 inches of pipe wrap insulation	5,200 Therms	127,995 Therms
City of Blythe	SoCalREN HTR DI	Replacement of 3 gas storage heaters with two tankless gas water heaters and one HPWH	TBD - pending final results	TBD - pending final results

- I-REN also identifies and supports stacking of funding sources (including application assistance as needed) to maximize all available resources and reduce reliance on ratepayer-funded EE investments. Grant support to date has been focused on:
  - CA State Library's Building Forward Grant
    - *City of San Bernardino's Norman F. Feldheim Central Library*
      - *\$6,400,000 Building Forward Grant paired with \$304,000 estimated I-REN NMEC incentives*
    - *City of Murrieta's Library*
      - *\$1,500,000 Building Forward Grant paired with \$31,000 estimated I-REN NMEC incentives*
  - Energy Efficiency and Conservation Block Grant (EECBG): I-REN supported customers in preparing and submitting grant applications, resulting in \$1.8 million secured across 13 I-REN customers, leading to support for energy projects.

- Supported 13 cities with funding amounts ranging from \$76K to \$250K+ per agency. The highest funded cities included Ontario (\$218K), Fontana (\$230K), and San Bernardino (\$249K).
- Types of projects: Battery system, streetlights, building retrofits, solar charging station, HVAC and lighting controls, EV charging Stations, solar poles.
- By supplementing ratepayer dollars with other funding sources, I-REN helps deliver more cost-effective projects for participants.

### 3. Advance building decarbonization activities in your EE portfolios

Regional Energy Networks are designed to deliver energy efficiency and decarbonization programs to underserved communities, enabling underserved jurisdictions to take part in the energy transition. In I-REN's case, all local governments in their service area are considered underserved. Many jurisdictions in the region have set GHG reduction targets for municipal emissions in their Climate Action Plans, but often lack resources and technical knowledge to enact significant energy efficiency or electrification upgrades for municipal facilities.

I-REN plays a key role in the region by supporting underserved local governments and special districts in reducing municipal emissions and meeting their overall GHG reduction goals. In the Public Sector, I-REN provides critical services and connection to financing opportunities to support building decarbonization through its Technical Assistance and Strategic Energy Planning Services. These wraparound services provide customized support to build knowledge and capacity for local governments and special districts to enact energy efficiency and electrification upgrades for building decarbonization.

I-REN's Building Upgrade Concierge service is a web-based tool that includes energy benchmarking and analysis, energy modeling and recommendations for energy efficiency and electrification upgrades, and measurement and verification services to track how well projects are performing. Collectively, the Building Upgrade Concierge service highlights opportunities for decarbonization of key

municipal and special district facilities. I-REN's technical assistance services support jurisdictions in identifying and planning for decarbonization upgrades.

I-REN's Normalized Metering Energy Consumption (NMEC), or Cash for Kilowatts Program, provides further incentives to jurisdictions to enact energy efficiency and electrification decarbonization efforts. I-REN's NMEC program, Cash for Kilowatts, seeks to drive measures that focus on electric savings at peak times by providing incentives of \$200 per kW saved.

This makes energy efficiency investments more attractive for jurisdictions and reduces building energy usage.

In the Codes & Standards and Workforce Education and Training Sectors, I-REN is also providing locally tailored trainings for building departments as well as for contractors on supporting safe implementation of codes and standards for building decarbonization. These under resourced communities may otherwise lack capacity and technical knowledge required to keep up with ever-changing energy efficiency codes. I-REN's work includes facilitating permitting for electric heat pumps and heat pump water heaters (HPWHs) to ensure I-REN's communities are part of the transition to an all-electric future. Considering the increasingly steep cost of natural gas infrastructure that will be saddled on natural gas customers as other jurisdictions transition off of natural gas over the coming decades, it is critical to ensure an equitable and affordable electrification transition for underserved community members.

4. Focus electric savings at peak times with high avoided cost and TSB

I-REN's programs provide opportunities to increase education and awareness about peak energy usage and TOU rates. While I-REN's NMEC program does not include specific TOU rate rebates, I-REN will work to include technical assistance and outreach about TOU rates to lower electricity usage during peak periods for public agencies that are participating in the program. This will be particularly relevant for facilities with 24/7 operations or operations outside of traditional

business hours, such as community centers, parks and recreation facilities, and emergency operations facilities.

Often, public agencies are not aware of their electricity rate and do not know about different rate structures that can be accessed that may save them money by promoting lower usage during periods with peak energy use. During the energy audits of public facilities, there have been several instances in which auditors have identified that these agencies were at an incorrect rate, and have upgraded them to a more advantageous rate to save them money on their energy bills. These efforts continue to save energy and money for underserved local jurisdictions.

- I-REN's approach to IDSM technical assistance supports addressing peak load by conducting audits and identifying measures for permanent load shifting strategies and shifting energy usage to off-peak hours.
- I-REN's TA program:
  - Targets energy savings when grid value is high by prioritizing measures that reduce energy consumption during peak periods.
  - Educates and trains customers to increase awareness and benefits of reducing peak demand through the provision of information and resources on DR program enrollment, TOU, and bill savings awareness.
  - Identifies and proposes technologies that have Demand Response (DR) capabilities and/or controls, enabling program participants to enroll in a DR program that helps lower peak demand.

##### 5. Use of meter-based savings measurement

Energy modeling and planning are important steps in assessing opportunities for energy-saving upgrades, but further energy savings can result from efforts on actual energy usage data. I-REN's Public Sector programs include a Normalized Metered Energy Consumption (NMEC) Program, more colloquially known as the Cash for Kilowatts program, which directly promotes meter-based energy savings. I-REN's program team measures a building's energy meter before and after an

energy upgrade, and will provide up to \$2 in incentives provided to local governments and special districts for each kWh saved. For jurisdictions that do not qualify for NMEC, I-REN supports further savings by referring customers to SoCalREN's relevant programs.

In parallel with the Cash for Kilowatts program, the TA program provides supplemental support to public agency staff in educating about and navigating facility-specific NMEC M&V report findings, which also supports proper maintenance of facilities. We also refer public agencies to the Codes & Standards program support. As the market or target participants expand, the TA program allows for flexibility in designing and delivering additional educational opportunities, such as webinars or tailored presentations.

6. Promote and deploy “exempt measures” [1] in the equity segment, including targeted outreach and engagement and pilots to identify and develop solutions for key barriers, needed education and training/workforce readiness and technical assistance, and other relevant elements. In developing these strategies, PAs should evaluate barriers faced by specific customer types, including small business customers and tenants of multifamily buildings, relating to the implementation of exempt measures (OP 6 and COL 3, D.23-04-035)

I-REN's Public Sector program provides energy audits for public agencies, which are designated as underserved communities and are part of I-REN's equity segment offerings. I-REN also offers a Building Concierge Service, an online technical support platform to help agencies understand opportunities for energy efficiency upgrades. Recommendations from the Concierge Service and the audits include exempt measures such as building weatherization.

Within I-REN's jurisdiction, mixed political views may also pose barriers to training and uptake of electrification projects from public agencies and residents in the region. This, coupled with significant power shut-offs in the region during extreme heat days in recent years, can contribute to lower interest from the market. Exempt measures that focus more on “common sense” energy efficiency upgrades may

resonate more with the region's public agencies and population at large. It is important for I-REN's cross-cutting codes and standards and WE&T programs to ensure contractors are trained in non-exempt measures to cater to customers that may be resistant to electrification projects.

7. Increase progress on CPUC's ESJ Action Plan goals [2]. Reference the specific ESJ Action Plan Goals and the EE portfolio strategy. Describe your approaches to advancing these goals.

Equity, as defined in the CPUC's ESJ Action Plan 2.0, with a particular emphasis on the goal of delivering energy efficiency to hard-to-reach, underserved, and disadvantaged communities, is embedded in the mission and structure of California's Regional Energy Networks. The REN approach to ESJ centers on governance and access, elevating community needs in program design, strengthening local capacity to participate in clean energy planning, and creating pathways for long-term involvement in the clean energy economy. Through locally tailored initiatives, RENs translate ESJ Action Plan priorities into practical, community-responsive solutions that promote more equitable outcomes.

#### [ESJ Action Plan Goal 2: Increase Clean Energy Investment in ESJ Communities](#)

I-REN expands the reach and effectiveness of clean energy programs in its underserved jurisdictions, including its disadvantaged communities. By collaborating with local governments and community-based organizations, I-REN tailors offerings to cultural, linguistic, and geographic contexts. For example, I-REN launched simultaneous Spanish translation for its online trainings to reach a broader suite of interested contractors. Moreover, I-REN's suite of public sector programs for local government facilities as well as its Energy Fellow program that places Fellows in underserved agencies both ensure that clean energy resources reach communities where they can deliver the greatest environmental and public health benefits, such as improved air quality.

#### ESJ Action Plan Goal 4: Increase Climate Resiliency in ESJ Communities

Building climate resilience requires strong local systems and the ability to effectively prepare for and respond to climate-driven challenges, including secondary impacts such as power outages. RENs support resilience by helping public agencies, housing providers, and community institutions improve building performance and operations, reducing energy usage and reducing the likelihood of power shut offs during extreme heat events, which are a significant concern for I-REN communities. I-REN plans to grow its IDSM offerings in the coming years, to provide local jurisdictions with technical assistance for IDSM measures, as well as additional contractor trainings and workforce development related to IDSM and resiliency. These improvements also strengthen public facilities and community spaces, enabling ESJ communities to better withstand climate-related impacts while advancing broader state resilience objectives.

#### ESJ Action Plan Goal 5: Enhance Outreach and Public Participation

Effective community participation depends on access to information and trusted engagement channels. RENs expand this access by partnering with local institutions, offering workshops and educational resources, and tailoring outreach to regional and cultural contexts. These efforts help residents, public agencies, and community-serving organizations understand and influence how clean energy programs operate in their communities. In doing so, RENs advance the ESJ Action Plan's goal of increasing meaningful participation and subsequent program benefits, even for communities that may face barriers to engaging in formal CPUC processes.

This goal is of particular importance for I-REN. In early 2025 I-REN began conducting stakeholder engagement with its local government to inform this application. One of the resounding themes was a continued need for energy efficiency assistance across all market sectors—not just public sector, workforce, and codes and standards as included in I-REN's 2022-2027 portfolio, but also residential, commercial, and industrial. I-REN conducted a review of available programs in the

region to assess whether there were existing programs that could meet those needs, or if I-REN needed to expand its portfolio to cover additional market sectors. I-REN found that while there were existing programs that potentially could address those other sectors' needs, there remains a major gap in awareness of those programs and of the benefits of energy efficiency in general. Being mindful of the affordability crisis and the need for judicious use of ratepayer funds, I-REN elected not to expand its portfolio to other market sectors at this time. Instead, I-REN's stakeholders requested that I-REN enhance its outreach practices to empower local leader—such as elected officials, local building department and permit counter staff, chambers of commerce, workforce development boards, training providers, and building professionals—as a way to share energy efficiency knowledge and program opportunities with residents and business owners in I-REN communities.

#### ESJ Action Plan Goal 7: Promote Workforce and Business Development

RENs support economic development in ESJ communities through high-road workforce and business development initiatives. Programs such as I-REN's Workforce Education & Training efforts prepare residents for careers in the growing clean energy and building sectors, emphasizing skill-building and upward mobility. By supporting local workers and small businesses, RENs help cultivate a more diverse clean energy workforce and expand high-road opportunities within the regional economy.

8. If you would like to pursue integrated demand-side management (IDSM) activities within your portfolio, propose your strategy including technologies, target customer engagement tools, etc.

I-REN will be incorporating IDSM activities into multiple elements in its program portfolio. Many I-REN member agencies shared the need for more IDSM opportunities, in part due to power shutoffs that have impacted operations, including for critical public facilities, throughout I-REN's service area. To support

greater resilience in the Inland Empire, I-REN will do the following: incorporate IDSM information and training into its WE&T programs and additional educational opportunities such as workshops for public sector staff; incorporate IDSM technical assistance and recommendations into all audits for the NMEC program; and include an additional kicker incentive for the NMEC program for jurisdictions who incorporate IDSM measures in addition to energy efficiency upgrades. The capability to layer energy efficiency projects with non-energy efficiency resiliency measures is a vital approach to support safer and healthier spaces for I-REN's community members and achieve California's energy and climate goals. Together, this will provide greater customer awareness and professional expertise for resilience efforts that can support critical facilities during power outages.

- Aligned with strategies approved in the recent IDSM resolution, I-REN is launching IDSM support services in early 2026 under the TA program. The services described below are not anticipated to change during the next BP portfolio period. So, the below can be expressed in the present tense for the application.
- In parallel with energy efficiency support, I-REN will be conducting distributed energy resources (DER) audits at public agency facilities to assess the implementation of identified DER strategies, including but not limited to: demand response, electric vehicle charging, solar water heating, solar PV and battery storage systems, permanent load shifting, water efficiency, and electrification.
- I-REN will evaluate existing equipment to determine its readiness for future Virtual Power Plant aggregation and identify measures that could support future participation.
- As part of our integrated EE and DER audits, a measure phasing plan will outline the optimal sequencing and implementation timelines, and a financial assessment will define viable funding and financing pathways.

- Participating agencies will also benefit from I-REN's comprehensive project management assistance, with support for DER projects, which includes: technical specifications guidance, procurement assistance, construction management support, and incentive application services.
- I-REN will host educational and informational webinars to engage agencies and share best practices for implementing DER and IDSM technologies. I-REN will continue developing a comprehensive suite of collateral, including marketing materials, case studies, and technical guidance, to effectively communicate program offerings and participation pathways. Outreach efforts will leverage established communication channels such as email campaigns and social media, supplemented by direct engagement with agencies to ensure broad awareness and strong uptake of services.

9. Increase workforce education and training to better deliver quality EE installations

As regional agencies, RENs are specifically designed to reach, upskill, and grow members of the energy efficiency workforce that would otherwise be left out of the energy transition, filling gaps in offerings from other providers. This includes building up new members of the workforce in areas with lower contractor availability and participation. In remote areas of the I-REN service territory, there is a limited pool of local, trained contractors, and trained contractors must often be brought in from outside the region to complete energy efficiency and electrification projects. Additionally, for contractors who are looking to expand their skills, the pathways for obtaining additional certifications can be complicated, costly, and limited by timing or distance.

With its member agencies' existing networks of contractors and training providers, I-REN is positioned to help bridge the gap between the energy industry and the workforce with its no-cost workforce education programs. I-REN is building

partnerships with local community colleges, California State University, and local workforce investment boards to establish a comprehensive network of WE&T offerings. This ensures that I-REN can tailor content to be relevant to the region's needs while growing the network of available contractors in the region.

As part of its workforce development offering, I-REN offers fellowships that place Fellows at host cities to implement energy efficiency, resiliency, and climate action plan-related activities within I-REN jurisdictions. Interest in this offering has continued to grow, with increased applications from potential fellows and host agencies between 2024-2025. For 2025-2026 I-REN has placed 24 fellows at local jurisdictions for an 11-month term and is adding a new partial-term cohort option for 8-month placements due to increasing interest in recent months. This additional fellowship provides underserved public agencies with additional capacity to complete EE installations in their communities.

Local building departments are also important to increasing energy efficiency through improved code implementation and enforcement. Yet these individuals face significant barriers in the performance of their jobs: a constantly changing and often confusing set of requirements to be enforced, coupled with limited time and staff resources. I-REN's cross cutting Codes and Standards and Workforce Education and Training programs address this issue in the region by providing workforce education and training to local staff to increase code compliance and safe installation of appliances, including more up-to-date energy efficient appliances.

Through these initiatives, I-REN will work to ensure there is a trained workforce in San Bernardino and Riverside counties to support and realize energy efficiency savings goals for the residential and commercial markets. I-REN's initiatives will further the goals of building workforce capacity for energy efficiency efforts and empower contractors with the technical knowledge needed to effectively complete energy efficiency projects.

10. Develop joint demographic data reporting, as required by D.23-06-055 (COL 38)

I-REN plans to utilize indirect data collection for most of its programs, as it is considered less invasive; more personal data may be expected less frequently. I-REN's Codes and Standards Program collects region/address, language, homeowner/renter, household size, and household income. I-REN's WE&T Program collects region/address. I-REN will plan to collect homeowner/renter status, household size, household income, and language for its market support and equity segment programs. I-REN plans to report this data on CEDARS, and suggests that these demographics be reported in line with the reporting timeline for the equity and market support indicators reporting on a quarterly basis.

11. Overcome sector and segment specific challenges (e.g., market support, equity, residential, multifamily, industrial, etc.)

**Public\***

Challenge	Solution	Strategy
Local government staff lack the time and capacity to pursue complex energy efficiency projects.	Technical assistance, locally focused resources, and person-to-person support are needed to develop and implement strategic energy plans for the Public Sector. I-REN's Strategic Energy Planning program provides direct, person-to-person support.	
There are a variety of EE programs and funding sources but it's unclear where to find information or how to participate.	Tailored, locally focused program options, as well as technical assistance and resources, will also prompt participation in I-REN and other PA programs.	
There is confusion around process for EE upgrades	I-REN works with agencies to provide tailored support including energy plans that analyze the most efficient and effective upgrades and future upgrades.	

Challenge	Solution	Strategy
There is a lack of start-up/ seed funding for projects	I-REN will promote innovative ways to find funding, including philanthropic funds that can support jurisdictions - I-REN includes offerings beyond electrification to include building system upgrades (e.g. insulation for building envelopes) that are less costly but lead to significant savings	
Navigating EE program participation and funding sources is complex and requires a dedicated “Energy Champion” who can devote time and attention to the subject.	Person-to-person technical assistance and support is critical for maintaining relationships through staffing turnover. I-REN's Strategic Energy Planning program provides direct, person-to-person support, while I-REN's Building Upgrade Concierge Program reduces the complexity of navigating building upgrades.	
Jurisdictions must reduce emissions by electrifying their vehicle fleet, but do not have trained technicians or resources to do so.	I-REN's WE&T program will expand offerings to include training on EV charging infrastructure and EV upgrades. I-REN's Public Sector program will include grant support and technical assistance for EV grants.	
Due to budgetary restrictions and complicated approval processes, public sector agencies may wait until burnout to replace equipment. At that time, they are forced to decide quickly, often without access to outside funding sources.	Strategic energy planning helps to create a roadmap to plan for equipment upgrades. Technical assistance and locally focused programs can help agencies leverage resource programs and financing to reduce costs.	
Local governments	Technical assistance resources and	

Challenge	Solution	Strategy
each have their own bureaucratic structure, and it's often unclear how they can enroll in EE programs or apply for financing opportunities.	person-to-person support help agency staff navigate the enrollment and approval process.	

\* Note that all of I-REN's jurisdictions that participate in the public sector program are considered underserved; thus, all efforts to address public sector program challenges improve equity outcomes in these jurisdictions.

### WE&T

Challenge	Solution	Strategy
There is a lack of awareness and interest in energy efficiency job pathways.	Utilize social media as an outreach tool to increase awareness of energy efficiency careers for youth. Emphasize public health benefits to raise interest in EE and reduce the stigma of trade school.	
With uncertainty around federal funding cuts, employers are less likely to hire new trained professionals.	Focus offerings on upskilling existing workforce.	
Contractors aren't aware of energy efficiency projects, or they cannot or choose not to perform this work.	Foster connections between workforce and industry. Promote relevant training opportunities to upskill the workforce. Collaborate with employers to provide continuing education for professional development and employee retention.  <b>Equity connection:</b> Conduct trainings	

Challenge	Solution	Strategy
	in Spanish to increase awareness for a broader suite of contractors and potential contractors.	
When employers are hiring for skilled positions in advanced energy and energy efficiency, they can't find people to hire.	<p>Foster connections between workforce and industry. Promote relevant training opportunities in collaboration with WIBs to upskill the workforce. Collaborate with employers to provide continuing education for professional development and employee retention.</p> <p><b>Equity connection:</b> Conduct trainings in Spanish to increase awareness for a broader suite of contractors and potential contractors.</p>	
Codes and standards compliance and energy efficiency programs require certain certifications and qualifications for builders to participate.	<p>Promote relevant training opportunities in collaboration with WIBs to upskill the workforce. Collaborate with employers to provide continuing education for professional development and employee retention</p> <p><b>Equity connection:</b> Conduct trainings in Spanish to increase awareness for a broader suite of contractors and potential contractors.</p>	
Energy efficiency and advanced energy projects and programs require qualifications that the local workforce does not have.	<p>Foster connections between workforce and industry. Promote relevant training opportunities in collaboration with WIBs to upskill the workforce.</p> <p><b>Equity connection:</b> Conduct trainings in Spanish to increase awareness for a broader suite of contractors and potential contractors.</p>	

Challenge	Solution	Strategy
Training is too far away and is offered infrequently or scheduled during work hours. Training opportunities' when it's inconvenient for contractors to attend. Also, existing training may be irrelevant to contractors or local projects' needs.	Promote relevant training opportunities to upskill the workforce. Collaborate with employers to provide continuing education for professional development and employee retention.  <b>Equity connection:</b> Increase accessibility of trainings by increasing the number of sites and delivery mechanisms and more options for timing	
There is a lack of professionals able to provide energy efficiency upgrades to larger businesses and commercial properties in the commercial sector.	I-REN will expand to train contractors to work on larger commercial systems enabling larger warehouses and industrial spaces to reduce emissions	

### Codes & Standards

Challenge	Solution	Strategy
Codes and standards have been rapidly updated in previous years.	Cross-cutting public sector and technical assistance program provides tools, training, and resources to help local building department staff and permit applicants get up to speed on changes to codes and standards from the past code cycles. A rotating energy specialist can visit jurisdictions to help answer code questions. Third party plan checkers support agencies in checking code compliance for planning documents.	

Challenge	Solution	Strategy
Contractors do not know the differences in code requirements by jurisdiction.	I-REN will offer a regional approach to trainings while highlighting the nuances and differences between areas.	
Many contractors are unable to effectively implement all energy code requirements from trainings.	<p>I-REN will offer in-person, hands-on training and forums to provide deeper understanding of code requirements.</p> <p><b>Equity connection:</b> Conduct trainings in Spanish to increase awareness for a broader suite of contractors and potential contractors.</p>	
There is a lack of contractors who can complete electrification projects.	<p>I-REN offers training on electrification of heat pump water heaters and heat pumps.</p> <p><b>Equity connection:</b> Conduct trainings in Spanish to increase awareness for a broader suite of contractors and potential contractors.</p>	
Some local building departments have limited staff resources and capacity for enforcing energy codes.	Ongoing training and outreach can help identify and fill gaps in building department capacity, while reinforcing the importance of energy codes and helping encourage local leadership in EE and C&S.	
Both permit applicants (e.g., construction firms) and local building department staff have complicated requirements to follow for compliance and enforcement.	Technical assistance can help provide targeted support for permit applicants and local building departments, and other tools, and resources can offer accessible information to answer frequently-asked questions and help address known issues.	

12. Promote responsible management and disposal of removed refrigerant and incorporate low-GWP refrigerants/ultra-low GWP refrigerants

While GHGs from appliances such as gas furnaces and stoves are generally understood to be large contributors to climate change, the GHG impact of refrigerants is a relatively recent focus of PA programs. Replacing standard refrigerants with low-GWP alternatives can be an expensive process, one that larger commercial energy customers can make more easily with more upfront cost. The role of RENs is to work with small to medium businesses to ensure these local entities can take part in the energy transition.

There remains a gap in experienced workforce to remove refrigerants and ensure proper disposal. While the RENs can connect with businesses to get them interested in refrigerant replacements, the lack of workforce in this area means that it is challenging for these projects to occur and to scale.

I-REN's programs do not focus on low or ultra-low GWP refrigerants. However, there is an opportunity to expand WE&T program training to include training switching from high to low-GWP refrigerants. This would allow contractors to work with commercial kitchens in the public sector and small grocers to replace refrigerants. Additionally, I-REN's agencies are showing a growing preference for equipment that uses low-GWP refrigerants, with increasing interest from PAs. This aligns with broader decarbonization and climate goals across the Public Sector.

13. Spur innovation to advance a technology, marketing strategy, or delivery approach in a manner different from previous efforts in your EE portfolios

Since its approval as a REN in 2021, I-REN has been building relationships with member agencies, special districts, and energy organizations throughout the region. Despite these relationships, the Inland Empire includes many hard to reach communities and the region itself still has low engagement and low capacity, which has resulted in slow program uptake. To address this and increase program uptake, I-REN plans to update its marketing strategy in the next phase, the elements of which are outlined below.

There is an overall need to better align messaging and marketing materials for I-REN customers. Energy efficiency is not a high priority in the region; rather, to increase the number of contractors interested in training programs, workforce education and training materials should focus on public health benefits and the importance of improving health outcomes. Advertisement of I-REN's services will also include benefits to public health.

There is also a continued need to grow the energy efficiency workforce in the Inland Empire and to get young people involved in energy efficiency careers. Based on stakeholder engagement findings, I-REN will increase social media outreach for its programs, with messages tailored to youth to increase their interest and engagement in energy efficiency career paths.

Additionally, participants also suggested tailoring messaging and outreach methods to older audiences. A large portion of business owners, or potential employers, tend to be part of an older population and may be accustomed to traditional and physical outreach methods. The current focus is on online trainings, virtual outreach, and word-of-mouth recommendations. To better reach some of the older audiences, I-REN should consider in-person trainings and physical outreach including meetings, newsletters, and phone calls to meet people where they are. This may also help reach second chance populations who are changing careers later in life. It is important to build relationships with these audiences and increase the training to career pipeline.

As part of its Codes and Standards programs, I-REN will also use an innovative training model and will work with distributors of energy efficient and electric appliances to provide code and standards training. These training programs will allow distributors to communicate effectively with contractors on code requirements surrounding appliance installation, ensuring that contractors properly install new appliances.

Additionally, for I-REN's public sector programs, there is a need to better demonstrate the type of projects that public agencies could be involved with and how they would work with I-REN to complete these projects. I-REN will better use and market case studies from past projects to promote the benefits and attract potential new projects for public agencies.

14. All PAs: Incorporate community-based program design in relevant existing and planned EE programs that promote meaningful community involvement, advances equity, and ESJ Action Plan goals (D.23-06-055, OP 31)

California's RENs incorporate community-based program design in several aspects of their energy efficiency offerings, and I-REN centers community involvement by engaging local partners, gathering continuous feedback, and tailoring programs to the real conditions and needs of the Inland Empire. This aligns closely with CPUC's ESJ Action Plan goals focused on equity, access, and meaningful participation.

I-REN's Community Outreach & Engagement work is built around listening first. The program includes community roundtables, partner check-ins, local events, and ongoing engagement with past participants. I-REN uses these conversations to understand barriers, motivators, and regional priorities. I-REN collaborates with trusted messengers, including local governments, nonprofits, and community-serving institutions, to ensure program design reflects local experience and priorities.

To better reach hard-to-reach and underserved households, I-REN emphasizes culturally relevant communication, multilingual materials, and clear program information. These practices reduce participation barriers and help customers make informed choices about energy upgrades, directly supporting ESJ goals around equitable access and representation.

I-REN's **Workforce Education & Training (WE&T) Program** is a strong example of community-driven design in practice. The program works closely with regional workforce partners, including community colleges, workforce boards, youth

programs, training providers, trades groups, and employers. These partnerships help WE&T program administrators understand what job seekers need to enter the clean energy workforce. Through hands-on workshops, career awareness events, trainee surveys, and employer feedback, I-REN continually refines training content, delivery methods, and support services.

The WE&T program intentionally reaches participants who have historically lacked access to clean energy career pathways, and provides clear, supportive guidance to help them build confidence and prepare for high-road jobs. These efforts directly advance ESJ Action Plan goals related to workforce inclusion and equitable economic opportunity.

### **Community Input Across I-REN Programs**

In addition to the Workforce Education Program listed above, I-REN uses similar community-informed processes across its portfolio.

- **Public Sector Program:** I-REN works directly with cities, counties, special districts, and community-serving entities to identify shared challenges, co-design program improvements, and align support with local capacity.
- **Codes & Standards Program:** I-REN engages inspectors, planners, and building professionals to identify training needs and deliver resources that are accessible and relevant to practitioners across the region.

15. SoCalREN only: Describe how SoCalREN has coordinated with the PAs to structure a process for community-based programs for all areas covered by the Commission's EE programs (D.23-06-055, OP 31). Describe the process developed. Recommend whether a community-based approach should be administered statewide or regionally, and by which PAs. (D. 23-06-055, p. 84).

**IV. Chapter 4: Forecast Methodology and Zero-Based Budgeting**

**A. Demonstration of the reasonableness of request**

The budget request reflects a bottom-up assessment of staffing labor, expenses, implementation needs, and evaluation requirements. Each program budget reflects forecasted program activities, rather than historical spending levels. Resources were prioritized for programs where there were opportunities to build upon proven success. Labor and non-labor costs were forecasted for each program for 2028-31, and a cost-of-living adjustment of 5% per year was applied for the remaining years in the cycle.

**B. Program Modifications from 2024-2027 portfolio cycle**

I-REN will not be modifying any programs for the new 2028-2031 program cycle.

**Table 8: Closed Programs from the 2024-2027 Cycle**

Closed Programs from the 2024-2027 Cycle						
Name of Closed Program	Segment	Sector	Unspent Budget of the Closed Program	Total EE budget from the 2024-2027 cycle	Rationale for Program Closure	Underperformance and Remediation  (If applicable, elaborate on what led to underperformance and why. Describe remediation efforts that were undertaken, results of those efforts, and over which timeframe.)
N/A						

**Table 9: New Programs in 2028-2032 Application Cycle**

New Programs in 2028-2032 4-Year Application Cycle
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Name of New Program/Placeholder Program	Segment	Sector	High Level Program Description/Purpose
N/A			

**V. Chapter 5: Portfolio Management**

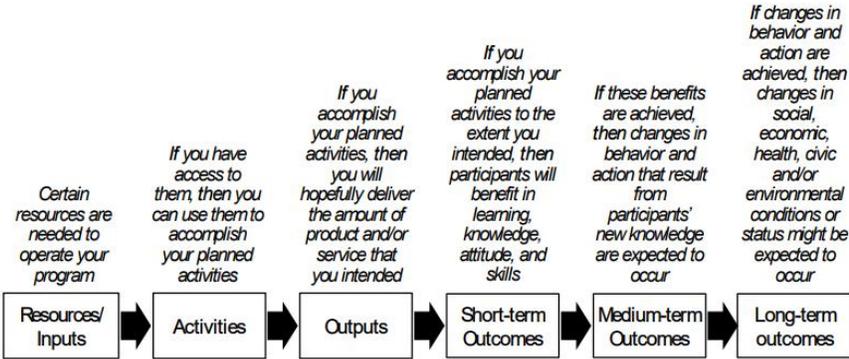
**A. Overview for 4-year plan and 8-year plan: Key metrics and outcomes**

**1. Introduction**

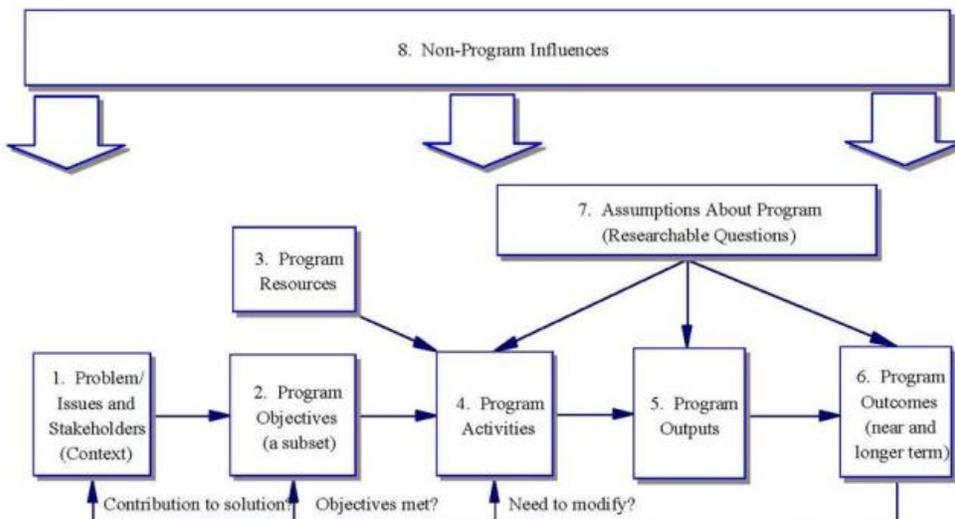
[Forthcoming]

**1. Portfolio-Level Logic Model**

[Forthcoming; examples shown below]



Source: W.K. Kellogg Foundation Evaluation Handbook (2004), Adapted



## 2. I-REN Unique Value Metrics

[Forthcoming]

**Table 10: UVM Overview and Reporting Approaches**

UVM Overview and Reporting Approaches			
Unique Value Metric (UVM)	Description of What It Measures	Tracking & Reporting Approach including targets where applicable	Strategic Importance to REN Portfolio
Percentage of partner jurisdictions that use I-REN guides and tools for code compliance	Measures partner jurisdiction usage of I-REN developed guides and tools to facilitate in code compliance	Numerator: # of jurisdictions that either request a guide/Reach Codes help/TA help from I-REN (right now it's just Palm Springs, so 1) Denominator: # of code jurisdictions	Demonstrates effectiveness of I-REN C&S programs in reaching partner jurisdictions
Number of BUC registrations in partner jurisdictions (total users)	Measures the number of registrations into I-REN's Building Upgrade Concierge (BUC) across I-REN partner jurisdictions.	Count of agency portfolios created in BUC	Demonstrates overall usage of I-REN's BUC tool, which supports in expanding technical assistance

Number of fellows placed within partner jurisdictions	I-REN's Energy Fellowship workforce initiative provides job opportunities and experiential energy education to participants who are placed at local jurisdictions to support energy projects.	Collected from Program data	Energy Fellows are local champions for energy efficiency in I-REN territory and support various projects, including some I-REN projects
New UVM: Percentage of C&S trainings offered in Spanish language	Number of C&S trainings offered in Spanish language vs. Number of C&S trainings per year	Numerator: Number of C&S trainings offered by I-REN in the Spanish language Denominator: Tracking number of C&S trainings offered by I-REN Tracked per quarter, rolled up annually	High density of Spanish speakers within I-REN's territory, demonstrating language barrier. I-REN will reach more participants with Spanish language
New UVM: Count of school participants for WE&T projects; Count of student participants for WE&T projects	Number of schools participating in EcoHero projects; Number of students participating in EcoHero projects	Track the number of schools that I-REN does EcoHero projects in; Track the number of students that participate in EcoHero projects; report both per quarter then roll up annually	I-REN's Workforce Gap Assessment: Projections show over 75% of workers in critical energy-related roles may retire or transfer by 2030, highlighting the need for immediate recruitment and retention strategies. I-REN's solution to this assessment: recruit youth participants to encourage EE jobs

## B. Strategies to optimize portfolio and manage risk

[Forthcoming]

### **C. Third-Party Programs (IOUs only)**

Not applicable.

### **D. Statewide Programs (IOU and BayREN)**

Not applicable.

### **E. Statewide Assessment**

[Forthcoming]

## **VI. Chapter 6: Segmentation and Sector Strategy**

### **A. Portfolio Sector Strategy**

#### **Public Sector**

The I-REN Public Sector offering will continue to deliver wrap-around services for the local jurisdictions in the I-REN territory. The Public Sector program will continue its Strategic Energy Planning to help identify opportunities, strategic investments in municipal and community buildings, and incentives for meter-based savings (Normalized Metered Energy Consumption or NMEC) achieved over three to five years. In the new portfolio period, the Public Sector program will develop resources to fund IDSM energy efficiency projects and increase code compliance through AB 39. Many communities within I-REN's territory are under-resourced, and I-REN's Public Sector program will continue to target jurisdictions lacking staff capacity and technical expertise. The Public Sector program will continue to leverage its strong regional partnerships and governance structure to fill gaps left by IOUs, CCAs, and other RENs, to ensure equitable access to energy efficiency and electrification services across the Inland Empire.

***Cross-cutting: Codes & Standards***

I-REN's Codes & Standards program will continue to focus on strengthening compliance and enforcement of California's building energy codes, while supporting local jurisdictions in meeting emerging decarbonization and electrification requirements such as AB 39. The strategy emphasizes training, outreach, and technical assistance tailored to smaller and under-resourced jurisdictions that often lack the staff capacity and expertise to implement complex code updates. By providing multilingual, no-cost training for building officials, plan reviewers, and inspectors, I-REN will encourage compliance of Title 24 and related standards across the region. I-REN will also engage building professionals through targeted outreach and resources that promote compliance and best practices for electrification-ready buildings. The program will support AB 39 efforts by helping jurisdictions align permitting and inspection processes with statewide decarbonization goals. I-REN's program will also provide online technical resources to promote code compliance.

***Cross-cutting: Workforce Education & Training***

I-REN's Workforce Education & Training program is designed to strengthen the regional clean energy workforce by delivering accessible, locally focused training and career development opportunities. The Inland Empire has historically faced barriers to workforce development due to its distance from major metropolitan training hubs, leaving a gap between high demand for skilled labor and the availability of qualified workers. To address this, I-REN will expand partnerships with local training providers, community colleges, California State Universities (CSUs), and workforce boards to offer comprehensive programs that prepare individuals for careers in energy efficiency, electrification, and related fields.

A cornerstone of this strategy is the I-REN Energy Fellowship Program, which places fellows within public agencies to provide hands-on experience in energy planning, project implementation, and compliance support. This program not only builds

capacity within local governments but also creates a direct pipeline for skilled professionals to enter the clean energy workforce. By leveraging regional networks and delivering training locally, I-REN will ensure equitable access to opportunities and help bridge connections between job seekers, employers, and training providers. These efforts will foster a sustainable talent pipeline and support the growth of a clean energy economy in the Inland Empire. I-REN will also use the data collected from its Energy Workforce Gap Assessment to improve its program. This assessment showed that over 75% of workers in critical energy-related roles are projected to retire or transfer between 2020 and 2030, highlighting the need for immediate recruitment and retention strategies. To act on this, I-REN's WE&T program will continue to focus on the next generation of workers through its fellowship program and through its youth outreach. I-REN will continue to develop partnerships with educational institutions and community organizations to help build career pathways and really focus on that next generation.

**Other Sectors**

[Forthcoming]

**Table 11: Budget Distribution by Sector**

Budget Distribution by Sector (\$000)									
	Sector								
Budget	Residential	Commercial	Industrial	Agricultural	Public	Cross-Cutting	EM&V	Portfolio Support	Total Budget
2028									
2029									
2030									
2031									
<b>Total (4-Year)</b>									

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2032									
2033									
2034									
2035									
<b>Total (4-Year)</b>									
<b>Cumulative Total (8-Year)</b>									

**B. Portfolio Segmentation Strategy (RA, MS, E, C&S)**

The strategies driving I-REN's program segmentation are aligned with its central vision and goals:

- Vision: I-REN's vision is to connect residents, businesses, and local government to a wide range of energy efficiency resources to increase energy savings and equitable access throughout San Bernardino and Riverside counties.
- Goal 1. Build capacity and knowledge to enable local governments to effectively leverage energy efficiency services and to demonstrate best practices. (Public Sector)
- Goal 2. Ensure there is a trained workforce to support and realize energy efficiency savings goals across sectors. (WE&T)
- Goal 3. Work closely with local building departments and the building industry to support, train, and enable long-term streamlining of energy code compliance. (Codes and Standards)

I-REN's business plan centered equity in its vision and its approach to the public sector, as well as market support for the workforce, and codes and standards support for streamlining energy code compliance. This aligns with Commission

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guidance in D.21-05-031 which states that RENs are exempted from the limitation placed on non-REN PAs to spend no more than 30 percent of their portfolio budget on market support and/or equity programs:

RENs, by their nature and primary purposes, are more likely to have a greater share of their portfolio devoted to market support and/or equity programs. Therefore, those portions of their budgets will not be subjected to an up-front limitation.<sup>25</sup>

I-REN's portfolio segmentation follows this guidance in dedicating a greater portion of the I-REN budget to market support and equity programs

### **Resource Acquisition**

Not applicable.

### **Market Support**

3C-REN's strategies for market support are:

**Outreach, education and technical assistance:** Provide outreach and education to customers as a means to build, enable, and maintain demand for energy efficient products and services by fostering interest in, knowledge of the benefits of, or awareness of how to obtain these services. Provide technical assistance to identify projects and support customers with implementation.

**Workforce:** Offer comprehensive services to provide the local workforce—inclusive of both existing and emerging professionals—with the knowledge and skills needed to participate in the advanced energy economy by performing and ensuring quality installations that optimize energy efficiency savings.

**Partnerships:** Build new and maintain existing partnerships with a diverse group of organizations to advance delivery and/or funding efficiencies for energy efficiency products and/or services and added value for partners.

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<sup>25</sup> D.21-05-031, p. 23.

## Goals

Outreach, education, and technical assistance: Be a trusted local resource and communication channel for energy efficiency and decarbonization to address the climate crisis and build regional resilience.

Workforce: Enhance regional economic vitality by growing the market for energy projects and developing a local workforce with the expertise and resources to implement upgrades.

Partnerships: In collaboration with diverse partners, provide holistic, scaled, and bundled solutions to meet customer needs.

## Outcomes

Outreach, education, and technical assistance: Increased awareness and demand for energy efficiency programs that accelerate achievement of State and local climate goals and result in economic development benefits.

Workforce: A well-trained, supported, and sustainable local workforce with the technical skills and knowledge to offer services that comply with building codes and State goals.

Partnerships: Leverage partnerships to increase access to and participation in efficiency programs by hard-to-reach and other populations.

## **Equity**

3C-REN's segment-specific strategies, goals, and outcomes for equity are based on EMWG's recommended objective and directly correlate with its overall strategic framework.

Strategy: Provide holistic, scaled, and bundled solutions to address disparities in access to energy efficiency programs and workforce opportunities; promote

resilience, health, comfort, safety, energy affordability, and/or energy savings; and reduce energy-related greenhouse gas and criteria pollutant emissions.

Goal: Provide equitable opportunities for hard-to-reach, disadvantaged and underserved communities to participate in energy efficiency programs.

Outcome: Increase participation in energy efficiency programs designed for hard-to-reach and other populations in the Tri-County Region.

### **Codes & Standards**

I-REN's strategy for the Codes & Standards segment is to continue increasing compliance with California's Building Energy Efficiency Standards and supporting statewide decarbonization goals, such as AB39. I-REN's strategy will emphasize education, technical assistance, and integration with electrification planning. Key components will include:

Training & Education: Deliver multilingual, no-cost training for building officials, designers, and contractors, including specialized sessions for underserved jurisdictions.

- Technical Support: Provide plan review assistance, compliance documentation guidance, and on-call expert support for local agencies.
- AB 39 Alignment: Incorporate AB 39 requirements into training and resources, ensuring local governments understand and implement building decarbonization mandates and electrification readiness standards.
- Electrification Planning Support: Offer technical guidance and tools to help jurisdictions integrate electrification into local climate action plans, building codes, and permitting processes.
- Collaboration: Partner with local governments, tribal entities, and industry associations to ensure consistent interpretation and application of codes.

- Continuous Improvement: Collect feedback from participants and integrate lessons learned into future offerings to align with statewide C&S goals.

I-REN's Codes & Standards program will continue serving the Public and Private sector, including local government building departments, public sector facilities, building professionals, and community-based organizations.

## **VII. Chapter 7: Portfolio Coordination**

### **C. Segment and Sector Specific Coordination**

#### ***Coordination within the Same PA***

I-REN will continue its quarterly all-implementer calls to coordinate between its programs.

AB 39's mandate for building decarbonization and electrification readiness is an opportunity for coordination across I-REN's three program segments. The Public Sector program will help local agencies develop plans for electrification. The Codes & Standards program will incorporate AB 39 compliance into training and technical assistance for building officials, designers, and contractors, supporting consistent application of electrification plans. Meanwhile, the Workforce Education & Training program will develop the skilled labor pipeline needed to implement AB 39-compliant projects, training Energy Fellows and contractors on electrification technologies and permitting processes. Together, these efforts create a coordinated approach that aligns policy, technical expertise, and workforce capacity to accelerate regional decarbonization goals.

#### ***Coordination with Other PAs***

##### **1. Coordination Participants**

I-REN's territory overlaps with SoCal Edison's (SCE's) territory as well as SoCal Gas' (SCG's). I-REN also coordinates with SoCalREN due to geographic overlap. Details of coordination are in the section below.

The CCA, Desert Community Energy, submitted an Elect to Administer Advice Letter in November 2025. DCE serves the desert region of Riverside County, and its Joint Power Agreement (JPA) is supported administratively, financially, and legally by Coachella Valley Association of Governments (CVAG), one of I-REN's governing partners. If DCE's ETA AL is approved, CVAG's relationship to DCE and I-REN will allow for streamlined and comprehensive coordination between DCE's ETA plan and I-REN's programs.

2. Coordination Structure and Frequency

I-REN implements a variety of venues for coordination with other PAs in the Southern California region, including Joint Cooperation Memos (JCM), Program Administrator Sector Coordination Meetings (PASC Meetings), as well as ad hoc meetings and bimonthly check-ins with its neighbor REN, SoCalREN. In the 2024 SoCal JCM, I-REN and other SoCal PAs agreed upon a baseline portfolio-wide approach to collaboration via quarterly PASC meetings; this approach was further refined in the filing of the Tier 2 Advice Letter responding to D.23-06-055 Ordering Paragraph (OP) 32. The following table outlines the PASC meeting structure and expected outcomes:

<b>Frequency</b>	<ul style="list-style-type: none"> <li>• PASC meetings will occur on a regular schedule and follow a structured format.</li> <li>• Meeting scheduling will be transparent and informed by each PA's availability.</li> <li>• Each sector has determined the frequency with which they plan to conduct PASC meetings; these details are shared in the <i>Strategies by Sector</i> section of this document.</li> </ul>
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<b>Attendees</b>	<ul style="list-style-type: none"> <li>Attendees will ideally include at least one direct representative from each PA organization.</li> <li>Third-party implementers as well as PA Policy Leads can be included at the discretion of the managing PA based on meeting agenda content to ensure efficient use of resources.</li> <li>Meetings will prioritize a virtual approach to foster inclusivity across the region. When possible or in conjunction with other in-person activities, PAs can hold in-person or hybrid meetings depending upon PA availability.</li> </ul>
<b>Agenda</b>	<ul style="list-style-type: none"> <li>Topics discussed in PASC meetings will include, but are not limited to, program entry, exit and amendments (changes) that may impact how the programs possibly conflict or compete with each other (duplicity), PA staffing, key customer contact updates, customer confusion, successes that are repeatable through best practices, and potential overlap with new market trends or policy changes..</li> <li>Additional topics as guided by PA input.</li> <li>A sample of a possible PASC meeting agenda template is provided as Appendix C.</li> </ul>
<b>Facilitation</b>	<ul style="list-style-type: none"> <li>The PASC meeting facilitator<sup>3</sup> will contact all SoCal PAs by e-mail two weeks prior to the PASC meeting to request items for inclusion in the agenda.</li> <li>Completed agendas will be delivered to PAs one week prior to the scheduled meeting date.</li> <li>Notes and follow-up items will be distributed within two business days of the meeting.</li> </ul>

I-REN has assumed the leadership role for Public Sector PASC meetings, while also attending PASC meetings for WE&T and C&S.

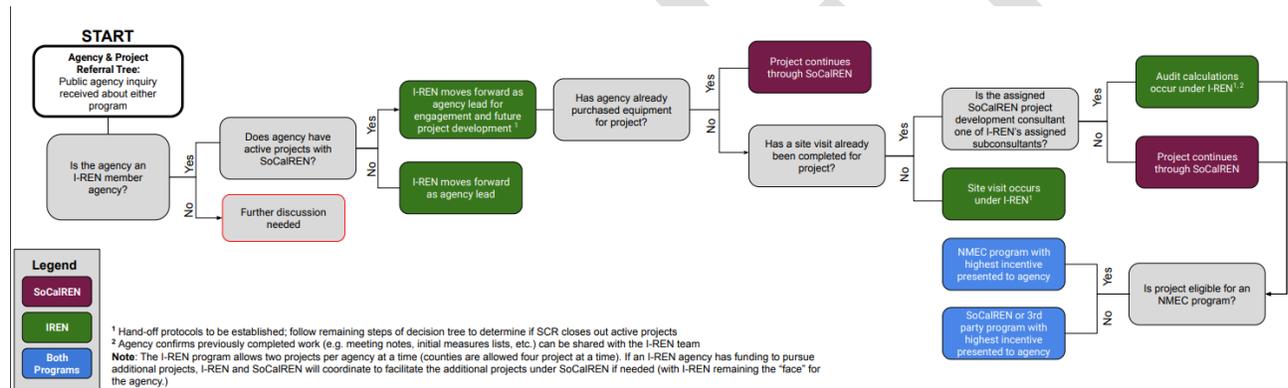
3. Coordination Practices (Overlap Identification and Mitigation Workflow)

Ordering Paragraph (OP) 32 of D.23-06-055 directed the PAs to provide information on substantively similar programs and steps that they have taken and will take to mitigate or minimize ratepayer risk of program overlap and duplication in a Tier 2 advice letter. The Tier 2 AL, submitted in June 2025, provided details of the criteria used in the process of drafting this AL to identify potential program overlap and set the stage for regular PA coordination to ensure overlap is mitigated. During the AL development process, all PAs agreed upon matching criteria which was available for analysis from the catalog of programs hosted on the CEDARS platform. These criteria included evaluation of program sector, delivery channel, market channel,

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program segment, the IOU Service Territory in which the program operates, the target audience of the program, and the exact location of program service. This evaluation effort had mixed results and ultimately paved the way for PAs to use existing venues, such as JCMs and PASC meetings, to apply many of the above objective criteria along subject analysis based on PA expertise.

Notably, I-REN has also developed a unique coordination strategy with SoCalREN, given both geographic proximity and similarities in both PA portfolios. The following coordination strategy has proven successful in mitigating overlap and improving EE funding efficiency between the two PAs:



Source: [https://wrcog.sharepoint.com/sites/I-REN/Shared%20Documents/Public%20Sector%20\(TEC\)/PA%20Coordination/SoCalREN/SoCalREN%20I-REN%20Coordination%20Strategy%203.13.2024%20V3%20Final.pdf?CT=1765993829518&OR=ItemsView](https://wrcog.sharepoint.com/sites/I-REN/Shared%20Documents/Public%20Sector%20(TEC)/PA%20Coordination/SoCalREN/SoCalREN%20I-REN%20Coordination%20Strategy%203.13.2024%20V3%20Final.pdf?CT=1765993829518&OR=ItemsView)

### Coordination among REN PAs

In addition to coordinating among all PAs, the joint REN PAs collaborate to ensure local governments have a voice within the California energy efficiency portfolio. Two crucial venues for REN PA coordination and stakeholder engagement are the California Climate and Energy Collaborative ([CCEC](#)) and the California Regional Energy Networks ([CaREN](#)) organization.

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CCEC (previously the Statewide Energy Efficiency Collaborative or SEEC) began as a directive of the California Public Utilities Commission in 2010, with funding from the Joint IOUs. In the years leading up to 2020, local government partnerships (LGPs) experienced a precipitous decline in IOU funding. In parallel, the utilities also elected to discontinue funding for SEEC (CCEC). After hearing the concerns of local governments faced with elimination of their role in CPUC energy efficiency activities, the Commission agreed that the role of RENs may increase due to the decline in LGPs.

This has proven to be true—with the Commission's encouragement and regulatory scaffolding over the past 15 years, RENs have become key players in delivering equitable energy efficiency benefits to ratepayers. Accordingly, the RENs committed to continue funding CCEC<sup>26</sup> as a venue for local government engagement and received the full support of Energy Division. Since that time, the number of RENs has grown from three to seven REN PAs serving more than 37 million Californians—94% of the state's population.

All seven RENs now coordinate via CalREN with monthly, quarterly, and ad hoc meetings. Through CCEC, local governments and other stakeholders have access to resource libraries, technical assistance, and many other services. CCEC also convenes the Annual California Climate & Energy Forum, bringing together local governments, state agencies, community organizations, utility PAs, and other key stakeholders to share best practices and build relationships that support local leadership in climate action. The joint RENs' coordination and stakeholder engagement practices through CalREN and CCEC align with statewide goals to increase equity and accountability to ratepayers and ensure local governments have a role in energy efficiency to uplift their communities' needs.<sup>27</sup>

<sup>26</sup> [Cite relevant Annual Budget Advice Letters and 2022 application filings.]

<sup>27</sup> D.19-12-021, Conclusion of Law 4, p. 84.



*Combined service territory of authorized RENs*

Source: <https://californiaregionalenergynetworks.org/>, accessed 12/4/25

### **Coordination with Market Transformation**

[Forthcoming]

### **Coordination with Energy Savings Assistance (ESA) Programs**

[forthcoming: workforce tie-in related to ED guidance regarding coordination with ESA for contractor enrollment]

### **Coordination with Other Demand Side Programs**

[Forthcoming]

## **VIII. Chapter 8: Stakeholder Engagement**

Stakeholder engagement is important to understand the region's challenges and determine how I-REN can best fill these gaps. By engaging local and regional

stakeholders, I-REN received valuable insights that helped guide and design inclusive and impactful programs that reflect the region's needs and priorities.

I-REN's jurisdiction varies geographically and covers a large area, with dense populated cities, tribal lands, and rural sparsely populated towns, which can make engagement challenging. Additionally, local governments throughout the region lack capacity, making it difficult to conduct outreach with these hard-to-reach public sector staff. Despite these challenges, I-REN has leveraged its three governing Council of Governments (or COGS) to build relationships with member agencies, special districts, community members, workforce organizations, community-based organizations, and agencies. I-REN now has strong ties throughout the region and an ongoing feedback loop to continue improving its programs and better serve the region. Below are some of the highlighted ongoing engagement efforts I-REN leads.

- I-REN has established partnerships with local 4-year universities, the Inland Empire Desert Regional Consortium for the community colleges, the San Bernardino County Superintendent of Schools, and the Riverside County Education Office. I-REN is currently developing and partnering with educational institutions at all levels, from elementary to university.
- I-REN collaborates with community partners such as the Inland Empire Labor Institute, Inland Growth Economic Growth & Opportunity organization, and other regional leaders.
- Expanding and strengthening close relationships with COG member agencies through constant communication updates. I-REN sponsors the annual State of the City/County in the region.
- I-REN has recently connected and will continue to build relationships with the California Special Districts Association for San Bernardino and Riverside Counties.

- I-REN is building up relationships with contractors in the region and inviting them to trainings.
- I-REN actively engages partners, agencies, and organizations through its quarterly newsletter.
- Through the Governing Board, I-REN reaches the entire region by connecting to local needs and sharing our I-REN efforts.

### **A. Business Plan Engagement**

In addition to I-REN's ongoing engagement, I-REN and its consultants engaged stakeholders to understand the various challenges and barriers they are facing, along with opportunities they foresee for energy efficiency initiatives in the region, and, when appropriate, program-specific feedback for I-REN's next phase. This engagement informed the development of the Business Plan and the programs for the 2028-2035 cycle.

In the Fall of 2025, the following engagement activities occurred:

- 8 Listening Sessions
- 4 Stakeholder Interviews
- Online Feedback Tool

Audiences represented a range of interests and included:

- I-REN Staff
- I-REN Program Implementers
- Member Agencies or (Local governments in the Inland Region)
- School Districts
- Community-Based Organizations
- Energy Auditors, Code Consultants, Energy Professionals
- County Workforce Representatives

- Past Program Participants
- Prospective Participants

Additional engagement at two I-REN Workforce Roundtable meetings with approximately 20 participants each, and two All Program Administrator Meetings with approximately 25 participants each, provided additional insights into programs and the region's needs.

Below is a table representing the key findings, including overall challenges and opportunities in energy efficiency to be considered in the development of future programs, program specific findings, along with how I-REN has incorporated input into this EE Application and future planning.

DRAFT

Item #	Sector	Stakeholder Input	I-REN Response
<b>Overall Feedback</b>			
1	All	<ul style="list-style-type: none"> <li>• <b>Increase Education &amp; Awareness</b> <ul style="list-style-type: none"> <li>○ Increase general education on energy efficiency, emphasizing the importance of public health and climate vulnerabilities highlighting what trainings or programs exist, including energy efficiency, technical training, rebates, incentives, or grants and where to find information.</li> <li>○ Increase awareness of I-REN in the communities that they serve.</li> <li>○ Increase awareness for the process of energy efficiency upgrades, and how to prioritize and sequence multiple necessary upgrades.</li> </ul> </li> </ul>	<p>I-REN will work to be a hub for energy efficiency in the area by promoting and connecting interested parties to programs that fit their energy needs regardless of whether it is an I-REN program. I-REN will offer additional education on energy efficiency and the benefits of each upgrade.</p> <p>I-REN will increase outreach to jurisdictions, increasing uptake in multiple I-REN programs while promoting a holistic cross-sector approach.</p>
2	All	<ul style="list-style-type: none"> <li>• <b>Identify Seed Funding</b> <ul style="list-style-type: none"> <li>○ Agencies often lack the start-up or upfront funding needed to make projects happen (i.e., building retrofits and upgrades).</li> </ul> </li> </ul>	<p>Through I-REN's Technical Assistance program, I-REN will continue to offer specialized support and connect agencies with viable seed funding options to support upfront energy efficiency upgrades.</p>

Item #	Sector	Stakeholder Input	I-REN Response
		<ul style="list-style-type: none"> <li>○ Agencies would like to be connected to existing funding and new funding sources (i.e., philanthropy).</li> </ul>	<p>I-REN's Cash for Kilowatts incentives program support the paying back of these upgrades by providing incentives for energy savings after installation.</p>
3	All	<ul style="list-style-type: none"> <li>● <b>Build Capacity</b> <ul style="list-style-type: none"> <li>○ Agencies lack capacity and have competing priorities that often outweigh energy efficiency, such as public health and safety requirements.</li> </ul> </li> </ul>	<p>Through I-REN's Workforce, Education, and Training program, I-REN will continue to train and place Energy Fellows in jurisdictions to bring more capacity to agencies while advancing conversations in energy efficiency.</p>
4	All	<ul style="list-style-type: none"> <li>● <b>Train Skilled Practitioners</b> <ul style="list-style-type: none"> <li>○ The pool and availability of local and trained energy efficiency contractors are limited</li> <li>○ Many employers are focused on upskilling their current employees instead of hiring new trained professionals.</li> </ul> </li> </ul>	<p>Through I-REN's Workforce, Education &amp; Training Program, I-REN will continue to offer and expand trainings and certifications in the energy field to build up the local workforce in the region.</p> <p>I-REN will expand offerings to include more advanced trainings tailored to professionals already in the field who would like to refresh or advance their skills.</p>
5	All	<ul style="list-style-type: none"> <li>● <b>Support for Electric Vehicle Transition</b> <ul style="list-style-type: none"> <li>○ Many agencies are moving towards electric vehicle fleets and are looking for both trained</li> </ul> </li> </ul>	<p>I-REN plans to add Integrated Demand Side Management (IDSMS) into their Public Sector Technical Assistance offerings including support and education for solar</p>

Item #	Sector	Stakeholder Input	I-REN Response
		<p>technicians to install infrastructure and funding opportunities to support the transition.</p>	<p>and battery storage upgrades, which can include mobile batteries like EVs. I-REN is also proposing to offer EV charging infrastructure training and certification programs as part of their WE&amp;T programs.</p>
6	All	<ul style="list-style-type: none"> <li>• <b>Utilize a Regional Approach:</b> <ul style="list-style-type: none"> <li>○ Participants said they would like to see I-REN coordinate more with small businesses and municipalities in the region already doing the work (i.e., trainings or education) to regionally advance energy efficiency and reduce air pollution.</li> </ul> </li> <li>• Participants suggested supporting municipalities with their energy efficiency efforts so they can lead by example.</li> </ul>	<p>I-REN currently does not have the ability to serve commercial audiences but can support these audiences through energy efficiency education, permit/code education and compliance, and through training a skilled workforce.</p> <p>Through I-REN's public sector program, I-REN serves municipalities and special districts with upgrades. I-REN plans to showcase case studies from completed projects to increase awareness, promote energy efficiency benefits, and allow these agencies to lead by example.</p>
<b>Public Sector</b>			
7	Public	<ul style="list-style-type: none"> <li>• Expand offerings beyond electrification to include building systems (i.e., building envelopes, insulation, rehabilitation).</li> </ul>	<p>Through I-REN's Technical Assistance program, I-REN identifies potential actionable energy improvement projects and will expand education and</p>

Item #	Sector	Stakeholder Input	I-REN Response
			connection to additional programs and funding in the region to support energy resilience and whole system upgrades.
8	Public	<ul style="list-style-type: none"> <li>• Research new and innovative ways to find funding, potentially through sustainability and philanthropic opportunities.</li> <li>• Facilitate connection to existing available funding, including grants, and support with applications</li> </ul>	<p>I-REN will continue to offer tailored support to special districts in the region, including access to available funding and support with seed funding applications.</p> <p>I-REN will continue to provide financial incentives for agencies for energy savings through their Cash for Kilowatts programs.</p>
9	Public	<ul style="list-style-type: none"> <li>• Consider expanding services, including EV support, off-grid storage support, and EV education.</li> </ul>	I-REN will continue and expand IDSM support including education, upgrade support, and connection to funding. I-REN will also offer IDSM training, including EVs as an energy resource, and code support through the WE&T and C&S sectors.
10	Public	<ul style="list-style-type: none"> <li>• Publicize and promote case studies of completed projects to market benefits and attract new potential projects.</li> </ul>	I-REN is updating its marketing strategy and plans to showcase completed projects (or case studies) that reflect the benefits and impact of energy upgrades. By showcasing the benefits I-REN hopes to attract new projects.

Item #	Sector	Stakeholder Input	I-REN Response
11	Public	<ul style="list-style-type: none"> <li>Offer a dedicated regional representative that can offer one-on-one support for public agencies and support through the upgrade process.</li> </ul>	<p>I-REN currently has regional representatives as represented by the three COG partners. As I-REN continues to grow, program implementers and Energy Fellows will help build capacity and stand as additional resources or representatives for agencies in the region.</p> <p>Additionally, I-REN offers an “Ask an Energy Code Question” on their website, with responses within 48 hours, to answer specific questions for agencies.</p>
12	Public	<ul style="list-style-type: none"> <li>Offer cross-departmental trainings of I-REN programs, as many member agencies have various departments that do their own capital investment projects and would need to separately work with I-REN.</li> <li>Utilize existing connections with city department staff to promote I-REN programs and foster new connections with other departments that may be eligible for Public Sector programs.</li> </ul>	<p>I-REN will expand its onboarding and general education workshops for agencies to include all departments promoting and informing all three sectors.</p>
<b>Codes &amp; Standards</b>			
13	C&S	<ul style="list-style-type: none"> <li>Utilize connections with member agencies to increase contractor participation in trainings, as many cities have their own contractor list.</li> </ul>	<p>I-REN will update its marketing strategy to ask member agencies to co-promote existing contractor trainings and forums to</p>

Item #	Sector	Stakeholder Input	I-REN Response
			increase participation and extend their reach.
14	C&S	<ul style="list-style-type: none"> <li>Increase capacity of agencies by offering a rotating energy specialist to answer questions.</li> </ul>	I-REN will offer a rotating energy specialist who is trained in regional code standards and will travel throughout the region to offer in-person code & permit support to agencies. This energy specialist is meant to build capacity and increase permit compliance in the region.
15	C&S	<ul style="list-style-type: none"> <li>Expand codes trainings and forums to offer in-person meetings.</li> </ul>	As I-REN's region has a vast spread-out geography it is often difficult to offer a centralized location for trainings. I-REN is proposing a series of workshops that will happen in different accessible locations throughout the region to reach as many participants as possible.
16	C&S	<ul style="list-style-type: none"> <li>Increase compliance education, including permit processes, to reduce burden on residents making upgrades.</li> </ul>	As part of its training forums, and through public sector offerings, I-REN will continue provide education on the importance of code compliance, and education on the permit process reducing the burden on residents and contractors applying for permits.

Item #	Sector	Stakeholder Input	I-REN Response
17	C&S	<ul style="list-style-type: none"> <li>When offering district wide or regional trainings, emphasize the nuances between counties and cities highlighting where to access the information.</li> </ul>	<p>As part of the regional in-person forums, I-REN will tailor trainings to emphasize the nuances in codes between cities and provide additional resources on I-REN's website for constant reference.</p>
18	C&S	<ul style="list-style-type: none"> <li>Create relationships with third party plan checkers to support agencies.</li> </ul>	<p>To increase capacity of agencies I-REN will foster connections and educate third-party plan checkers on the regional and city-specific codes to increase code compliance and streamline processes.</p>
19	C&S	<ul style="list-style-type: none"> <li>Work with member agencies to simplify the process and reduce redundancy, as well as burdensome and often inconsequential, processes in codes and permits.</li> </ul>	<p>As part of the rotating energy specialist, I-REN will work with agencies to review, and adjust permitting process so that they are easy to access, understand, and fill out to increase compliance and reduce burden on applicants.</p>
20	C&S	<ul style="list-style-type: none"> <li>Utilize material distributors as trusted conduits of information, and invite staff at distribution centers to trainings.</li> <li>Contractors as a key means of educating homeowners and/or facilities managers.</li> </ul>	<p>I-REN will strive to build relationships with distributors and contractors in the region, invite them to trainings and forums, and provide resources to support education in the region.</p>
21	C&S	<ul style="list-style-type: none"> <li>Create an existing knowledge base of resources for the region.</li> </ul>	<p>I-REN currently hosts various resources and guides for codes and standards on their website. As codes and regulations</p>

Item #	Sector	Stakeholder Input	I-REN Response
			continually update, I-REN will continue to be a resource and provide reliable, up-to date information for the region.
<b>Workforce Education &amp; Training</b>			
22	WE&T	<ul style="list-style-type: none"> <li>Consider decarbonization as an opportunity for new trainings.</li> </ul>	I-REN will expand its education offerings to include decarbonization and promote trainings that are focused on decarbonization.
23	WE&T	<ul style="list-style-type: none"> <li>Focus on upskilling current employees, offering more advanced trainings for contractors already in the field.</li> </ul>	I-REN will offer trainings at the moderate or advanced level, tailored to participants already in the field, looking to refresh, update, or level-up skills.
24	WE&T	<ul style="list-style-type: none"> <li>Strengthen connections to career opportunities after trainings, and share immediate next steps once trainings are complete and where to find potential job opportunities or postings.</li> <li>Connect with firms, universities, small businesses, and potentially unions, both within and outside of the Inland Empire region to expand career opportunities.</li> </ul>	<p>I-REN will continue to build relationships throughout the region with workforce and economic boards, universities, small businesses, and to strengthen the career pipeline in the region and offer direct employment opportunities after trainings.</p> <p>I-REN will expand partnerships with organizations close to the region to expand trainings and certifications.</p>
25	WE&T	<ul style="list-style-type: none"> <li>Tailor messaging to effectively reach audiences.</li> </ul>	I-REN will update its marketing strategy to include targeted outreach and messages

Item #	Sector	Stakeholder Input	I-REN Response
		<ul style="list-style-type: none"> <li>○ Utilize social media to promote trainings to reach youth, highlighting the importance and benefits of trades fighting the negative stigma around trades in youth.</li> <li>○ Promote trainings regionally to lift up the local workforce.</li> <li>○ Emphasize public health and air quality benefits.</li> <li>○ Tailor messages to the older generation, and close to retirement-age, workforce who are less engaged via technology (i.e. social media, email, etc.).</li> </ul>	<p>for a range of audiences and outreach platforms.</p>
26	WE&T	<ul style="list-style-type: none"> <li>● Coordinate with regional agencies offering trainings to expand offerings.</li> </ul>	<p>I-REN will continue to build and create relationships with workforce, education, and training institutions in the region, including utilities, community colleges, universities, and workforce boards to collaborate, co-promote, and co-host trainings in the region expanding topics and reach.</p>
27	WE&T	<ul style="list-style-type: none"> <li>● Expand to offer training in the commercial sector, reaching bigger warehouses and enterprises in the region.</li> </ul>	<p>I-REN will expand trainings and certifications to incorporate trainings on larger energy systems including for warehouses and enterprises.</p>

Item #	Sector	Stakeholder Input	I-REN Response
			I-REN does not currently have a commercial sector to offer energy efficiency projects.
28	WE&T	<ul style="list-style-type: none"><li>Offer practical hands-on training moving beyond "book training."</li></ul>	I-REN will expand offerings to offer both book training and practical training. Upon building relationships in the region with potential employers, I-REN will offer hands-on internships and training hours with partner agencies.

DRAFT

Below are additional comments or considerations that arose during stakeholder engagement.

- Energy Fellows have been successful in advancing energy efficiency conversations and building capacity in agencies.
- Agencies are interested in identifying and prioritizing projects that will be the most impactful and realistic early in the process.

### **B. Current Portfolio EMV Studies, 2022-2027**

In addition to the above stakeholder engagement, I-REN program implementors conducted the following EM&V studies in tandem. The purpose of these EM&V studies was to address needs identified through stakeholder engagement to support current program development. Results from these studies helped to inform the programs in this Business Plan.

[forthcoming: EM&V study results]

#### **Public Sector**

##### Study 1. Barriers to Project Pipeline

This study aims to identify and analyze the barriers that prevent agencies from making progress through the project pipeline. The primary objective is to determine the specific obstacles that jurisdictions encounter during the project exploration phase. By understanding these barriers, I-REN can develop strategies to overcome and facilitate smoother project progression.

##### Study 2: Jurisdictions Meeting Equity Criteria

This study aims to assess which jurisdictions have engaged with I-REN's Public Sector programs and meet the equity criteria defined by the California Public Utilities Commission (CPUC) in D.23-06-055. The primary objective is to evaluate the number of equity jurisdictions participating in the public sector, ensuring that

these programs are reaching and benefiting communities that meet the CPUC-defined equity standards.

## **Codes & Standards**

### Study 3: Low Engagement Jurisdictions

This study aims to identify the characteristics of jurisdictions that have little to no participation in I-REN's program offerings. By understanding these characteristics, the study seeks to uncover the underlying reasons for low engagement and develop strategies to address them. The primary objective is to increase both the number and diversity of jurisdictions participating in I-REN's C&S services, thereby ensuring a more inclusive and widespread adoption of these programs.

#### 4. Study 4: Training Formats

This study aims to review the current training formats and survey I-REN's jurisdictions to identify their preferred training methods. The primary objective is to understand the training preferences of participants and offer a variety of formats that cater to their needs.

## **Workforce Education & Training**

### 5. Study 5: Fellow Retention

This study aims to identify and assess the factors that contribute to fellow retention following I-REN's Fellowship Program under Workforce Education and Training (WE&T). The primary objective is to evaluate the needs of site hosts to hire fellows after the completion of the fellowship program. By understanding these factors, the study seeks to develop strategies to improve retention rates and ensure the long-term success of the fellows in their respective roles.

## 6. Study 6: Performance Metrics

This study aims to identify and develop metrics that effectively track the success and performance of the Workforce Education and Training (WE&T) program. The primary objective is to create a comprehensive set of metrics that can be used to measure various aspects of the program's success, including participant outcomes, program efficiency, and overall impact.

## **IX. Chapter 9: Evaluation, Measurement & Verification**

I-REN plans to conduct EM&V studies at a portfolio-wide level as well as studies relating to its current sectors and segments. These studies may include but are not necessarily limited to the following:

- Portfolio-wide
  - Evaluation of program outcomes in alignment with existing metrics and indicators, and in the context of newly emerging accountability mechanisms such as non-energy benefits and impacts, community engagement indicators, equity and market support goals, and awareness/knowledge/attitude/behavior indicators.
- Public Sector
  - [Forthcoming]
- Codes & Standards
  - Evaluation of current permitting baselines for permits pulled and closed, including assessment of the barriers causing permit non-compliance and non-closure, and identification of solutions for implementation in I-REN's C&S sector offerings.

- Workforce Education & Training
  - [Forthcoming]

**X. Chapter 10: Cost & Cost Recovery (IOUs only)**

Not applicable.

**XI. Chapter 11: Recommendations for New or Modified EE Policy**

- A. Workforce Standards**
- B. TBD based on CalREN coordination**

[Forthcoming]

DRAFT

# Attachment 2

I-REN BPA Budget by Sector  
2022-2027  
VS.  
2028-2035

### BPA Budget by Sector

Category	2022	2023	2024	2025	2026	2027	Previous 6-yr BPA Total
<b>Public</b>							
Administration	628,819	619,172	662,939	707,457	707,457	707,457	4,033,301
Marketing and outreach	377,292	371,503	397,763	424,474	424,474	424,474	2,419,980
Direct Implementation - non-incentive	3,782,083	3,701,047	3,818,688	3,942,635	3,942,635	3,942,635	23,129,723
Direct Implementation - incentives	1,500,000	1,500,000	1,750,000	2,000,000	2,000,000	2,000,000	10,750,000
<b>Subtotal</b>	<b>6,288,194</b>	<b>6,191,722</b>	<b>6,629,390</b>	<b>7,074,566</b>	<b>7,074,566</b>	<b>7,074,566</b>	<b>40,333,004</b>
<b>Workforce Education and Training</b>							
Administration	225,329	239,343	243,716	267,465	267,465	267,465	1,510,783
Marketing and outreach	135,198	143,606	146,230	160,479	160,479	160,479	906,471
Direct Implementation - non-incentive	1,892,768	2,010,477	2,047,218	2,246,706	2,246,706	2,246,706	12,690,581
Direct Implementation - incentives	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>2,253,295</b>	<b>2,393,426</b>	<b>2,437,164</b>	<b>2,674,650</b>	<b>2,674,650</b>	<b>2,674,650</b>	<b>15,107,835</b>
<b>Codes and Standards</b>							
Administration	143,611	150,395	156,411	162,667	162,667	162,667	938,418
Marketing and outreach	87,766	90,237	93,847	97,600	97,600	97,600	564,650
Direct Implementation - non-incentive	1,214,730	1,263,320	1,313,852	1,366,407	1,366,407	1,366,407	7,891,123
Direct Implementation - incentives	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>1,446,107</b>	<b>1,503,952</b>	<b>1,564,110</b>	<b>1,626,674</b>	<b>1,626,674</b>	<b>1,626,674</b>	<b>9,394,191</b>
<b>EM&amp;V</b>	<b>114,441</b>	<b>115,604</b>	<b>121,810</b>	<b>130,349</b>	<b>130,349</b>	<b>130,349</b>	<b>742,902</b>
<b>Total</b>	<b>10,102,037</b>	<b>10,204,704</b>	<b>10,752,474</b>	<b>11,506,239</b>	<b>11,506,239</b>	<b>11,506,239</b>	<b>65,577,932</b>

Attachment: Attachment\_2 - I-REN\_BPA\_Budget\_Comparison (12067 : I-REN Business Plan Draft)

# BPA Budget by Sector

Category	2028	2029	2030	2031	2032	2033	2034	2035	Proposed 8-yr BPA Total
<b>Public</b>	<b>Public</b>								
Administration	1,127,488	1,184,652	1,244,714	1,307,821	1,374,128	1,443,797	1,516,998	1,593,910	10,793,508
Marketing and outreach	445,995	468,607	492,366	517,329	543,557	571,116	600,072	630,496	4,269,537
Direct Implementation - non-incentive	4,683,506	4,905,751	5,116,187	5,361,539	5,619,331	5,890,192	6,174,787	6,473,811	44,225,103
Direct Implementation - incentives	2,101,401	2,207,942	2,319,886	2,437,505	2,561,087	2,690,935	2,827,366	2,970,714	20,116,836
<b>Subtotal</b>	<b>8,358,389</b>	<b>8,766,952</b>	<b>9,173,152</b>	<b>9,624,194</b>	<b>10,098,103</b>	<b>10,596,040</b>	<b>11,119,223</b>	<b>11,668,931</b>	<b>79,404,983</b>
<b>Workforce Education and Training</b>	<b>Workforce Education and Training</b>								
Administration	905,577	951,490	999,731	1,050,417	1,103,674	1,159,630	1,218,424	1,280,198	8,669,140
Marketing and outreach	337,231	354,328	372,293	391,168	411,001	431,839	453,733	476,737	3,228,330
Direct Implementation - non-incentive	6,019,726	6,261,130	6,510,927	6,777,430	7,057,445	7,351,657	7,660,785	7,985,587	55,624,687
Direct Implementation - incentives	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>7,262,533</b>	<b>7,566,948</b>	<b>7,882,951</b>	<b>8,219,016</b>	<b>8,572,120</b>	<b>8,943,126</b>	<b>9,332,942</b>	<b>9,742,522</b>	<b>67,522,157</b>
<b>Codes and Standards</b>	<b>Codes and Standards</b>								
Administration	343,872	361,306	379,624	398,871	419,094	440,343	462,668	486,125	3,291,904
Marketing and outreach	102,548	107,748	113,210	118,950	124,981	131,318	137,975	144,971	981,702
Direct Implementation - non-incentive	3,331,173	3,410,072	1,981,432	2,068,533	2,160,051	2,256,209	2,357,242	2,463,397	20,028,109
Direct Implementation - incentives	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>3,777,593</b>	<b>3,879,125</b>	<b>2,474,267</b>	<b>2,586,355</b>	<b>2,704,127</b>	<b>2,827,869</b>	<b>2,957,885</b>	<b>3,094,493</b>	<b>24,301,714</b>
<b>IDSM - Equity</b>	290,978	303,195	292,956	306,443	320,615	335,506	351,151	367,589	<b>2,568,433</b>
<b>IDSM - Market Support</b>	48,496	50,533	48,826	51,074	53,436	55,918	58,525	61,265	<b>428,072</b>
<b>IDSM - Codes &amp; Standards</b>	145,489	151,598	146,478	153,222	160,308	167,753	175,575	183,795	<b>1,284,216</b>
<b>EM&amp;V</b>	<b>808,271</b>	<b>842,209</b>	<b>813,765</b>	<b>851,232</b>	<b>890,598</b>	<b>931,960</b>	<b>975,419</b>	<b>1,021,081</b>	<b>7,134,536</b>
<b>Total</b>	<b>20,206,787</b>	<b>21,055,234</b>	<b>20,344,134</b>	<b>21,280,796</b>	<b>22,264,947</b>	<b>23,298,995</b>	<b>24,385,469</b>	<b>25,527,028</b>	<b>178,363,391</b>

Attachment: Attachment\_2 - I-REN\_BPA\_Budget\_Comparison (12067 : I-REN Business Plan Draft)

# Attachment 3

## I-REN 2028-2035 Business Plan Application First Year Detailed Budget by Sector

**First Year Detailed Budget by Sector**

<b>Public Sector</b>	<b>2028 Expenditures</b>
Publ. Sector Impl. Contract (Current TEC Contract)	\$ 2,694,246
Normalized Metered Energy Consumption (NMEC) Incentives	\$ 2,101,401
Software Expenses	\$ 146,119
Marketing & Outreach Contract	\$ 55,771
Portfolio Impl. Contract (Current FE Impl. Contract)	\$ 212,161
Website Development	\$ 21,526
Legal Counsel	\$ 6,692
Event Support	\$ 50,194
CVAG Staffing Reimbursement	\$ 666,667
SBCOG Staffing Reimbursement	\$ 666,667
WRCOG Staffing Reimbursement	\$ 1,280,589
WRCOG Overhead	\$ 426,910
Miscellaneous Expenses (supplies & materials, computer equipment, travel, conferences, mileage reimbursements, etc.)	\$ 29,447
<b>Total Expenditures:</b>	<b>\$ 8,358,389</b>

**First Year Detailed Budget by Sector**

<b>Workforce Education &amp; Training</b>	<b>2028 Expenditures</b>
I-REN Energy Fellowship Program	\$ 1,627,892
Fellowship Reimbursements	\$ 38,898
WE&T Implementation Contract (Current TEC Contract)	\$ 321,492
MOU's with Riverside County & San Bernardino County WDDs	\$ 1,944,913
Webinars/Virtual Certifications	\$ 116,695
Portfolio Impl. Contract (Current FE Impl. Contract)	\$ 212,161
Website Development	\$ 21,526
Legal Counsel	\$ 19,449
Miscellaneous Expenses (supplies & materials, computer equipment, travel, conferences, mileage reimbursements, etc.)	\$ 159,872
CVAG Staffing Reimbursement	\$ 277,778
SBCOG Staffing Reimbursement	\$ 277,778
WRCOG Staffing Reimbursement	\$ 223,343
WRCOG Overhead	\$ 216,377
ME&O Expenses (Conferences, education, sponsorships, etc.)	\$ 1,804,360
<b>Total Expenditures:</b>	<b>\$ 7,262,533</b>

**First Year Detailed Budget by Sector**

<b>Codes &amp; Standards</b>	<b>2028 Expenditures</b>
C&S Implementer (Current FE Contract)	\$ 1,477,422
Marketing & Outreach Contract (Current ICF Resources Contract)	\$ 155,583
Portfolio Impl. Contract (Current FE Impl. Contract)	\$ 212,161
Website Development	\$ 21,526
Legal Counsel	\$ 18,670
CVAG Staffing Reimbursement	\$ 55,556
SBCOG Staffing Reimbursement	\$ 55,556
WRCOG Staffing Reimbursement	\$ 149,077
WRCOG Overhead	\$ 138,642
Miscellaneous Expenses (supplies & materials, computer equipment, travel, conferences, mileage reimbursements, etc.)	\$ 8,402
AB 39 Work (25% of Jurisdictions/yr at \$110k each)	\$ 1,485,000
<b>Total Expenditures:</b>	<b>\$ 3,777,593</b>

## *Minute Action*

AGENDA ITEM: 10

***Date:*** February 11, 2026

***Subject:***

2027 Federal Transportation Improvement Program

***Recommendation:***

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

- A. Approve Resolution No. 26-008, certifying that SBCTA and other project sponsors have resources available and committed for the first two years of the 2027 Federal Transportation Improvement Program (FTIP) and reasonably expected to be available for the last four years of the 2027 FTIP to fund the projects in the Fiscal Years 2026/2027 through 2031/2032 Transportation Improvement Program (TIP), and affirming the commitment to implement all projects in the program.
- B. Approve the 2027 San Bernardino County TIP, provided as an attachment, to be submitted to Southern California Association of Governments for inclusion in the 2027 FTIP.
- C. Authorize SBCTA staff to amend the 2027 San Bernardino County TIP as necessary to meet State, Federal, and responsible agency programming requirements.

***Background:***

The Infrastructure Investment & Jobs Act requires the Southern California Association of Governments (SCAG), the federally designated Metropolitan Planning Organization (MPO), as well as the state-designated transportation planning agency and multi-county designated transportation planning agency for the six-county Southern California region, to adopt a Transportation Improvement Program (TIP) for the region. The TIP must be consistent with SCAG's long-range Regional Transportation Plan/Sustainable Communities Strategy. The region's adopted TIP is then submitted to the California Department of Transportation (Caltrans), the Federal Highway Administration, and the Federal Transit Administration for final approval and adoption into the Federal Transportation Improvement Program (FTIP).

The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in Federal Fiscal Year 2031/2032. It is updated every two years and amended frequently within that time period. San Bernardino County Transportation Authority (SBCTA) is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP. Federal regulations require SCAG to determine that projects submitted in the FTIP meet air quality conformity requirements in the federally designated non-attainment and maintenance areas and Federal financial constraint regulations. Fiscal constraint regulations require that funds shown in the first two years of the FTIP are available and committed, and funds shown in the last four years are reasonably expected to be available.

SBCTA staff have been working with the local jurisdictions, transit agencies, and Caltrans District 8 to obtain project information that reflects the latest project commitments. The attached 2027 San Bernardino County TIP list contains all projects that are recommended for inclusion in the 2027 FTIP. Staff requests the approval of the Program to be submitted to SCAG and authorization to amend the San Bernardino County TIP in the future as required to reflect changes to project scope, schedule, or funding sources. It should be noted that the information

*Entity: San Bernardino County Transportation Authority*

General Policy Committee Agenda Item

February 11, 2026

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included in this agenda is preliminary and could change upon review by SCAG; any requested changes are coordinated with the project sponsor.

To demonstrate that SBCTA’s FTIP submittal meets financial constraint requirements, an adopted resolution must be included in the submittal. Resolution No. 26-008 certifies that SBCTA and other project sponsors have the resources to fund the projects submitted for inclusion in the FTIP and affirms the commitment to implement all of the projects submitted in the program.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

**Reviewed By:**

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

**Responsible Staff:**

Nohemi Moran, Management Analyst II

Approved  
General Policy Committee  
Date: February 11, 2026

Witnessed By:

**RESOLUTION NO. 26-008**

**A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE  
RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS  
2026/2027-2031/2032 TRANSPORTATION IMPROVEMENT PROGRAM AND  
AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES  
AS APPLICABLE IN THE PROGRAM**

**WHEREAS**, San Bernardino County Transportation Authority (SBCTA) is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

**WHEREAS**, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional Transportation Improvement Program (TIP) for the metropolitan planning area; and

**WHEREAS**, the IIJA also requires that the regional TIP include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs; and

**WHEREAS**, SBCTA is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects using Federal and State highway/road and transit funds; and

**WHEREAS**, SBCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, SBCTA has adopted the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP with funding for Federal Fiscal Years 2026/2027 and 2027/2028 available and committed, and reasonably expected to be available for Federal Fiscal Years 2028/2029 through 2031/2032.

**NOW, THEREFORE, BE IT RESOLVED**, that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP; and

**BE IT FURTHER RESOLVED**, that the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the TIP in the last four years, and certifies that:

1. Projects in the Federal Fiscal Year 2026/2027 – 2031/2032 San Bernardino County TIP are consistent with the proposed 2026 State TIP scheduled to be approved by the California Transportation Commission in March 2026; and
2. All the projects in the San Bernardino County TIP have complete funding identified in the Program except for the following projects, which will require additional funding in the 2026 State Transportation Improvement Program (STIP) cycle:
  - o 20151302 – National Trails Highway Bridge Replacements
  - o SBD239701 – Metrolink San Bernardino Line Double Track

- o SBD59303 – Set aside/reservations for future SB45 Planning, Programming & Monitoring
- o SBD990212 – Zero Emission Multiple Unit Procurement
- o SBD259701 – State Route 18 Corridor Freight and Safety Project

These projects are the County’s priorities for 2026 STIP funds. The San Bernardino County 2026 STIP Regional TIP, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by Federal law, SBCTA finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects.

3. The local match for projects funded with the Federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program funds is identified in the TIP.
4. All the Federal Transit Administration funded projects are programmed within the IJJA Guaranteed Funding levels.
5. This resolution is effective upon the date of its approval by the SBCTA Board of Directors.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 4, 2026.

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Rick Denison, President  
San Bernardino County Transportation Authority

ATTEST:

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Marleana Roman, Clerk of the Board  
San Bernardino County Transportation Authority

Attachment: 2027 FTIP Resolution No. 26-008 (12111 : 2027 Federal Transportation Improvement Program)

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD250201	APPLE VALLEY	San Bernardino	EXEMPT - 93.126	MDAB	\$55,796	SBDLS08	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)			27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

In Apple Valley: BRIDGE REHABILITATION, NO ADDED CAPACITY. BRIDGE NO. 54C0086, BEAR VALLEY RD OVER MOJAVE RIVER, 5 MI E RTE I-15. Bridge Rehabilitation, no added capacity. High Cost project agreement required. Consistent with HBP listing as of October 18, 2024.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356
PE	BRIDGE - LOCAL	\$2,747	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,747
ROW	AGENCY	\$335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$335
ROW	BRIDGE - LOCAL	\$2,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,582
CON	AGENCY	\$5,530	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,530
CON	BRIDGE - LOCAL	\$40,000	\$2,685	\$0	\$0	\$0	\$0	\$0	\$0	\$42,685
CON	Carbon Reduction Program (CRP)	\$1,382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,382
CON	LOCAL ADVANCE CONSTRUCTION	\$2,685	-\$2,685	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	SBD CO MEASURE I	\$179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179
TOTAL	TOTAL	\$55,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,796

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270006	APPLE VALLEY	San Bernardino	NON-EXEMPT	MDAB	\$13,195		Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From Rincon Rd to Navajo Rd		27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

In Apple Valley: On Yucca Loma Rd, Rehab and Widening Rincon Rd to Navajo Rd. Improvements involve removal of a deteriorated existing 2-lane paved roadway, and constructing a new 3-lane roadway, installation of new base material and asphalt paving resulting in 3 travel lanes (one in each direction), with a new continuous left turn lane for traffic safety purposes. Installation of a concrete Class I bike path and a Roundabout at the intersection of Yucca Loma Rd & Rincon Rd.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
ROW	SBD CO MEASURE I	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225
CON	DEVELOPER FEES	\$0	\$6,529	\$0	\$0	\$0	\$0	\$0	\$0	\$6,529
CON	SURFACE TRANS BLK GRNT REGIONAL	\$0	\$5,841	\$0	\$0	\$0	\$0	\$0	\$0	\$5,841
TOTAL	TOTAL	\$825	\$12,370	\$0	\$0	\$0	\$0	\$0	\$0	\$13,195

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55011	APPLE VALLEY	San Bernardino	NON-EXEMPT	MDAB	\$5,350	SBD55011	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From APPLE VALLEY RD to Rincon Road	YES	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

YUCCA LOMA RD.: FROM APPLE VALLEY RD. TO RINCON RD. (westerly segment) - WIDEN EXISTING 2 LANE RD. TO 4 LANE RD. (2 LANES IN EACH DIRECTION) (1 MILE)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275
CON	DEVELOPER FEES	\$2,791	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,791
CON	SBD CO MEASURE I	\$2,284	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,284
TOTAL	TOTAL	\$5,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,350

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200202	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$0	200202	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAR63 - HWY/RD IMP-LANE ADD w/ NO HOV LANE(S):NRS		From SIXTH STREET to MONTE VISTA		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
IN CHINO - ON CHINO AVENUE FROM MONTE VISTA TO SIXTH STREET-WIDEN EXISTING 2 LANES TO 4 LANES AND INSTALL SIGNAL AT INTERSECTION OF CHINO AVE. AND MONTE VISTA

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200207	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$153,073	200207	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From EI PRADO to EUCLID		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
Pine Ave extension (0-4 lanes) from Route 71 to Euclid Avenue in the City of Chino, CA

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$946
PE	DEMO-SAFETEA-LU	\$5,041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,041
PE	DEVELOPER FEES	\$314	\$3,370	\$0	\$0	\$0	\$0	\$0	\$0	\$3,684
PE	SBD CO MEASURE I	\$0	\$3,124	\$0	\$0	\$0	\$0	\$0	\$0	\$3,124
ROW	AGENCY	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
CON	DEVELOPER FEES	\$0	\$0	\$0	\$115,414	\$0	\$0	\$0	\$0	\$115,414
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$20,364	\$0	\$0	\$0	\$0	\$20,364
TOTAL	TOTAL	\$6,301	\$6,494	\$4,500	\$135,778	\$0	\$0	\$0	\$0	\$153,073

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250002	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$150,000	4A04036	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN		From South of Pine Ave to SR-71		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
IN CHINO: EUCLID AVENUE - SOUTH OF PINE TO SR-71: BRIDGE REPLACEMENT AND WIDENING FROM 2 TO 4 LANES

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$0	\$5,500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500
CON	AGENCY	\$0	\$0	\$144,500	\$0	\$0	\$0	\$0	\$0	\$144,500
TOTAL	TOTAL	\$0	\$5,500	\$144,500	\$0	\$0	\$0	\$0	\$0	\$150,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250003	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$35,000	4A04036	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES):		From Pine Ave to Kimball Ave		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
IN CHINO: EUCLID AVENUE - PINE AVE TO KIMBALL AVE: WIDENING FROM 4 TO 8 LANES (PAED Only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

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20250004	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$18,000	4A01043	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HOT LANES(S) IMPROVEMENTS/EXPANSION - RS		From City Limits Mills Ave to Wes of Monte Vista Ave		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
IN CHINO: PHILADELPHIA STREET - WITHIN CITY LIMITS (MILLS AVE TO APPROX 650' WEST OF MONTE VISTA AVE): WIDENING FROM 2 TO 4 LANES

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20250005	CHINO	San Bernardino	EXEMPT - 93.127	SCAB	\$0	SBD031118	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION					27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
EDISON AVENUE AT CENTRAL WIDEN INTERSECTION TO ADD EB LEFT TURN AND EB RIGHT TURN LANES.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20250006	CHINO	San Bernardino	EXEMPT - 93.126	SCAB	\$0	REG0703	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN					27-00		
ADDITIONS: RS							
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL ADD MULTI-MODAL FACILITIES AT CHANNEL CROSSING

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200401	CHINO HILLS	San Bernardino	TCM	SCAB	\$16,821	200401	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAXT5 - NEW CONNECTNS/CROSS TRAFFIC IMP w/TCM: RS		From ABOUT 0.40 MILES SOUTH OF STANFIELD CT (CURRENT NORTHERN ROAD CLOSURE) to PINE AVE		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (approx. 0.40 miles south of Stanfield Ct.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$321	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$1,821
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
TOTAL	TOTAL	\$321	\$0	\$0	\$0	\$1,500	\$0	\$15,000	\$0	\$16,821

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200856	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$23,914	200856	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN		From M ST. to I-10 ON RAMP		YES	27-00		
ADDITIONS: GM							
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

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<u>DESCRIPTION</u>										
MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM "M" ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338) Consistent with HBP listing as of October 13, 2025.										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$1,151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151
PE	CITY FUNDS	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149
ROW	BRIDGE - LOCAL	\$1,174	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,174
ROW	CITY FUNDS	\$152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152
CON	BRIDGE - LOCAL	\$9,423	\$9,423	\$0	\$0	\$0	\$0	\$0	\$0	\$18,846
CON	CITY FUNDS	\$2,442	\$-181	\$0	\$0	\$0	\$0	\$0	\$0	\$2,261
CON	LOCAL ADVANCE CONSTRUCTION	\$9,423	\$-9,423	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$0	\$181	\$0	\$0	\$0	\$0	\$0	\$0	\$181
TOTAL	TOTAL	\$23,914	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,914

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201158	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$6,652	4A07226	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From RIALTO CHANNEL to RANCHO AVE.	YES	27-00				
RS	SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED				

<u>DESCRIPTION</u>										
AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
ROW	CITY FUNDS	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
CON	CITY FUNDS	\$0	\$0	\$6,152	\$0	\$0	\$0	\$0	\$0	\$6,152
TOTAL	TOTAL	\$500	\$0	\$6,152	\$0	\$0	\$0	\$0	\$0	\$6,652

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170201	COLTON	San Bernardino	EXEMPT - 93.126	SCAB	\$32,693	4A01069	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
In Colton: La Cadena Drive over Santa Ana River, 1.5 MI south of I-10; Replace existing 4 lane bridge with 4 lane bridge (54C0077). Consistent with HBP Listing as of October 13, 2025.										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$2,457	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,457
PE	CITY FUNDS	\$318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318
ROW	BRIDGE - LOCAL	\$1,026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,026
ROW	CITY FUNDS	\$133	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133
CON	BRIDGE - LOCAL	\$12,730	\$12,730	\$0	\$0	\$0	\$0	\$0	\$0	\$25,460
CON	CITY FUNDS	\$3,299	\$-135	\$0	\$0	\$0	\$0	\$0	\$0	\$3,164
CON	LOCAL ADVANCE CONSTRUCTION	\$12,730	\$-12,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$0	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$135
TOTAL	TOTAL	\$32,693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,693

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170805	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$5,658	4120116	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAY66 - NEW CONNECTNS/CROSS TRAFFIC IMP: GM	From Existing Intersection at Washington St. to Four way intersection along Washington St. at Hunts Ln.	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
REALIGN RECHE CANYON ROAD TO HUNTS LANE/WASHINGTON STREET. CONSTRUCT NEW FOUR (4) LANE ROAD WITH TOTAL LENGTH OF 0.30 MILE. Toll credits to match EARREPU. Local to match CPFCDs										

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	2016 EARMARK REPURPOSING	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360
PE	CITY FUNDS	\$117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117
PE	Community Proj Funding-Congressionally	\$108	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108
ROW	CITY FUNDS	\$52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52
ROW	Community Proj Funding-Congressionally	\$0	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$208
CON	CITY FUNDS	\$963	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$963
CON	Community Proj Funding-Congressionally	\$0	\$3,850	\$0	\$0	\$0	\$0	\$0	\$0	\$3,850
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$1,600</b>	<b>\$4,058</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,658</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201147	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$21,992	4A01132	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From ETIWANDA AVENUE to 800 FT. EAST OF ETIWANDA AVENUE		YES	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PE	SBD CO MEASURE I	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
ROW	CITY FUNDS	\$101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101
ROW	SBD CO MEASURE I	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
CON	CITY FUNDS	\$2,919	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,919
CON	SBD CO MEASURE I	\$18,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,446
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$21,992</b>	<b>\$0</b>	<b>\$21,992</b>						

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131506	FONTANA	San Bernardino	TCM Committed	SCAB	\$18,980	0A6410	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW				NO	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) North/South 1.25 mile long, 12 ft wide paved multi-use trail from Banyan St. to the Pacific Electric Trail in Fontana

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
PE	PARTNERSHIP PLANNING GRANT	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
PE	RECREATIONAL TRAILS	\$830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$830
CON	AGENCY	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
CON	CITY FUNDS	\$7,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,650
CON	Carbon Reduction Program (CRP)	\$4,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200
CON	RECREATIONAL TRAILS	\$5,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,630
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$18,980</b>	<b>\$0</b>	<b>\$18,980</b>						

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190104	FONTANA	San Bernardino	TCM	SCAB	\$46,401	4A04102	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
CAXT2 - HIGHWAY/ROAD IMP - LANE ADD'S - w/TCM : RS		From Hemlock Ave to Almeria Ave		YES	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
In Fontana: Widen Foothill Blvd (4-6 lanes) from Hemlock Ave to Almeria Ave; includes class II bike lanes, raised median, a new traffic signal at Foothill Blvd. and Beech Ave. intersection and replacement of historic Malaga Bridge to accommodate street widening. Existing Malaga bridge to be relocated.

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$3,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400
PE	STP LOCAL	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
ROW	CITY FUNDS	\$0	\$0	\$0	\$10,600	\$0	\$0	\$0	\$0	\$10,600
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$32,400	\$0	\$0	\$0	\$32,400
TOTAL	TOTAL	\$3,401	\$0	\$0	\$10,600	\$32,400	\$0	\$0	\$0	\$46,401

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20199902	FONTANA	San Bernardino	TCM Committed	SCAB	\$39,096	4200L002	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
CAXT2 - HIGHWAY/ROAD IMP - LANE ADD'S - w/TCM : RS		From I-210 to Baseline Ave		YES	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
In Fontana: Improve Victoria/Walnut Ave (remains 2 lns) from east of the I-15 to realignment of intersection to Cherry Ave and from Cherry street name change to Walnut Ave from Cherry Ave to San Sevaine Rd; Widen & Improve Cherry Ave (4-6 lns) from I-210 to Baseline Ave; Segments will include center medians & Class I and Class II Bike lanes.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$4,096	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,096
CON	CITY FUNDS	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
CON	RAISE Discretionary Grants	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
TOTAL	TOTAL	\$4,096	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$39,096

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD031266	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$14,737	SBD031266	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From FOOTHILL BOULEVARD to BASELINE AVENUE		YES	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58
PE	SBD CO MEASURE I	\$122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122
ROW	CITY FUNDS	\$683	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$683
ROW	SBD CO MEASURE I	\$1,444	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,444
CON	CITY FUNDS	\$3,990	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,990
CON	SBD CO MEASURE I	\$8,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,440
TOTAL	TOTAL	\$14,737	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,737

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201105	GRAND TERRACE	San Bernardino	NON-EXEMPT	SCAB	\$1,300	4A07268	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From COMMERCE WAY to DeBerry Street		YES	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
Michigan Avenue Widening (2-4 lanes) from Commerce Way to DeBerry Street

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
TOTAL	TOTAL	\$300	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,300

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150008	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$30,136	SBD55025	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From I-15 to MAPLE			YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
IN HESPERIA: MAIN ST FROM I-15 TO MAPLE (PHASE 1) / MAPLE TO 11TH (PHASE 2) / I-15 TO SR 395 (PHASE 3); WIDEN AND RECONSTRUCT FROM 4-6 LANES, INCLUDING WIDENING OF BRIDGE OVER CALIFORNIA AQUEDUCT (2.75 MILES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
PE	DEVELOPER FEES	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7
PE	LOCAL TRANS FUNDS	\$726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$726
PE	SBD CO MEASURE I	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
ROW	DEVELOPER FEES	\$2,647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,647
ROW	SBD CO MEASURE I	\$1,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,846
CON	DEVELOPER FEES	\$13,923	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,923
CON	SBD CO MEASURE I	\$9,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,715
TOTAL	TOTAL	\$30,136	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,136

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190014	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$26,522	20190014	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From 0.3 Miles E/O Mariposa to Hesperia CL			YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
San Bernardino County: Widen Rancho St. 2-4 lanes - From 0.3 M E/O Mariposa to Hesperia CL (3 miles)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,814
ROW	DEVELOPER FEES	\$2,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,490
ROW	SBD CO MEASURE I	\$1,457	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,457
CON	DEVELOPER FEES	\$8,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,720
CON	SB1 LOCAL PARTNERSHIP	\$6,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,731
CON	SBD CO MEASURE I	\$5,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,310
TOTAL	TOTAL	\$26,522	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,522

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212802	HESPERIA	San Bernardino	EXEMPT - 93.126	MDAB	\$6,200	REG0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)		From Rancho Rd to Main St			NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
Maple Avenue Street Improvements Phase I - Roadway improvements consisting of rehabilitation and reconstruction of the existing roadway.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
CON	2022 APPROPRIATIONS	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
CON	SBD CO MEASURE I	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200
TOTAL	TOTAL	\$6,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55030	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$27,622	SBD55030	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From TOPAZ AVE to 7TH STREET		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

RANCHERO RD. FROM TOPAZ AVE TO 7TH ST. - WIDEN FROM 2 TO 5 LANES (6 MILES)(includes bridge over California Aqueduct)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$2,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,064
ROW	DEVELOPER FEES	\$1,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,606
ROW	SBD CO MEASURE I	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120
CON	DEVELOPER FEES	\$9,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,548
CON	SB1 LOCAL PARTNERSHIP	\$9,848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,848
CON	SBD CO MEASURE I	\$3,436	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,436
TOTAL	TOTAL	\$27,622	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,622

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200019	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$38,776	200019	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

BRIDGE NO. 54C0035 (previously shown as 00L0028), BASE LINE, OVER CITY CREEK. REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE. Consistent with HBP Listing as of October 13, 2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$3,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,048
PE	DEVELOPER FEES	\$395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395
ROW	BRIDGE - LOCAL	\$3,634	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,634
ROW	DEVELOPER FEES	\$471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$471
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$27,646	\$0	\$0	\$27,646
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$3,582	\$0	\$0	\$3,582
TOTAL	TOTAL	\$7,548	\$0	\$0	\$0	\$0	\$31,228	\$0	\$0	\$38,776

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20082402	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	4A07308	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY76 - ADDING A LANE THROUGH A BOTTLENECK: GM		From CHURCH to BUCKEYE ST.		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2011104	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$11,265	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR31 - ROAD REPLC & REHAB (NO LN ADD)				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

In Highland: Victoria Ave from 3rd St to 6th St including reconstruction of the 5th St/Victoria ave intersection, additional turn lanes, shoulder improvements, traffic signal mod, no add'l thru lanes; Storm drain improvements from 3rd St to 9th St w/connection to the existing drainage channel on the south side of 3rd St.

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408
ROW	CITY FUNDS	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$279
ROW	Community Proj Funding-Congressionally	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$8,578	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,578
TOTAL	TOTAL	\$11,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,265

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201156	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$22,530	20061014	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From SANTA PAULA to 2,600' S/O SANTA ANA RIVER		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
GREENSPOT RD. FROM SANTA PAULA ST. TO SOUTH CITY LIMIT - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$0	\$787	\$0	\$0	\$0	\$0	\$0	\$787
PE	SBD CO MEASURE I	\$0	\$0	\$925	\$0	\$0	\$0	\$0	\$0	\$925
ROW	DEVELOPER FEES	\$0	\$0	\$520	\$0	\$0	\$0	\$0	\$0	\$520
ROW	SBD CO MEASURE I	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$600
CON	DEVELOPER FEES	\$0	\$0	\$0	\$9,056	\$0	\$0	\$0	\$0	\$9,056
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$10,642	\$0	\$0	\$0	\$0	\$10,642
TOTAL	TOTAL	\$0	\$0	\$2,832	\$19,698	\$0	\$0	\$0	\$0	\$22,530

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201180	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	200852	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From 5TH STREET to 6TH STREET		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201182	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	4A07142	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From 3RD STREET to 5TH STREET		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201183	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	4A01368	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From TIPPECANOE AVENUE to VICTORIA AVENUE		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201191	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):			From SEINE AVENUE to STONEY CREEK DRIVE	YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20130401	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$10,530	20130401	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)			From N/O Pioneer Ave-Bridge to N/O Pioneer Ave-Bridge	NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. Replace existing two lane bridge structure with four lane bridge structure. (Non-Capacity: bridge will remain striped for two lanes) Consistent with HBP listing as of March 24,2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$885	\$0	\$239	\$0	\$0	\$0	\$0	\$0	\$1,124
PE	DEVELOPER FEES	\$115	\$0	\$31	\$0	\$0	\$0	\$0	\$0	\$146
ROW	BRIDGE - LOCAL	\$0	\$0	\$1,006	\$0	\$0	\$0	\$0	\$0	\$1,006
ROW	DEVELOPER FEES	\$0	\$0	\$130	\$0	\$0	\$0	\$0	\$0	\$130
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$7,192	\$0	\$0	\$0	\$0	\$7,192
CON	DEVELOPER FEES	\$0	\$0	\$0	\$932	\$0	\$0	\$0	\$0	\$932
TOTAL	TOTAL	\$1,000	\$0	\$1,406	\$8,124	\$0	\$0	\$0	\$0	\$10,530

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131502	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$0	4A01387	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR22 - SHOULDER WIDENING				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
IN HIGHLAND: ALONG NORTH SIDE OF 5TH STREET FROM VICTORIA AVE TO PALM AVE; SHOULDER IMPROVEMENTS (no additional lanes)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131503	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$2,733	0A6410	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR22 - SHOULDER WIDENING				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS; PALM AVE (BASE LINE TO HIGHLAND AVE) & PACIFIC ST (CHURCH AVE TO 350FT WEST OF PALM) SHOULDER IMPROVEMENTS (curb, gutter and sidewalk improvements), NEW ROUNDABOUT AT PALM/PACIFIC INT., BIKE LANES (Intersection improvements - no new lanes)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
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San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150401	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$0	REG0703	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCR22 - SHOULDER WIDENING					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
HIGHLAND: DEL ROSA DR SHOULDER IMPROVEMENTS; FROM 3RD ST TO 5TH ST (curb, gutter & sidewalk improvements) (non-capacity)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20171101	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$1,316	4A07275	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCN26 - BICYCLE FACILITY-NEW					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
PACIFIC ST. RECONFIGURATION FROM 2 LANES TO 2 LANES WITH CONTINUOUS CENTER 2-WAY LEFT-TURN LANE AND BIKE LANES (VICTORIA AVE TO APPROXIMATELY 350' WEST OF PALM AVENUE). 1 CENTERLINE MILE OF BIKE LANE.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
CON	CITY FUNDS	\$1,186	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,186
TOTAL	TOTAL	\$1,316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,316

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190001	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$18,827	4M01003	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX75 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) : RS			From East edge of City Creek Bridge to EB SR210 ramps		YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
SR-210/5th St IC Improvements: Widen & restripe 5th St (4-6 lanes) from east edge of City Creek Brdg to the EB SR-210 ramps w/add:l turn pockets plus 2 truck access lanes; Widen & restripe 5th St (6-8 lanes) under SR-210 b/w EB & WB ramps, incl. add:l thru & turn lanes; Widen the EB & WB on-ramps 2-3 lanes, widen the EB & WB off-ramps 1-2 lanes, all ramps remain 1 ln at the mainline. (Combines prior projs 2011153 & 2011154)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$2,112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,112
PE	Community Proj Funding-Congressionally	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
ROW	CITY FUNDS	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$13,615	\$0	\$0	\$0	\$13,615
TOTAL	TOTAL	\$5,112	\$0	\$100	\$0	\$13,615	\$0	\$0	\$0	\$18,827

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190003	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$12,380	20190003	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES); RS			From Palm Ave to 5th Street		YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
In Highland: 3rd & 5th St Corridor Improvements: Widen 0.4 miles of 3rd St b/w Palm Ave & 5th St 2-4 Ins; Extend 3rd St NE to connect to/at 5th St/Church Ave Intersection; Restripe 0.1 mile of 5th St b/w Church Ave & East edge of City Creek Brdg 4-6 Ins; Shoulder improvements along 5th St, Central Ave & Palm Ave; Add:l turn lanes at 3rd/Palm & 5th/Palm Intersections. (Comb 2017 FTIP ID 2011105)

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$412
PE	EDA GRANT	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299
ROW	CITY FUNDS	\$382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382
CON	CITY FUNDS	\$4,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,836
CON	EDA GRANT	\$4,751	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,751
CON	SB1 LOCAL PARTNERSHIP	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
TOTAL	TOTAL	\$12,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212504	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$31,825	4OM0701	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From Tippecanoe Ave to Victoria Ave		27-00

RS	SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

IN THE CITIES OF HIGHLAND & SAN BERNARDINO, WIDEN 3RD ST FROM TIPPECANOE AVE TO LELAND NORTON WAY FROM 4 TO 6 LANES, WIDEN 5TH STREET FROM STERLING AVE TO VICTORIA AVE FROM 2 TO 4 LANES AND CONSTRUCT CLASS 2 BIKE LANES; INCLUDES ROADWAY WIDENING TO PROVIDE TURN LANES, DRAINAGE SYSTEM, CURBS, GUTTERS, SIDEWALK, STREET LIGHTS AND TRAFFIC SIGNAL MODIFICATIONS ON 3RD ST FROM TIPPECANOE AVE TO DEL ROSA DR, 5TH ST FROM TIPPECANOE AVE TO VICTORIA AVE, AND ON DEL ROSA DR FROM 3RD TO 5TH ST. PA&ED ONLY

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$200
TOTAL	TOTAL	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230803	HIGHLAND	San Bernardino	TCM Committed	SCAB	\$878	REG0704	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN26 - BICYCLE FACILITY-NEW	From Greenspot Rd to Eucalyptus Ave		27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

In Highland: Construction of 1 mile of new Class II and III bicycle lanes on Orange St from Greenspot Rd to Eucalyptus Ave (Class II), Orange St from Eucalyptus Ave to Tonner Dr. (Class III), Tonner Dr. from Orange St to Streater Dr. (Class III), Streater Dr. from Baseline to Glenheather Dr. (Class II and III), Glenheather Dr. from Streater Dr. to Church St/Love St. (Class II and III) and Love St. from Church St. to Elder Gulch Paseo (Class III)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	CITY FUNDS	\$176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176
CON	Carbon Reduction Program (CRP)	\$702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$702
TOTAL	TOTAL	\$878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$878

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55031	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	SBD55031	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From 3RD STREET to SOUTH CITY LIMITS	YES	27-00

RS	SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55033	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$3,591	SBD55033	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From GREENSPOT ROAD/5TH ST to SOUTH CITY LIMITS	YES	27-00

RS	SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

**DESCRIPTION**

BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$0	\$0	\$641	\$0	\$0	\$0	\$0	\$0	\$641
CON	CITY FUNDS	\$0	\$0	\$0	\$2,950	\$0	\$0	\$0	\$0	\$2,950
TOTAL	TOTAL	\$0	\$0	\$641	\$2,950	\$0	\$0	\$0	\$0	\$3,591

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD232001	IVDA (INLAND VALLEY DEVELOPMENT AGENCY)	San Bernardino	EXEMPT - 93.126	SCAB	\$3,682	4OM0701	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From Del Rosa Drive to Victoria Ave	NO	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

IN THE CITIES OF HIGHLAND & SAN BERNARDINO ON 3RD ST FROM DEL ROSA DRIVE TO VICTORIA AVE: INCLUDES ROADWAY WIDENING TO PROVIDE CURBS, GUTTERS, SIDEWALKS, ADA RAMP, DRIVE APPROACHES, STREET LIGHTS, TRAFFIC SIGNAL MODIFICATIONS, PAVEMENT REHABILITATION AND A DRAINAGE SYSTEM. (Parent project SBD212504)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60
CON	AGENCY	\$622	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622
CON	Community Proj Funding-Congressionally	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
TOTAL	TOTAL	\$3,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,682

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190301	LOMA LINDA	San Bernardino	EXEMPT - 93.127	SCAB	\$639	REG0703	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION		NO	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

In Loma Linda: Improvement at the intersection of Anderson Street and Mound Street by squaring it off, widening and installing traffic signals.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	DEVELOPER FEES	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	SBD CO MEASURE I	\$0	\$514	\$0	\$0	\$0	\$0	\$0	\$0	\$514
TOTAL	TOTAL	\$125	\$514	\$0	\$0	\$0	\$0	\$0	\$0	\$639

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31876	LOMA LINDA	San Bernardino	NON-EXEMPT	SCAB	\$10,120	SBD31876	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS	From REDLANDS BOULEVARD to BARTON ROAD	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
ROW	CITY FUNDS	\$70	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070
CON	CITY FUNDS	\$6,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
TOTAL	TOTAL	\$6,120	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,120

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
(in \$000's)

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150001	MONTCLAIR	San Bernardino	NON-EXEMPT	SCAB	\$14,380	4G07421	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN		From About 0.25 miles north of Mission Blvd. to About 0.15 miles south of Holt Blvd.		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION

BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge replacement. Replace and widen the existing four lane bridge on Central Avenue over UPRR/ Amtrak/Metrolink with a new six lane bridge with sidewalks. Toll credits to match EARREPU. Consistent with HBP listing as of March 24, 2025.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	2016 EARMARK REPURPOSING	\$1,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440
PE	2020 EARMARK REPURPOSING	\$245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245
PE	BRIDGE - LOCAL	\$133	\$0	\$548	\$0	\$0	\$0	\$0	\$0	\$681
PE	CITY FUNDS	\$88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88
PE	LOCAL ADVANCE CONSTRUCTION	\$548	\$0	\$-548	\$0	\$0	\$0	\$0	\$0	\$0
ROW	BRIDGE - LOCAL	\$0	\$0	\$483	\$0	\$0	\$0	\$0	\$0	\$483
ROW	CITY FUNDS	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
ROW	LOCAL ADVANCE CONSTRUCTION	\$483	\$0	\$-483	\$0	\$0	\$0	\$0	\$0	\$0
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$10,075	\$0	\$0	\$0	\$0	\$10,075
CON	CITY FUNDS	\$0	\$0	\$1,305	\$0	\$0	\$0	\$0	\$0	\$1,305
CON	LOCAL ADVANCE CONSTRUCTION	\$10,075	\$0	\$0	\$-10,075	\$0	\$0	\$0	\$0	\$0
TOTAL	TOTAL	\$13,012	\$63	\$1,305	\$0	\$0	\$0	\$0	\$0	\$14,380

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD233303	MONTCLAIR	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$0	7120004	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		From Moreno Street to Arrow Highway			27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION

On Fremont Avenue from Moreno Street to Arrow Highway Active Transportation Improvements will install active transportation infrastructure on Fremont Avenue including bike lanes, sidewalks, curb and gutter including bulb-outs, ADA ramps, signage and striping, drainage, paving, efficient street lighting, and traffic signal modifications.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD212801	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$905	2120005	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR31 - ROAD REPLC & REHAB (NO LN ADD)		From Coronado St to Broadway St		NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION

In Needles: Water Service Replacement with Grind and Pave with Patromat on the following streets in the City of Needles, California. Coronado Street, Erin Dr Loop, Collins Street, Orange Street, Park Ave, Highland Street, L Street (Fourth - Broadway), Fourth Street, Fifth Street.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26
CON	2022 APPROPRIATIONS	\$758	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$758
CON	CITY FUNDS	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121
TOTAL	TOTAL	\$905	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$905

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
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Public Project Listings  
(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD270007	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$2,877	REG0703	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)			From BNSF Railway to Jack Smith Park			27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
In Needles, the River Road & River Street Rehabilitation Project rehabilitates 1.5 miles of a 2-lane roadway by pulverizing and replacing 4 inches of asphalt. On River St. from the BNSF Railway to River Rd. and River Rd. from North K St. to Jack Smith Park, improving safety and access for residents, parks, businesses, emergency services, and Colorado River recreation.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76
PE	SURFACE TRANS BLK GRNT REGIONAL	\$201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201
ROW	SURFACE TRANS BLK GRNT REGIONAL	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON	CITY FUNDS	\$0	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
TOTAL	TOTAL	\$377	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,877

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150201	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$84,367	2002160	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS			From FOURTH ST to AIRPORT DRIVE		YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	2016 EARMARK REPURPOSING	\$3,335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,335
PE	DEMO-SAFETEA-LU	\$1,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,834
PE	DEVELOPER FEES	\$204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204
PE	SBD CO MEASURE I	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255
ROW	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$11,832	\$0	\$0	\$11,832
ROW	SBD CO MEASURE I	\$7,409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,409
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$45,000
CON	SBD CO MEASURE I	\$14,498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,498
TOTAL	TOTAL	\$27,535	\$0	\$0	\$0	\$0	\$56,832	\$0	\$0	\$84,367

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150004	RANCHO CUCAMONGA	San Bernardino	EXEMPT - 93.126	SCAB	\$1,490	20010133	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCN26 - BICYCLE FACILITY-NEW					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
IMPROVE FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: INCLUDES BIKE LANES, SIDEWALKS, STREET LIGHTS, TRAFFIC SIGNAL, PAVEMENT REHABILITATION, AND STRIPING.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$290	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290
CON	CITY FUNDS	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
TOTAL	TOTAL	\$1,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,490

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190004	RANCHO CUCAMONGA	San Bernardino	NON-EXEMPT	SCAB	\$149,511	201134	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX61 - GRADE SEPARATION - CAPACITY ENHANCING: RS			From Napa St to Whittram Ave		YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>DESCRIPTION</u>										
In Rancho Cucamonga: Etiwanda Ave & SCRRA Grade Separation; Project replaces an at grade railroad crossing with an overhead roadway at the SCRRA/BNSF railroad corridor. On Etiwanda from approximately 200ft. south of Napa St. to approximately 300ft. north of Whittram Ave widen 2 lanes (1 in each direction) to 4 lanes (2 in each direction).										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
PE	SB1TRADE CORRIDOR ENHANCEMENT	\$5,859	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,859
ROW	AGENCY	\$0	\$0	\$27,081	\$0	\$0	\$0	\$0	\$0	\$27,081
ROW	SB1TRADE CORRIDOR ENHANCEMENT	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000
CON	AGENCY	\$0	\$0	\$97,271	\$0	\$0	\$0	\$0	\$0	\$97,271
TOTAL	TOTAL	\$25,159	\$0	\$124,352	\$0	\$0	\$0	\$0	\$0	\$149,511

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD233301	RANCHO CUCAMONGA	San Bernardino	TCM	SCAB	\$100,000	7120004	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCRT2 - UPGRADED FACILITI (NO LN ADD) w/TCM			27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
In Rancho Cucamonga: The Haven Avenue and Foothill Boulevard Corridors form the City Center. The design will include complete street elements with improved pedestrian and bicycle facilities, transit stops, and design options for an eventual center running, dedicated transit lane on Foothill Boulevard. Multiway frontage roads will also be included to accommodate on-street parking, while providing access to key work, retail, and recreation designations along the corridor. (PE Only.)										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	Carbon Reduction Program (CRP)	\$3,975	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,975
PE	SBD CO MEASURE I	\$515	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515
TOTAL	TOTAL	\$4,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,490

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990203	RANCHO CUCAMONGA	San Bernardino	TCM Committed	SCAB	\$9,612	7120001	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
ITS14 - VAR TRAFIC OP SYS ELE (ITS05 TO ITS13)			27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
INSTALLING CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS, VIDEO DETECTION SYSTEM (VDS), FIBER OPTIC CABLE AND CONDUIT, COMMUNICATION NETWORKING EQUIPMENT, UPGRADING AND INTEGRATING OVER 50 TRAFFIC SIGNALS INTO THE TRAFFIC MANAGEMENT CENTER (TMC) LOCATED AT CITY HALL, AND IMPLEMENTING TRAFFIC SIGNAL COORDINATION TIMING. LOCATIONS INCLUDE MILLIKEN AND ARROW RTE CORRIDORS, 19TH STREET FROM SAPPHIRE TO HAVEN, ROCHESTER FROM BASE LINE RD TO VINTAGE DR, AND DAY CREEK FROM BASE LINE TO WILSON AVE										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$612
CON	AGENCY	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
TOTAL	TOTAL	\$9,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,612

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200035	REDLANDS	San Bernardino	NON-EXEMPT	SCAB	\$1,900	200035	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS	From 5TH AVE to I-10 FREEWAY	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
WABASH AV FROM 5TH ST TO I-10 - CONSTRUCT NEW 2 LANE STREET TO I-10 TO MATCH ON AND OFF RAMPS-CONSTRUCT MISSING LINK (2 LANE IN EACH DIRECTION)-1 MILE										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
ROW	PRIVATE FUNDS	\$100	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$200
CON	PRIVATE FUNDS	\$850	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$1,700
TOTAL	TOTAL	\$950	\$0	\$950	\$0	\$0	\$0	\$0	\$0	\$1,900

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200419	REDLANDS	San Bernardino	NON-EXEMPT	SCAB	\$0	200419	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From NORTH CITY LIMITS to 3,00' N/O PALMETTO		YES	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201113	REDLANDS	San Bernardino	EXEMPT - 93.126	SCAB	\$933	4GL04	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR81 - CURB AND GUTTER IMPROVEMENTS		From LUGONIA to SAN BERNARDINO AVE.		NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
ORANGE STREET FROM LUGONIA TO SAN BERNARDINO AVE. -WIDEN THE EAST SIDE OF THE STREET TO REMOVE A RESTRICTION IN THE ROADWAY TRAVEL AREA. PROJECT INCLUDES ROAD PAVING, CURB AND GUTTER, SIDEWALK, STREET LIGHTING, STRIPING AND MARKING, AND LANDSCAPE IMPROVEMENTS. THE PROJECT WILL IMPROVE PEDESTRIAN AND VEHICULAR SAFE TRAVEL AND CIRCULATION.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60
CON	DEVELOPER FEES	\$0	\$0	\$87	\$0	\$0	\$0	\$0	\$0	\$87
CON	SBD CO MEASURE I	\$393	\$0	\$393	\$0	\$0	\$0	\$0	\$0	\$786
TOTAL	TOTAL	\$453	\$0	\$480	\$0	\$0	\$0	\$0	\$0	\$933

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230802	REDLANDS	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$749	REG0704	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		From Citrus Valley High School to Domestic Avenue			27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
In Redlands: Installation of 0.1 miles of a Class IV bikeway on Texas Street from Citrus Valley High School (CVHS) to Domestic Avenue. Installation of 0.5 miles of Class I bicycle/pedestrian path on Domestic Avenue from Texas Street to Orange Street connecting CVHS to Orange Street. Installation of 0.25 miles of Class I bicycle/pedestrian path on Orange Street from Pioneer Street to Domestic Avenue.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	CITY FUNDS	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
CON	Carbon Reduction Program (CRP)	\$677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$677
TOTAL	TOTAL	\$749	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$749

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200603	RIALTO	San Bernardino	EXEMPT - 93.126	SCAB	\$45,682	200603	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		From Slover Ave to Eastbound I-10 ramps		NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
In Rialto, on Riverside Avenue, from Slover Avenue to the eastbound Interstate 10 on- and off-ramps. Widen the bridge which crosses the Union Pacific Railroad (UPRR) West Colton Railyard from five lanes (current) to seven lanes, allowing for extension of the existing two dedicated northbound left-turn lanes on the Riverside Avenue bridge across I-10. (Non-capacity project: Through lanes will remain five, two turn lanes are being extended.)

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**(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$909
PE	SBD CO MEASURE I	\$2,504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,504
ROW	DEVELOPER FEES	\$1,669	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,669
ROW	SBD CO MEASURE I	\$3,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,359
CON	Community Proj Funding-Congressionally	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$0	\$29,800	\$0	\$0	\$0	\$0	\$0	\$0	\$29,800
CON	SBD CO MEASURE I	\$0	\$6,641	\$0	\$0	\$0	\$0	\$0	\$0	\$6,641
TOTAL	TOTAL	\$8,441	\$37,241	\$0	\$0	\$0	\$0	\$0	\$0	\$45,682

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190012	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$13,206	20190012	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From South City Limits (Santa Ana River) to Slover Ave	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

DESCRIPTION

Rialto: Widen Riverside Ave; from South City Limits to Slover Ave 4-6 lanes.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$1,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,314
PE	DEVELOPER FEES	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
ROW	CITY FUNDS	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
ROW	DEVELOPER FEES	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
CON	CITY FUNDS	\$5,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,300
CON	DEVELOPER FEES	\$3,692	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,692
TOTAL	TOTAL	\$13,206	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,206

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190013	RIALTO	San Bernardino	EXEMPT - 93.126	SCAB	\$11,643	2016A319	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		NO	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

DESCRIPTION

Rialto: Reconfigure/widen Alder Ave over SR-210, and widen Locust Ave from Renaissance Pkwy to Casmalia St. Alder Ave bridge widening will accommodate additional left and right turn lanes for on and off ramps from N&S bound Alder, provide for full standard lanes. Locust Ave widening will accommodate class II bike lanes, and ADA compliant sidewalks. (Non-Capacity)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$909
PE	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PE	DEVELOPER FEES	\$511	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$511
CON	AGENCY	\$1,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,135
CON	CITY FUNDS	\$8,838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,838
TOTAL	TOTAL	\$11,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,643

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190103	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$4,582	4120181	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From Baseline Road to Renaissance Parkway	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

DESCRIPTION

In Rialto: Widen Alder Ave 2-4 Ins from Baseline Rd to Renaissance Pkwy; Improvements along Randall Ave (non-capacity) from Riverside Ave to Cactus Ave; Project includes various improvements such as, added turn lanes, bike lanes, eliminate bottlenecks, new landscaped medians, and improved traffic signal operations. (RTP IDs 4120181 & 4120231 respectfully)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	CITY FUNDS	\$2,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,291
CON	SB1 LOCAL PARTNERSHIP	\$2,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,291
TOTAL	TOTAL	\$4,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,582

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200619	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$57,593	200619	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From 0.2 MILES EAST OF CAJON CREEK to 0.2 MILES WEST OF CAJON CREEK		YES	27-00		
RS	<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
GLEN HELEN PARKWAY - FROM 0.2 MILES WEST OF CAJON CREEK TO 0.2 MILES EAST OF CAJON CREEK-REPLACE 36 FT WIDE 48 FT LONG 2 LN BRIDGE OVER CAJON CREEK W/ 102 FT, 526 FT LONG 4 LN BRIDGE (54C0025) Consistent with HBP listing as of October 13, 2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$3,806	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,806
PE	COUNTY	\$494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$494
ROW	BRIDGE - LOCAL	\$1,195	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,195
ROW	COUNTY	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155
CON	BRIDGE - LOCAL	\$40,000	\$0	\$5,985	\$0	\$0	\$0	\$0	\$0	\$45,985
CON	COUNTY	\$5,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,958
CON	LOCAL ADVANCE CONSTRUCTION	\$5,985	\$0	\$-5,985	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	TOTAL	\$57,593	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,593

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200810	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$29,795	200810	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN		From 150' E/O MOJAVE FLOOD CHANNEL to BRIDGE SPAN		YES	27-00		
ADDITIONS: GM	<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BAKER BLVD. BRIDGE - OVER MOJAVE RIVER, 0.2 MI SW OF DEATH VALLEY RD REPLACE 2 LANE BRIDGE W 4 LANE BRIDGE (BRIDGE NO 54C0127)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$1,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,865
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$18,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,369
CON	STP LOCAL	\$9,561	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,561
TOTAL	TOTAL	\$29,795	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,795

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200835	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$15,600	200835	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From CHERRY AVE. to FONTANA CITY LIMITS (ELM AVE)		YES	27-00		
RS	<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (North side only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	COUNTY	\$815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$815
ROW	COUNTY	\$3,086	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,086
CON	COUNTY	\$0	\$11,699	\$0	\$0	\$0	\$0	\$0	\$0	\$11,699
TOTAL	TOTAL	\$3,901	\$11,699	\$0	\$0	\$0	\$0	\$0	\$0	\$15,600

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200843	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$0	200843	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From 1.20 MILES OF S. BARTON ROAD to 0.42 MILES SOUTH OF BARTON RD		YES	27-00		
RS	<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
RECHE CANYON RD. FROM 1.20 MILES OF S. BARTON ROAD TO 0.42 MILES SOUTH OF BARTON RD (0.78 MILES)-WIDEN FROM 2-4 LANES

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
(in \$000's)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20130402	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$25	20130402	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From West I-15 Ramps to SH 127	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
Restripe existing structural section of Baker Blvd between I-15 ramps and SH 127 from 2 - 4 lane configuration in conjunction with project to replace existing 2 lane bridge 54CO127 with 4 lane bridge

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	COUNTY	\$0	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$25
TOTAL	TOTAL	\$0	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$25

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150009	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$55,642	4G0167	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From HELENDALE RD to NTH ST	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
SHADOW MT RD FROM HELENDALE RD EAST TO NTH; CONSTRUCT AND EXTEND FROM 2-4 LNS - INCLUDING 4 LANE BRIDGE OVER MOJAVE RIVER & GRADE SEP OVER RAIL TRACKS WITH ADDITIONAL CONNECT TO VISTA RD ON W SIDE OF TRACKS (PA&ED ONLY)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$2,821	\$0	\$0	\$0	\$0	\$0	\$0	\$2,821
PE	SBD CO MEASURE I	\$0	\$617	\$0	\$0	\$0	\$0	\$0	\$0	\$617
TOTAL	TOTAL	\$0	\$3,438	\$0	\$0	\$0	\$0	\$0	\$0	\$3,438

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151302	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$106,501	4AL04	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
GROUPED PROJECT TO REPLACE OR REHABILITATE MULTIPLE BRIDGES ALONG NATIONAL TRAILS HIGHWAY BETWEEN DAGGETT TO THE WEST AND INTERSTATE 40 TO THE EAST. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - NON CAPACITY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES) Toll Credits to match STP \$1,713 (FY24/25 \$867 and FY25/26 \$846).

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	AGENCY	\$5,776	\$0	\$1,215	\$430	\$5,939	\$10,605	\$0	\$0	\$23,965
CON	Local Trans Climate Adaptation Program	\$0	\$0	\$11,325	\$0	\$0	\$0	\$0	\$0	\$11,325
CON	SB1 LOCAL PARTNERSHIP	\$5,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,776
CON	STIP ADVANCE CON-RIP	\$0	\$0	\$12,800	\$21,800	\$8,451	\$4,305	\$0	\$0	\$47,356
CON	STP LOCAL	\$14,929	\$0	\$3,150	\$0	\$0	\$0	\$0	\$0	\$18,079
TOTAL	TOTAL	\$26,481	\$0	\$28,490	\$22,230	\$14,390	\$14,910	\$0	\$0	\$106,501

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20210101	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$60,820	4A01278	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS	From SR 138 to Los Banos Avenue	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

**DESCRIPTION**

In San Bernardino County: Widen Phelan Road 2-4 lanes from SR 138 to Los Banos Avenue, plus a continuous left turn.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$6,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,718
ROW	SBD CO MEASURE I	\$0	\$2,895	\$0	\$0	\$0	\$0	\$0	\$0	\$2,895
CON	AGENCY	\$0	\$0	\$0	\$46,973	\$0	\$0	\$0	\$0	\$46,973
CON	DEVELOPER FEES	\$0	\$0	\$0	\$4,234	\$0	\$0	\$0	\$0	\$4,234
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$6,718</b>	<b>\$2,895</b>	<b>\$0</b>	<b>\$51,207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,820</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212501	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	SCAB	\$1,695	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN29 - SIDEWALKS/CURB CUTS-NEW	From Beech Ave to Lime Ave	NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

IN THE UNINCORPORATED AREA OF FONTANA ON RANDALL AVENUE FROM BEECH AVENUE EAST TO POPLAR AVENUE, CONSTRUCT SIDEWALK ON THE NORTH SIDE, LADDER-STYLE CROSSWALKS, AND ADA CURB RAMPS.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30
PE	Community Proj Funding-Congressionally	\$230	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230
ROW	AGENCY	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
ROW	Community Proj Funding-Congressionally	\$151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$151
CON	AGENCY	\$0	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$145
CON	Community Proj Funding-Congressionally	\$0	\$1,119	\$0	\$0	\$0	\$0	\$0	\$0	\$1,119
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$431</b>	<b>\$1,264</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,695</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212503	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	SCAB	\$3,157	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From PALM LN to LITTLE TIPPECANOE AVE		27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

ON LITTLE THIRD STREET FROM PALM LANE TO PEDLEY ROAD, WIDEN AND OVERLAY EXISTING ROADWAY, PAVE ROADWAY FROM PEDLEY ROAD TO LITTLE TIPPECANOE AVENUE AND RECONSTRUCT LITTLE TIPPECANOE AVENUE FROM LITTLE THIRD STREET TO TIPPECANOE AVENUE, CONSTRUCT SIDEWALK AND ADA RAMPS.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265
CON	AGENCY	\$332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332
CON	Community Proj Funding-Congressionally	\$2,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,560
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$3,157</b>	<b>\$0</b>	<b>\$3,157</b>						

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD233004	SAN BERNARDINO COUNTY	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$1,085	REG0703	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR27 - PEDESTRIAN FACILITIES-UPGRADE			27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

In San Bernardino County: Installation of sidewalk on the west side of Del Rosa Drive between Pacific Street and County Fire Station 226, in the San Bernardino area.

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	Carbon Reduction Program (CRP)	\$190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190
PE	LOCAL TRANS FUNDS	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
ROW	Carbon Reduction Program (CRP)	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70
ROW	LOCAL TRANS FUNDS	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
CON	Carbon Reduction Program (CRP)	\$0	\$701	\$0	\$0	\$0	\$0	\$0	\$0	\$701
CON	LOCAL TRANS FUNDS	\$0	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$90
TOTAL	TOTAL	\$294	\$791	\$0	\$0	\$0	\$0	\$0	\$0	\$1,085

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990202	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.127	SCAB	\$4,364	4A07195	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION			27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Construct roundabout at the intersection of SR 38 and Stanfield Cutoff in the Big Bear area.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	COUNTY	\$137	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137
PE	SBD CO MEASURE I	\$944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$944
ROW	SBD CO MEASURE I	\$291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291
CON	SBD CO MEASURE I	\$2,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,992
TOTAL	TOTAL	\$4,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,364

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990213	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$12,600	SBD031426	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From David Drive to Not'cho Road	NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Reconstruct Needles Highway, Segment 1C, approximately 2.32 miles in length from David Drive to 0.1 mile north of Notcho Road (Parent project SBD031426)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
CON	AGENCY	\$3,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700
CON	STP LOCAL	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
TOTAL	TOTAL	\$12,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,600

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2011150	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$19,971	4RL04	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TDM20 - RIDESHARING		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

SOUTH COAST AIR BASIN RIDESHARE PROGRAM (Ongoing)(Toll Credits used as match for CMAQ)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CMAQ	\$4,070	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,070
PE	SBD CO MEASURE I	\$466	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466
CON	CMAQ	\$12,035	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$14,835
CON	SBD CO MEASURE I	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
TOTAL	TOTAL	\$17,171	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$19,971

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
2011151	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$8,196	4RL04	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
TDM20 - RIDESHARING					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
MOJAVE DESERT AIR BASIN RIDESHARE PROGRAM (Toll Credits to match CMAQ)(Ongoing)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CMAQ	\$2,320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,320
PE	SBD CO MEASURE I	\$266	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$266
CON	CMAQ	\$4,510	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$5,410
CON	SBD CO MEASURE I	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
TOTAL	TOTAL	\$7,296	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$8,196

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190702	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM Committed	SCAB	\$11,214	7120004	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
SBCTA Metrolink Station Accessibility Improvement Project - Phase II: Bicycle and pedestrian accessibility improvements near five Metrolink transit stations (Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino). Toll Credit to match ATP

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	LOCAL TRANS FUNDS	\$864	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$864
CON	ACTIVE TRANSPORTATION	\$6,132	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,132
CON	LOCAL TRANS FUNDS	\$662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$662
CON	TDA	\$385	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385
CON	TRANSIT AND INTERCITY RAIL	\$3,171	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,171
TOTAL	TOTAL	\$11,214	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,214

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD233002	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$5,045	R24A001	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
TDM24 - TDM PROGRAMS-NON RIDEMATCHING & NON PARK & RIDE						27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
VMT MITIGATION BANK USING A MODE-CHOICE-BASE FRAMEWORK WITH TELEWORK AS AN INITIAL REGIONAL MITIGATION MEASURE AND INCREMENTALLY ADDING TRANSIT AND SHARED-RIDE MEASURES. (Toll credits to match CRP FY25/26 CON \$259)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	AGENCY	\$3,045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,045
CON	Carbon Reduction Program (CRP)	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TOTAL	TOTAL	\$5,045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,045

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201169	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$6,637	4A07263	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):			From KENDALL DR. to 40TH STREET		YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537
ROW	CITY FUNDS	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
CON	CITY FUNDS	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000
TOTAL	TOTAL	\$1,637	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$6,637

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
201170	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$0	4A07119	Local	
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>			
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From STERLING AVE to VICTORIA		YES	27-00			
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>						

DESCRIPTION  
5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201181	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.126	SCAB	\$0	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR22 - SHOULDER WIDENING				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
3RD STREET FROM TIPPECANOE AVENUE TO LELAND/NORTON WAY AND FROM LELAND/NORTON WAY TO VICTORIA AVENUE SHOULDER WIDENING AND MEDIANS- 1.25 MILES)(NO THROUGH LANE WIDENING)TOTAL LENGTH 1.95 MILESFORMERLY PART OF PROJECT ID 200852

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150012	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.127	SCAB	\$0	SBD31903	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
FOOTHILL BOULEVARD (STATE ROUTE 66) AT FOURTH MODIFY SIGNALS, CHANNELIZE TRAFFIC SIGNAL, INTERSECTION IMPROVEMENTS/REALIGN INTERSECTION (0.11 MILE)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250007	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$17,628	SBD59021	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From 16TH STREET to BASELINE STREET		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
STATE STREET PHASE I; FROM 16TH STREET TO BASELINE STREET; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY TO CONNECT STATE STREET TO RANCHO AVENUE

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$830
PE	SBD CO MEASURE I	\$1,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,731
ROW	DEVELOPER FEES	\$2,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,942
ROW	SBD CO MEASURE I	\$2,138	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,138
CON	DEVELOPER FEES	\$1,940	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,940
CON	SBD CO MEASURE I	\$8,047	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,047
TOTAL	TOTAL	\$17,628	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,628

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD231701	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.126	SCAB	\$0	7120004	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE		From I-210 EB to Orange Show Rd				27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
Waterman Ave between I -210 Fwy EB Ramps to Orange Show Rd: Installation of Class II bike lane, sidewalks , High visibility Crosswalk, Speed Feedback signs Pedestrian Hybrid Beacon Leading Pedestrian Crosswalk, Transit Stop improvements, street trees, curb ramps. High visibility crosswalks. (PAED Only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD233302	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.126	SCAB	\$0	720007	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
TRR10 - Electric Charging Equipment/Facilities – Upgrade/Rehabilitate						27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
Install four DC Fast Charging stations and twelve Level 2 stations at Arrowhead Grove. Additionally, the site will include 32 EV Ready spaces for future charging infrastructure as demand increases over time. These charging stations will be supported by solar canopies over the parking spaces to offset electricity usage.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59019	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$7,000	SBD59019	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES); RS		From JOHNSON LANE to ELECTRIC AVE			YES	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
ROW	SBD CO MEASURE I	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500
TOTAL	TOTAL	\$2,500	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$7,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59021	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$55,096	SBD59021	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From BASELINE STREET to FOOTHILL BLVD.			YES	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
STATE STREET FROM BASELINE STREET TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (about 1 MILE) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD) PHASE 2-4

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$1,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,840
ROW	CITY FUNDS	\$0	\$0	\$5,400	\$0	\$0	\$0	\$0	\$0	\$5,400
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$47,856	\$0	\$0	\$0	\$47,856
TOTAL	TOTAL	\$1,840	\$0	\$5,400	\$0	\$47,856	\$0	\$0	\$0	\$55,096

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
201101	UPLAND	San Bernardino	NON-EXEMPT	SCAB	\$0	200630	Local	
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>			
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From Monte Vista to Benson		YES	27-00			
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>						

DESCRIPTION  
ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201103	UPLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$5,300	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCN95 - LEFT TURN LANE(S)				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
FOOTHILL BOULEVARD BOTTLENECK AND SAFETY IMPROVEMENTS- FROM CENTRAL TO GROVE AVE. INSTALL RIGHT TURN LANES AT MAJOR INTERSECTIONS, ELONGATE LEFT TURNS FOR SAFE TURNING, CURB, GUTTER DRAINAGE, ROADWAY REHAB.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CITY FUNDS	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
TOTAL	TOTAL	\$300	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,300

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD88086	UPLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$4,250	SBD88086	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR79 - SLOPE AND DRAINAGE IMPROVEMENTS				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
EUCLID AVENUE FROM D ST TO FOOTHILL BOULEVARD - STORM DRAIN EXTENSION

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
CON	DEVELOPER FEES	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
TOTAL	TOTAL	\$4,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,250

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131103	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$3,239	REG0704	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCN50 - RECREATIONAL TRAIL PROJECTS				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES FUNDED BY RECREATIONAL TRAILS PROGRAM: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92
PE	RECREATIONAL TRAILS	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128
CON	AGENCY	\$393	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$393
CON	RECREATIONAL TRAILS	\$2,626	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,626
TOTAL	TOTAL	\$3,239	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,239

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151502	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$11,508	7120004	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
Grouped Projects for Safety Imprvmnts - (State - SRTS): Projects consistent w/ 40 CFR Part 93.126 Exempt Tables 2&3 categories - Railroad/highway crossing, safer non-Fed-aid system roads, shoulder imprvmnts, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pvmnt marking. Toll Credits to match ATP

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865
ROW	ACTIVE TRANSPORTATION	\$86	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86
CON	ACTIVE TRANSPORTATION	\$8,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,583
CON	CITY FUNDS	\$1,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,974
TOTAL	TOTAL	\$11,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,508

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151504	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$4,980	7120004	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
Grouped Prjcts for Sfty Imprvmnts (MPO - SRTS): Projects consistent with 40 CFR Part 93.126 Exempt Tables 2/3 categories - railroad/highway crossing, safer non-Fed-aid system rds, shlder imprvmnts, traffic control devices and op. assistance other than signalization projects, Intersection signalization projects at individual intersections, pavement marking demo. Tolls credit to match ATP.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	ACTIVE TRANSPORTATION	\$4,716	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,716
CON	CITY FUNDS	\$264	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264
TOTAL	TOTAL	\$4,980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,980

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170802	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	MDAB	\$8,757	SBDLS08	Local
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
IN BARSTOW: N. 1ST AVENUE OVER BNSF RAILWAY UP RR AMTRAK 0.2 MI N. MAIN STREET (BRIDGE NO 54C0088) REPLACE EXISTING 2 LANE BRIDGE WITH 2 LANE BRIDGE. EXISTING BRIDGE TO BE REMOVED. Toll Credits to match EARREPU funds. HBP project no. 3834

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$1,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,008
ROW	2016 EARMARK REPURPOSING	\$2,591	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,591
ROW	SECTION 190 GRADE SEPARATION	\$2,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,106
CON	CITY FUNDS	\$158	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158
CON	SECTION 190 GRADE SEPARATION	\$2,894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,894
TOTAL	TOTAL	\$8,757	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,757

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171402	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$23,006	4TL104	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Grouped Projects for Bicycle and pedestrian facilities - Non - Motorized (ATP Cycle 3 State/MPO): Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (Non-motorized)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636
PE	ACTIVE TRANSPORTATION	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67
PE	CITY FUNDS	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$116
ROW	ACTIVE TRANSPORTATION	\$233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233
ROW	ACTIVE TRANSPORTATION	\$978	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$978
ROW	CITY FUNDS	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
CON	ACTIVE TRANSPORTATION	\$7,377	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,377
CON	ACTIVE TRANSPORTATION	\$9,123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,123
CON	CITY FUNDS	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,263
TOTAL	TOTAL	\$23,006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,006

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190701	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$15,027	4TL104	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Grouped Projects for Bicycle and pedestrian facilities funded with ATP Cycle 4 (Statewide- Toll Credit to match ATP): Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	ACTIVE TRANSPORTATION	\$13,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,140
CON	CITY FUNDS	\$1,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,887
TOTAL	TOTAL	\$15,027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,027

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD231401	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$46,860	1TL104	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
LUM04 - TRANS. ENHANCEMT ACTIVITIES- ELIGIBLE ITEMS ONLY		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Grouped Projects for Bicycle and pedestrian facilities funded with ATP Cycle 6 MPO: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (Non-motorized) (Toll Credit to match ATP) Toll Credits Used \$24,000 PE in FFY23/24. Toll Credits Used \$79,000 RW in FFY24/25. Toll Credits Used \$682,000 CON in FFY25/26.

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PE	ACTIVE TRANSPORTATION	\$5,126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,126
PE	CITY FUNDS	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92
ROW	ACTIVE TRANSPORTATION	\$693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$693
ROW	CITY FUNDS	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7
CON	ACTIVE TRANSPORTATION	\$28,463	\$6,632	\$0	\$0	\$0	\$0	\$0	\$0	\$35,095
CON	CITY FUNDS	\$5,774	\$73	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847
TOTAL	TOTAL	\$40,155	\$6,705	\$0	\$0	\$0	\$0	\$0	\$0	\$46,860

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31905	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$226,485	SBD31905	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)	From n/a to n/a	NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

MT. VERNON AVENUE BRIDGE (OVERHEAD) AT BNSF REPLACE GRADE SEPARATION, REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE FROM RIALTO AVE TO 5TH STREETS (0.2 MILES SOUTH OF RTE. 66)(BRIDGE NO 54C0066) Consistent with HBP listing as of March 24, 2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$12,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,191
PE	CITY FUNDS	\$1,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,580
ROW	BRIDGE - LOCAL	\$58,572	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,572
ROW	CITY FUNDS	\$7,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,604
ROW	PRIVATE FUNDS	\$8,473	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,473
CON	BRIDGE - LOCAL	\$78,909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,909
CON	CITY FUNDS	\$11,182	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,182
CON	HIGHWAY INFRASTRUCTURE	\$23,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,495
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$3,452	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,452
CON	PRIVATE FUNDS	\$21,027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,027
TOTAL	TOTAL	\$226,485	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$226,485

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990209	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$9,257	4TL104	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
LUM04 - TRANS. ENHANCEMT ACTIVITIES- ELIGIBLE ITEMS ONLY		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

**DESCRIPTION**

Grouped Projects for Bicycle and pedestrian facilities funded with ATP Cycle 5 Statewide/MPO: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (Non-motorized) (Statewide- Toll Credit to match ATP)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$272	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$272
PE	CITY FUNDS	\$71	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71
ROW	ACTIVE TRANSPORTATION	\$303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303
ROW	CITY FUNDS	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76
CON	ACTIVE TRANSPORTATION	\$1,306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,306
CON	ACTIVE TRANSPORTATION	\$6,406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,406
CON	CITY FUNDS	\$823	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$823
TOTAL	TOTAL	\$9,257	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,257

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990210	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$7,006	REG0701	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
LUM03 - SAFETY						27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
Grouped Projects for Railroad/Highway Crossings Safety Improvements. Projects are consistent with 40 CFR Part 93.126 and Exempt under Tables 2 Categories - Railroad/Highway crossings.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	STP RAILROAD LOCAL	\$1,894	\$0	\$5,112	\$0	\$0	\$0	\$0	\$0	\$7,006
TOTAL	TOTAL	\$1,894	\$0	\$5,112	\$0	\$0	\$0	\$0	\$0	\$7,006

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS08	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$241,463	SBDLS08	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM -PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127, 128 EXEMPT TABLES 2 & 3. Consistent with HBP listing as of October 13, 2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	AGENCY	\$17,079	\$371	\$871	\$5,510	\$0	\$7,110	\$0	\$0	\$30,941
CON	BRIDGE - LOCAL	\$127,662	\$6,088	\$3,484	\$22,042	\$0	\$50,389	\$0	\$0	\$209,665
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$357	\$418	\$0	\$0	\$0	\$82	\$0	\$0	\$857
TOTAL	TOTAL	\$145,098	\$6,877	\$4,355	\$27,552	\$0	\$57,581	\$0	\$0	\$241,463

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200866	VICTORVILLE	San Bernardino	EXEMPT - 93.126	MDAB	\$15,287	REG0701	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR78 - SEISMIC RETROFIT						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
BRIDGE NO. 54C0547, BEAR VALLEY ROAD, OVER BNSF RY, AMTRAK, & UP RR, 3.8 MI E OF ROUTE I-15. Widen 6 lane bridge to 7 lanes (median turn lane) and seismically retrofit existing bridge. Consistent with HBP listing as of October 13, 2025.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$620
PE	CITY FUNDS	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80
ROW	BRIDGE - LOCAL	\$301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$301
ROW	CITY FUNDS	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39
CON	BRIDGE - LOCAL	\$8,739	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,739
CON	CITY FUNDS	\$3,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,276
CON	HIGHWAY INFRASTRUCTURE	\$2,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,232
TOTAL	TOTAL	\$15,287	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,287

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201179	VICTORVILLE	San Bernardino	NON-EXEMPT	SCAB	\$20,500	201179	Local
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS HIGHWAYS AND AIR EXPRESSWAY INTERSECTION					YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.6 MILES)

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**San Bernardino County Transportation Authority (SBCTA)**  
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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
ROW	CITY FUNDS	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$17,250	\$0	\$0	\$0	\$17,250
TOTAL	TOTAL	\$1,250	\$0	\$0	\$2,000	\$17,250	\$0	\$0	\$0	\$20,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270005	VICTORVILLE	San Bernardino	NON-EXEMPT	MDAB	\$32,165	4A07388	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS	From Amargosa Rd to Seventh St		27-00
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED	

**DESCRIPTION**

In Victorville on Mojave Dr, street improvements in three segments: Seg. 1 (Amargosa Rd - Condor Rd) construct a continuous north-side sidewalk. Seg. 2 (Condor Rd - I-15 [Caltrans, RW]) widen existing roadway from four to six lanes, replace traffic signal, and construct ADA-compliant sidewalks and driveways. Seg. 3 (La Paz Dr - 7th St) reconstruct roadway, install traffic signal at 6th Ave, and upgrade ADA curb ramps, sidewalks, and driveways.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$2,450	\$0	\$0	\$0	\$0	\$0	\$0	\$2,450
PE	SBD CO MEASURE I	\$0	\$2,550	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550
PE	SURFACE TRANS BLK GRNT REGIONAL	\$156	\$286	\$0	\$0	\$0	\$0	\$0	\$0	\$442
ROW	DEVELOPER FEES	\$0	\$294	\$0	\$0	\$0	\$0	\$0	\$0	\$294
ROW	SBD CO MEASURE I	\$0	\$306	\$0	\$0	\$0	\$0	\$0	\$0	\$306
ROW	SURFACE TRANS BLK GRNT REGIONAL	\$0	\$1,123	\$0	\$0	\$0	\$0	\$0	\$0	\$1,123
CON	ACTIVE TRANSPORTATION	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	DEVELOPER FEES	\$0	\$0	\$11,270	\$0	\$0	\$0	\$0	\$0	\$11,270
CON	SBD CO MEASURE I	\$0	\$0	\$8,772	\$0	\$0	\$0	\$0	\$0	\$8,772
CON	SURFACE TRANS BLK GRNT REGIONAL	\$0	\$0	\$2,958	\$0	\$0	\$0	\$0	\$0	\$2,958
TOTAL	TOTAL	\$156	\$7,009	\$25,000	\$0	\$0	\$0	\$0	\$0	\$32,165

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151505	YUCAIPA	San Bernardino	NON-EXEMPT	SCAB	\$14,834	4A07248	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS	From 5th Street to 4th Street	YES	27-00
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED	

**DESCRIPTION**

Avenue E Improvements: Widen Avenue E, 2-4 lanes, from 5th St to 4th St. Install Roundabouts along Ave E at 5th, 4th, 3rd, 2nd, and Byrant St.. Install Roundabout at Yucaipa Blvd & Bryant St. (Phased Project) Construct sidewalk & bike lanes along Ave E between 2nd St. & Bryant Street.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PE	DEVELOPER FEES	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$107
ROW	CITY FUNDS	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
ROW	DEVELOPER FEES	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330
ROW	SBD CO MEASURE I	\$556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$556
CON	CITY FUNDS	\$668	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$1,268
CON	DEVELOPER FEES	\$121	\$0	\$2,680	\$0	\$0	\$0	\$0	\$0	\$2,801
CON	SBD CO MEASURE I	\$3,243	\$0	\$6,129	\$0	\$0	\$0	\$0	\$0	\$9,372
TOTAL	TOTAL	\$5,425	\$0	\$9,409	\$0	\$0	\$0	\$0	\$0	\$14,834

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170502	YUCCA VALLEY	San Bernardino	EXEMPT - 93.126	MDAB	\$779	0A6410	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN27 - PEDESTRIAN FACILITIES-NEW		NO	27-00
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED	

**DESCRIPTION**

Yucca Valley: Little League Drive Pedestrian Improvements (ATP Cycle 3 - Statewide Component)

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$68	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68
CON	ACTIVE TRANSPORTATION	\$554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554
CON	AGENCY	\$157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157
TOTAL	TOTAL	\$779	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$779

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20179701	CALTRANS	San Bernardino	NON-EXEMPT	SCAB	\$42,528	4M07008	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES):		From I-15 SB CONNECTOR to HAVEN WB OFF-RAMP Post Miles: Begin		YES	27-00		
GM		7.30 End 10.00					
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SHOPP - ADVANCE CONSTRUCTION	\$6,870	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,870
ROW	SHOPP - ADVANCE CONSTRUCTION	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
CON	SHOPP - ADVANCE CONSTRUCTION	\$35,618	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,618
TOTAL	TOTAL	\$42,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,528

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190009	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$16,734	2016A319	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN		From Bridge Structure to Bridge Structure Post Miles: Begin 14.20 End 15.20		YES	27-00		
ADDITIONS: GM							
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
From Lone Pine Intersection to Junction I-15: Widen two BNSF Bridge Structures from 2-4 lanes. Construct retaining walls.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
ROW	AGENCY	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	AGENCY	\$16,534	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,534
TOTAL	TOTAL	\$16,734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,734

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34011	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$87,181	34011	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):		From I-15 to PHELAN RD. Post Miles: Begin 2.90 End 15.20		YES	27-00		
RS							
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	NATIONAL HWY SYSTEM - IIP	\$11,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,459
ROW	STATE CASH - IIP	\$10,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,633
CON	STIP ADVANCE CON-IIP	\$49,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,639
CON	STIP ADVANCE CON-RIP	\$15,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,450
TOTAL	TOTAL	\$87,181	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,181

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34040	CALTRANS	San Bernardino	EXEMPT/ MODELED	MDAB	\$4,000	34040	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
PLN40 - PLANNING		From 1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3) to 0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0) Post Miles: Begin 19.30		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
CONSTRUCT A 4-LANE EXPRESSWAY FROM 1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3) TO 0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0)(PPNO 0260B)(PA&ED ONLY)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	STIP ADVANCE CON-RIP	\$2,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,637
PE	SURFACE TRANS PROG - RIP	\$1,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,363
TOTAL	TOTAL	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34770	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$244,936	34770	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX67 - NEW HIGHWAY (NO HOV LANE): RS		From 0.4 MILES WEST KERN COUNTY LINE to US395 Post Miles: Begin 143.50 End 12.90		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58 (PPNO: 0215C)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	STIP ADVANCE CON-IIP	\$21,514	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,514
ROW	STIP ADVANCE CON-IIP	\$30,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,792
CON	STIP ADVANCE CON-IIP	\$192,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,630
TOTAL	TOTAL	\$244,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$244,936

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230801	CALTRANS	San Bernardino	EXEMPT/ MODELED	MDAB	\$104,456	REG0701	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR87 - OVERCROSS/UNDERCROSS IMP (NO LN ADD)		From R114 to R171.5			27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
On I-15, near Baker, from 2.4 miles north of Afton Rd to 5.0 miles south of Nipton Rd. Construct three wildlife crossings.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SHOPP AUGMENTATION	\$7,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,508
ROW	SHOPP AUGMENTATION	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865
CON	SHOPP AUGMENTATION	\$96,083	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,083
TOTAL	TOTAL	\$104,456	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,456

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD231501	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$35,000	REG0701	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
SHP03 - ROADWAY REHABILITATION		From SR83 PM 3.92 to SR83 PM 11.06 Post Miles: Begin 3.92 End 11.06		NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
SR 83 RELINQUISHMENT TO THE CITY OF ONTARIO WITHIN THE CITY LIMITS. FCO TO CITY OF ONTARIO TO RELINQUISH ROADWAY.

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SHOPP - ADVANCE CONSTRUCTION	\$8,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,895
ROW	SHOPP - ADVANCE CONSTRUCTION	\$1,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772
CON	SHOPP - ADVANCE CONSTRUCTION	\$23,449	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,449
TOTAL	TOTAL	\$34,116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,116

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD239801	CALTRANS	San Bernardino	EXEMPT/ MODELED	SCAB	\$30,400	REG0703	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN77 - Road Diet New - Safety	From Flores Street to H Street Post Miles: Begin 21.60 End 23.10		27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

ON ROUTE 66/5TH STREET, IMPLEMENT ROADWAY REALLOCATION FOR COMPLETE STREETS, ROUNDABOUTS, SIDEWALK IMPROVEMENTS, BULB OUTS, ENHANCED CROSSWALKS, BIKE LANES, TRANSIT STOP IMPROVEMENTS, STREET TREES, LANDSCAPING, PEDESTRIAN SCALE LIGHTING. PAED ONLY

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
TOTAL	TOTAL	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990218	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$2,140	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From SR 180.2 to SR 186.2 Post Miles: Begin 180.20 End 186.20	YES	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

INSTALL FOUR DYNAMIC CANTILEVER EMS SIGNS WHICH WILL ALLOW FOR PART-TIME TRAVEL ON SHOULDER ON 1-15 SB

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
ROW	AGENCY	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
CON	AGENCY	\$2,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120
TOTAL	TOTAL	\$2,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,140

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS01	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$87,357	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP04 - SAFETY		NO	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVMENTS - SHOPP COLLISION REDUCTION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3 CATEGORIES -RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPROVMTS, TRAFFIC CONTRL DEVICES & OPER ASSIST OTHER THAN SIGNALIZATION PROJECTS @ INDIVIDUAL INTERSECTIONS, PAVEMT MARKING DEMOS, TRUCK CLIMBING LNS O/S THE URBANIZED AREA

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$68,771	\$12,569	\$6,017	\$0	\$0	\$0	\$0	\$0	\$87,357
TOTAL	TOTAL	\$68,771	\$12,569	\$6,017	\$0	\$0	\$0	\$0	\$0	\$87,357

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS011	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$24,315	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP03 - ROADWAY REHABILITATION		NO	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES-RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS. SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS. INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$6,652	\$17,663	\$0	\$0	\$0	\$0	\$0	\$0	\$24,315
TOTAL	TOTAL	\$6,652	\$17,663	\$0	\$0	\$0	\$0	\$0	\$0	\$24,315

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS02	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$507,016	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SHP03 - ROADWAY REHABILITATION		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2-PAVEMENT RESURFACING AND/OR REHAB. EMERGENCY RELIEF (23 U.S.C.125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$282,443	\$67,467	\$157,106	\$0	\$0	\$0	\$0	\$0	\$507,016
TOTAL	TOTAL	\$282,443	\$67,467	\$157,106	\$0	\$0	\$0	\$0	\$0	\$507,016

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS03	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$42,243	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SHP02 - ROADSIDE REHABILITATION		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORY -PAVEMENT RESURFACING AND OR REJABILITATION. EMMERGENCY RELIEF (23U.S.C. 125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDLT TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$6,072	\$0	\$36,171	\$0	\$0	\$0	\$0	\$0	\$42,243
TOTAL	TOTAL	\$6,072	\$0	\$36,171	\$0	\$0	\$0	\$0	\$0	\$42,243

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS04	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$4,678	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SHP01 - OPERATIONS		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2 & 3-RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPRVMTS, TRAFFIC CONTROL DEV., & OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS, INTERSECT SIGNALIZATION PROJS AT INDIVIDUAL INTERSECTS, PAVEMENT MARKING DEMOS, TRUCK CLIMBING LNS OUTSIDE URBAN AREA, LIGHT

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$4,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,678
TOTAL	TOTAL	\$4,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,678

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS05	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$76,944	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SHP03 - ROADWAY REHABILITATION		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

**DESCRIPTION**

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURF AND/OR OTHER REHAB - (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3) R/R/HIWAY XING, SAFER NON FED-AD SYSTEM ROADS, SHOULDER IMPROVMENTS, TRAFFIC CONTROL DEVICES&OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS OR PROJECTS AT INDIVIDUAL SIGNALS, PAVEMT. MARK DEMOS, TRUCK CLIMBING LNS OUTSIDE UR

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$45,863	\$31,081	\$0	\$0	\$0	\$0	\$0	\$0	\$76,944
TOTAL	TOTAL	\$45,863	\$31,081	\$0	\$0	\$0	\$0	\$0	\$0	\$76,944

**FTIP ID      LEAD AGENCY      COUNTY      CONFORM CATEGORY      AIR BASIN      PROJECT COST      RTP ID      SYSTEM**

SBDLS07	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$179,338	REG0702	State
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**PRIMARY PROGRAM CODE      PROJECT LIMITS      MODELING      FTIP AMENDMENT**

SHP01 - OPERATIONS		NO	27-00
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**SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED**

**DESCRIPTION**

GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.123 EXEMPT TABLES 2 CATEGORY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$141,214	\$5,211	\$32,913	\$0	\$0	\$0	\$0	\$0	\$179,338
TOTAL	TOTAL	\$141,214	\$5,211	\$32,913	\$0	\$0	\$0	\$0	\$0	\$179,338

**FTIP ID      LEAD AGENCY      COUNTY      CONFORM CATEGORY      AIR BASIN      PROJECT COST      RTP ID      SYSTEM**

SBDLS09	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$48,231	REG0701	State
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**PRIMARY PROGRAM CODE      PROJECT LIMITS      MODELING      FTIP AMENDMENT**

SHP04 - SAFETY		NO	27-00
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**SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED**

**DESCRIPTION**

GROUPED PROJECTS FOR EMERGENCY RESPONSE PROJECTS AT VARIOUS LOCATIONS IN SAN BERNARDINO COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128 EXEMPT)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$38,777	\$9,454	\$0	\$0	\$0	\$0	\$0	\$0	\$48,231
TOTAL	TOTAL	\$38,777	\$9,454	\$0	\$0	\$0	\$0	\$0	\$0	\$48,231

**FTIP ID      LEAD AGENCY      COUNTY      CONFORM CATEGORY      AIR BASIN      PROJECT COST      RTP ID      SYSTEM**

SBDLS14	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$15,573	REG0701	State
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**PRIMARY PROGRAM CODE      PROJECT LIMITS      MODELING      FTIP AMENDMENT**

NCR31 - ROAD REPLC & REHAB (NO LN ADD)		NO	27-00
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**SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED**

**DESCRIPTION**

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLES 2 AND 3 CATEGORIES -PAVEMENT RESURFACING OR REHABILITATION

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$15,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,573
TOTAL	TOTAL	\$15,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,573

**FTIP ID      LEAD AGENCY      COUNTY      CONFORM CATEGORY      AIR BASIN      PROJECT COST      RTP ID      SYSTEM**

SBD270001	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$15,700	4A04036	State
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**PRIMARY PROGRAM CODE      PROJECT LIMITS      MODELING      FTIP AMENDMENT**

CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		Post Miles: Begin 0.30 End 0.30					27-00
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**SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED**

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
**(in \$000's)**

**DESCRIPTION**

IN CHINO: INTERCHANGE IMPROVEMENTS AT PINE AVE CROSSING OF SR-71 TO INCREASE CAPACITY, IMPROVE OPERATIONAL EFFICIENCY, AND ENHANCE SAFETY IN ASSOCIATION WITH THE PINE AVE EXTENSION PROJECT TO THE EAST. IMPROVEMENTS TO INCLUDE BRIDGE DECK WIDENING, ENTRANCE AND EXIT RAMP LANE ADDITIONS, RAMP METERING, NEW TRAFFIC SIGNAL AND SIGNAL MODIFICATIONS.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
CON	AGENCY	\$0	\$0	\$0	\$11,700	\$0	\$0	\$0	\$0	\$11,700
CON	STATE CASH- SHOPP	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
TOTAL	TOTAL	\$0	\$3,000	\$0	\$12,700	\$0	\$0	\$0	\$0	\$15,700

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990215	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$93,000	4M0801	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAY70 - NEW INTERCHANGE: GM	From SR 210 to Victoria Ave Post Miles: Begin 26.88 End 28.28	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

SR 210 Interchange at Victoria Avenue: Construct a new-service interchange within the City limits of Highland and San Bernardino, on State Route 210 (SR-210), at Victoria Avenue.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$6,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,350
PE	CITY FUNDS	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PE	PRIVATE FUNDS	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
ROW	AGENCY	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$14,400
CON	AGENCY	\$0	\$0	\$0	\$0	\$68,500	\$0	\$0	\$0	\$68,500
TOTAL	TOTAL	\$10,100	\$0	\$14,400	\$0	\$68,500	\$0	\$0	\$0	\$93,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2002160	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$199,423	2002160	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From GROVE INTERCHANGE to GROVE AVE. Post Miles: Begin 3.80 End 5.60	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

I-10 AT GROVE AVE AND 4TH ST: CONSTRUCT NEW INTERCHANGE AT I-10 AND GROVE AVE; CLOSE EXISTING I-10/FOURTH ST INTERCHANGE; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE (CHILD PROJECT IS 20171102).

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEMO-SAFETEA-LU	\$498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$498
PE	DEVELOPER FEES	\$1,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,936
PE	INTERSTATE MAINT. DISCRETIONARY - H.R.	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475
PE	INTERSTATE MAINTENANCE	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950
PE	SBD CO MEASURE I	\$7,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,056
ROW	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$12,301	\$0	\$0	\$12,301
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$0	\$59,637	\$0	\$0	\$59,637
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$20,167	\$0	\$0	\$20,167
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$0	\$96,403	\$0	\$0	\$96,403
TOTAL	TOTAL	\$10,915	\$0	\$0	\$0	\$0	\$188,508	\$0	\$0	\$199,423

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200602	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$7,621	200602	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From VINEYARD AVE. IC to VINEYARD AVE. IC Post Miles: Begin 6.86 End 1.00	YES	27-00

SCAG APPROVED      STATE APPROVED      FEDERAL APPROVED

**DESCRIPTION**

SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES (PA&ED Only)

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$0	\$4,596	\$0	\$0	\$0	\$0	\$0	\$4,596
PE	SBD CO MEASURE I	\$0	\$0	\$3,025	\$0	\$0	\$0	\$0	\$0	\$3,025
TOTAL	TOTAL	\$0	\$0	\$7,621	\$0	\$0	\$0	\$0	\$0	\$7,621

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200604	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$7,621	200604	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From GROVE AVE. to GROVE AVE. Post Miles: Begin 5.10 End 1.00	YES	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES (PA&ED Only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$0	\$3,681	\$0	\$0	\$0	\$0	\$0	\$3,681
PE	SBD CO MEASURE I	\$0	\$0	\$3,940	\$0	\$0	\$0	\$0	\$0	\$3,940
TOTAL	TOTAL	\$0	\$0	\$7,621	\$0	\$0	\$0	\$0	\$0	\$7,621

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270008	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,304	REG0703	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN95 - LEFT TURN LANE(S)	From US95 to Havasu Lake Rd		27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

In San Bernardino County, the US 95 Havasu Lake Road Intersection Improvements Project enhances safety at the intersection of US Highway 95 and Havasu Lake Road. The project adds a dedicated southbound left-turn pocket by widening approximately 2,260 feet of US 95, and includes new striping, signing, shoulders, and rumble strips to reduce collisions and improve traffic operations.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310
ROW	CITY FUNDS	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104
CON	CITY FUNDS	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102
CON	SURFACE TRANS BLK GRNT REGIONAL	\$788	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$788
TOTAL	TOTAL	\$1,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159903	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$1,102,588	4122005	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS	From I-15 to CALIFORNIA STREET Post Miles: Begin 10.00 End 28.30	YES	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

DESCRIPTION

I-10 Corridor Contract 3B: the project will provide 1 additional express lane in each direction from just east of I-15 to California St in Redlands, complementing the express lane constructed as I-10 Corridor Contract 2 and Contract 3A.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
ROW	SBD CO MEASURE I	\$0	\$23,418	\$0	\$0	\$0	\$0	\$0	\$0	\$23,418
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$515,336	\$0	\$0	\$0	\$515,336
CON	Tolls	\$0	\$0	\$0	\$563,834	\$0	\$0	\$0	\$0	\$563,834
TOTAL	TOTAL	\$0	\$23,418	\$0	\$563,834	\$515,336	\$0	\$0	\$0	\$1,102,588

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20179901	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$36,093	4122003	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAY74 - SLOW VEHICLE PASSING LANES/TRUCK CLIMBING LANES IN URBANIZED AREAS: GOODS MOVEMENT	From 16th St Bridge in Yucaipa to Just east of the County Line Road undercrossing Post Miles: Begin 36.40 End 0.20	YES	27-00

SCAG APPROVED STATE APPROVED FEDERAL APPROVED

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>DESCRIPTION</u>										
I-10 EB TRUCK CLIMBING LANE: CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING (PPNO 3009Q) Toll Credits to match TCEP.										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$2,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,939
PE	STATE CASH - RIP PRIOR	\$2,890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,890
CON	National Highway Freight Program	\$24,074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,074
CON	SBD CO MEASURE I	\$6,190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,190
TOTAL	TOTAL	\$36,093	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,093

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190008	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$19,013	200614	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCN46 - PLANTING/LANDSCAPING	Post Miles: Begin 0.00 End 10.10	NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
I-215 Landscaping (Bi-County HOV Gap Closure): Non-capacity project to absorb only the landscape portion of project 200614. And I-215 Landscaping (Segment 5) in the city of San Bernardino. (Toll Credits: PNRs & STPL CON)										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$2,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,575
ROW	SBD CO MEASURE I	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32
CON	PROJECTS OF NATIONAL AND	\$623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623
CON	SBD CO MEASURE I	\$9,066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,066
CON	STP LOCAL	\$6,717	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,717
TOTAL	TOTAL	\$19,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,013

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190010	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$103,283	4120198	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAXT0 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) W/TCM: RS	From East Valley Blvd to I-10 EB on/off ramps Post Miles: Begin 22.70 End 24.25	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
Reconstruct Mt. Vernon Ave Bridge over I-10 to accommodate 2 new dedicated left turn and bike lanes and sidewalk, realign Mt. Vernon & E Valley Blvd Intersection, and modify portion of the WB on-ramp and EB off-ramp. Widen SB Mt Vernon Ave south of the bridge to 2 through lanes. Widen NB Mt Vernon Ave, south of the EB on-ramp, to accommodate 1 new dedicated left turn lane.										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299
PE	SBD CO MEASURE I	\$5,567	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,567
ROW	CITY FUNDS	\$278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$278
ROW	SBD CO MEASURE I	\$5,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,177
CON	CITY FUNDS	\$4,690	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,690
CON	SBD CO MEASURE I	\$87,272	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,272
TOTAL	TOTAL	\$103,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,283

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190903	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$226,700	4122006	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS	From FOOTHILL BLVD to BASELINE Post Miles: Begin 5.80 End 12.20	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
I-15 Express Lanes (Contract 2): Construct 2 Exp. Lanes in each direction between Foothill Blvd and SR-210 and 1 Exp. Lane in each direction between SR-210 and Duncan Canyon Rd. Additional improvements to undercrossings and reconstruction of ramps and lane transitions where needed.										

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$14,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,700
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$210,000	\$0	\$0	\$0	\$0	\$210,000
TOTAL	TOTAL	\$14,700	\$0	\$0	\$212,000	\$0	\$0	\$0	\$0	\$226,700

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191302	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$1,030,000	4122005	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS	From Pepper Ave to Ford St Post Miles: Begin 21.00 End 37.00	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 3A): IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM PEPPER AVE TO FORD ST IN REDLANDS FOR A TOTAL OF 10 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K) Parent project is FTIP ID 20159903.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	\$0	\$385,000
CON	Tolls	\$0	\$0	\$0	\$0	\$556,000	\$0	\$0	\$0	\$556,000
TOTAL	TOTAL	\$83,000	\$0	\$0	\$6,000	\$941,000	\$0	\$0	\$0	\$1,030,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD259701	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$58,260	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR30 - SAFETY IMPROVEMENTS	From Smith Rd to US 395 Post Miles: Begin 108.40 End 115.90		27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
SR 18 Corridor Phase 1, on SR 18 from Smith Rd to US 395 in the cities of Adelanto and Victorville and unincorporated San Bernardino County, add center striped median and left/right turn lanes at key intersections, bike/ped facilities, re-profiling, signal modifications, 8' shoulders, and safety enhancements.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	AGENCY	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$40,000
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$8,333	\$0	\$0	\$0	\$8,333
CON	STIP ADVANCE CON-RIP	\$0	\$0	\$0	\$0	\$9,927	\$0	\$0	\$0	\$9,927
TOTAL	TOTAL	\$0	\$0	\$0	\$0	\$58,260	\$0	\$0	\$0	\$58,260

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270003	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.127	MDAB	\$41,700	4A01383	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION	From Sage Ave to Airway Ave Post Miles: Begin 11.90 End 12.70		27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
The State Route 62 (SR 62) Operational and Channelization Project will provide operational and safety improvements along SR 62, between Sage Avenue and Airway Avenue in the Town of Yucca Valley. Proposed improvements to the corridor include operational and channelization improvements at four intersections, new traffic control equipment at one intersection, signal interconnection, bicycle lanes and pedestrian improvements, and utility relocation.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$2,200	\$0	\$287	\$0	\$0	\$0	\$0	\$0	\$2,487
PE	SURFACE TRANS BLK GRNT REGIONAL	\$0	\$0	\$2,213	\$0	\$0	\$0	\$0	\$0	\$2,213
ROW	CITY FUNDS	\$0	\$0	\$229	\$0	\$0	\$0	\$0	\$0	\$229
ROW	SURFACE TRANS BLK GRNT REGIONAL	\$0	\$0	\$1,771	\$0	\$0	\$0	\$0	\$0	\$1,771
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
TOTAL	TOTAL	\$2,200	\$0	\$4,500	\$0	\$0	\$35,000	\$0	\$0	\$41,700

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270004	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	MDAB	\$233,000	4A01900	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From County line to US395 Post Miles: Begin 100.90 End 115.90				27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
SBCTA, in cooperation with Caltrans, proposes improvements along approximately 15 miles of SR-18 in San Bernardino County (PM 100.9-115.9) from the San Bernardino/Los Angeles County line to US-395 in Victorville. The project includes a striped median with two-way left-turn lane, intersection turn lane improvements, roadway reprofiling, signal modifications, drainage improvements and Complete Streets features such as ADA curb ramps, crosswalks, lighting, sidewalks, and bicycle facilities.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000
TOTAL	TOTAL	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270009	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$11,250	REG0701	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAY74 - SLOW VEHICLE PASSING LANES/TRUCK CLIMBING		From Kenwood Ave to SR138 Post Miles: Begin 17.70 End 21.60				27-00	
LANES IN URBANIZED AREAS: GOODS MOVEMENT		<u>FEDERAL APPROVED</u>					
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
I-15 NB TRUCK CLIMBING LANE: EXTEND THE TRUCK CLIMBING LANE ON I-15 NORTHBOUND FROM 2.7 MILES NORTH OF KENWOOD AVENUE TO SR-138 NB EXIT RAMP, A DISTANCE OF 3.9 MILES. (PAED Only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$6,250	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,250
TOTAL	TOTAL	\$6,250	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,250

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59204	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.127	SCAB	\$17,266	SBD59204	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCRH3 - INTERCHANGE-MODIFY/REPLACE/RECONFIGURATION		From UNIVERSITY to UNIVERSITY Post Miles: Begin 11.35 End 11.95			NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE (Divergent Diamond)(Toll Credits to match STP & HIP)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
PE	HIGHWAY INFRASTRUCTURE	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
PE	SBD CO MEASURE I	\$187	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$187
PE	SECTION 129 - SURFACE	\$735	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$735
PE	STP LOCAL	\$1,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,237
ROW	DEVELOPER FEES	\$349	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$349
ROW	SBD CO MEASURE I	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860
ROW	STP LOCAL	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$612
CON	DEVELOPER FEES	\$1,438	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,438
CON	SBD CO MEASURE I	\$7,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,662
CON	STP LOCAL	\$3,079	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,079
TOTAL	TOTAL	\$17,266	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,266

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59303	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$13,513	SBD59303	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
PPM01 - STIP - PLANNING, PROGRAMMING & MONITORING					NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
\_\_\_ SET ASIDES/RESERVATIONS FOR FUTURE SB45 -PLANNING, PROGRAMMING, & MONITORING (PPNO 9811)

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	STIP ADVANCE CON-RIP	\$7,262	\$1,495	\$1,495	\$1,087	\$1,087	\$1,087	\$0	\$0	\$13,513
TOTAL	TOTAL	\$7,262	\$1,495	\$1,495	\$1,087	\$1,087	\$1,087	\$0	\$0	\$13,513

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990211	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	MDAB	\$94,577	200453	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):	From I-15 to SR-18 Post Miles: Begin 4.00 End 11.20	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA OF633) (TOLL CREDITS TO MATCH STP)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	Coronavirus Response-Relief Supp	\$7,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,815
PE	SBD CO MEASURE I	\$625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$625
ROW	Coronavirus Response-Relief Supp	\$2,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146
ROW	STP LOCAL	\$11,788	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,788
CON	Community Proj Funding-Congressional	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	National Highway Freight Program	\$26,559	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,559
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$3,441	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,441
CON	SBD CO MEASURE I	\$17,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,994
CON	STP LOCAL	\$22,209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,209
TOTAL	TOTAL	\$94,577	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,577

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990216	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$5,885	4M01049	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCRH3 - INTERCHANGE-MODIFY/REPLACE/RECONFIGURATION	From Waterman Ave to Waterman Ave Post Miles: Begin 24.20 End 24.50		27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
State Route 210 at Waterman Avenue (State Route 18) - Proposed improvements include widening the eastbound entrance ramp from one to two lanes, installing ramp meters on the entrance ramp, converting one southbound and one northbound through lane on Waterman Avenue to provide dual left turn lanes to the eastbound entrance ramp and 30th Street, and signal modifications.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	CITY FUNDS	\$518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518
PE	SBD CO MEASURE I	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$532
CON	CITY FUNDS	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880
CON	SBD CO MEASURE I	\$3,955	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,955
TOTAL	TOTAL	\$5,885	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,885

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD270002	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$42,000	4M01047	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CAR88 - RAMPS - MODIFY/LANE ADDITIONS	Post Miles: Begin 77.93 End 78.45		27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
In San Bernardino: Widen On Ramps (2) on CA210 at Del Rosa Ave from 1 lane to 2 Lanes and wb Off Ramp from 2 lanes to 3 Lanes

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	LOCAL STREET AND ROAD, CONGESTION	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
ROW	LOCAL STREET AND ROAD, CONGESTION	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000
CON	LOCAL STREET AND ROAD, CONGESTION	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$36,000
TOTAL	TOTAL	\$0	\$0	\$2,000	\$4,000	\$0	\$36,000	\$0	\$0	\$42,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD250101	TWENTYNINE PALMS	San Bernardino	EXEMPT - 93.126	MDAB	\$4,995	REG0701	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCN29 - SIDEWALKS/CURB CUTS-NEW	From Encelia Avenue to Larrea Avenue Post Miles: Begin 30.75 End 32.25		27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
In the City of Twentynine Palms, on State Route 62 from 524' east of Encelia Avenue to Larrea Avenue. Construct curbs, gutters, and sidewalks, on the north side of State Route 62 and a raised median on SR 62. The project includes minor widening on the north side of SR 62 and widening of the box culvert over the San Bernardino County Flood Control District Twentynine Palms Wash.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495
CON	STIP ADVANCE CON-RIP	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
TOTAL	TOTAL	\$495	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,995

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
1830	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$107,668	1830	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From Bloomington Ave to Orange St Post Miles: Begin 17.80 End 19.30	YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - From Bloomington to Orange, reconstruct IC - Widen 4-6 lanes with left and right turn lanes; Add 1 lane to the EB off ramp which goes beyond the gore area; Add 2 lanes on the WB off ramp within the gore area; Pavement rehab from Orange to Slover (remains 4 lanes)(Toll Credit: Used to match STP & HIP).

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334
PE	HIGHWAY INFRASTRUCTURE	\$3,552	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,552
PE	SBD CO MEASURE I	\$1,082	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,082
PE	STP LOCAL	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
ROW	SBD CO MEASURE I	\$6,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,970
ROW	STP LOCAL	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	DEVELOPER FEES	\$27,015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,015
CON	SBD CO MEASURE I	\$63,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,035
CON	STP LOCAL	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$480
TOTAL	TOTAL	\$107,668	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$107,668

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150305	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$16,862	713	State
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCN46 - PLANTING/LANDSCAPING	Post Miles: Begin 4.10 End 9.10	NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
I-215 LANDSCAPING (SEGMENTS 1, 2 & 3) IN THE CITY OF SAN BERNARDINO (Toll Credits: PNRS CON)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$1,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,656
CON	PROJECTS OF NATIONAL AND	\$8,973	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,973
CON	SBD CO MEASURE I	\$6,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,233
TOTAL	TOTAL	\$16,862	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,862

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(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20159901	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$427,409	4122006	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS		From CANTU GALLEANO RANCH ROAD to SR-60 Post Miles: Begin 48.90 End 7.40		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

I-15 Express Lanes (Contract 1): Construct 1 Exp. Lane in each direction between Cantu-Galleano Ranch Rd. and SR-60 and 2 Exp. Lanes in each direction between SR-60 and north of Foothill Blvd. Additional improvements to AUX LN widening, undercrossing, and reconstruction of ramps and lane transitions where needed. Toll Credits to match FY24/25 CON \$6,861 STP.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	SBD CO MEASURE I	\$34,761	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,761
ROW	SBD CO MEASURE I	\$4,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,390
CON	CMAQ	\$41,537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,537
CON	HIGHWAY INFRASTRUCTURE	\$2,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,506
CON	National Highway Freight Program	\$118,739	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,739
CON	SB1 LOCAL PARTNERSHIP	\$11,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,554
CON	SBD CO MEASURE I	\$101,922	\$759	\$0	\$0	\$0	\$0	\$0	\$0	\$102,681
CON	STIP ADVANCE CON-RIP	\$72,274	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,274
CON	STP LOCAL	\$38,967	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,967
TOTAL	TOTAL	\$426,650	\$759	\$0	\$0	\$0	\$0	\$0	\$0	\$427,409

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20191301	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$95,932	4122005	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS		From I-10/I-15 Interchange to Pepper Ave Post Miles: Begin 10.00 End 21.00		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

I-10 Corridor Contract 2 PS&E/RW: The project will provide one express lane in each direction from just east of I-15 to Pepper Ave in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (CON in FTIP IDs SBD250602 and 20250001)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	COVID Relief Funds - STIP	\$11,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,949
PE	SBD CO MEASURE I	\$54,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,583
PE	STP LOCAL	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
ROW	SBD CO MEASURE I	\$9,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400
TOTAL	TOTAL	\$95,932	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,932

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20191301A	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$16,300	4122005	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR91 - UPGRADED FACILITI (NO LN ADD)		From I-10/I-15 Interchange to Pepper Ave Post Miles: Begin 10.00 End 21.00			27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

I-10 Corridor Contract 2 Express Lane Toll System Provider (TSP): The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (Non-capacity split project from 20191301 and 20250001)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	SBD CO MEASURE I	\$3,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,300
CON	SBD CO MEASURE I	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000
TOTAL	TOTAL	\$16,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,300

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<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20250001	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$408,131	4122005	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS		From Sierra Ave to Pepper Ave Post Miles: Begin 16.60 End 21.00		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

I-10 Corridor Contract 2B: The project will provide one express lane in each direction from Sierra Ave in Fontana to Pepper Avenue in Colton. Toll credits to match STP FY26 CON \$1,399. (PS&E and ROW are in parent project 20191301)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	Earmark Repurposing FY 2025	\$1,259	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,259
CON	SBD CO MEASURE I	\$266,990	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$266,990
CON	STIP ADVANCE CON-RIP	\$72,889	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,889
CON	STP LOCAL	\$30,052	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,052
CON	TIFIA - STBG Eligible Projects	\$36,941	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,941
TOTAL	TOTAL	\$408,131	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,131

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD250602	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$432,764	4122005	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS		From I-10/I-15 Interchange to Pepper Ave Post Miles: Begin 10.00 End 16.60		YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

I-10 Corridor Contract 2A: The project will provide one express lane in each direction from just east of I-15 to Sierra Ave in Fontana, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (Toll Credits to match STP FY25 \$804 CON) (PS&E and ROW are in parent project 20191301)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	CMAQ	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
CON	National Highway Freight Program	\$68,677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,677
CON	SB1 LOCAL PARTNERSHIP	\$12,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,731
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$6,323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,323
CON	SBD CO MEASURE I	\$329,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,025
CON	STP LOCAL	\$9,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,008
TOTAL	TOTAL	\$432,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,764

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD990214	YUCAIPA	San Bernardino	NON-EXEMPT	SCAB	\$25,948	4M04033	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX70 - NEW INTERCHANGE: RS		From Wildwood Canyon Rd to Calimesa Blvd Post Miles: Begin 37.00 End 39.00			27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1. (PAED Only)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$19,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,548
PE	Community Proj Funding-Congressionally	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PE	SBD CO MEASURE I	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
TOTAL	TOTAL	\$25,948	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,948

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<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20191502	DesertXpress Enterprises, LLC dba XpressWest	San Bernardino	NON-EXEMPT	MDAB	\$4,800,000	720003	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
PLN40 - PLANNING				YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

In San Bernardino County: XpressWest; Construct a High-speed passenger rail service from Victor Valley to Las Vegas (PA&ED Only)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	PRIVATE FUNDS	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
TOTAL	TOTAL	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20192701	DesertXpress Enterprises, LLC dba XpressWest	San Bernardino	TCM	SCAB	\$2,000	520A1P01	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
PLN40 - PLANNING				YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

DesertXpress Enterprises, LLC DBA XpressWest to prepare PA&ED for high speed rail service from the Victor Valley to Rancho Cucamonga, as an extension of the Victor Valley to Las Vegas High Speed Rail Project along the I-15 Corridor. (Ref RTP ID 720003). (PA&ED Only)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	PRIVATE FUNDS	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TOTAL	TOTAL	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20110104	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$360	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
ADR55 - ADMINISTRATIVE				NO	27-00		
<u>OFFICE(S)/FACILITY-REHAB/IMPROVEMNT</u>		<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>		

DESCRIPTION

DISPATCH & MAINTENANCE. OFFICE EQUIPMENT (Ongoing)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	STATE TRANSIT ASSIST	\$280	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$360
TOTAL	TOTAL	\$280	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$360

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20110105	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$380	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BUR04 -				NO	27-00		
<u>BUSES-REHABILITATION/IMPROVEMENTS-GAS/DIESEL</u>		<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>		

DESCRIPTION

REPLACE CUMMINS ENGINES AT MIDLIFE TO ENSURE THEY ARE KEPT IN TOP PERFORMING ORDER. THE ENGINE OVERHAULS ARE FOR 28-33 PASSENGER VEHICLES ONLY. (Ongoing)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	STATE TRANSIT ASSIST	\$355	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$380
TOTAL	TOTAL	\$355	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$380

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
20130601	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$10,432	4TL104	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
Replacement Buses : FY24/25 - 6 Class C Vehicles, FY25/26 1 BEB Replacement Vehicle. (Transit Development Credit (TDC): FY24/25 \$104 CON CMAQ, FY24/25 \$85 CON 5311 FHWA Transfer)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5311 (FHWA Transfer Funds)	\$745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745
CON	CMAQ	\$5,139	\$853	\$595	\$0	\$0	\$0	\$0	\$0	\$6,587
CON	FTA 5339b - Bus and Bus Facilities	\$719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$719
CON	LOCAL TRANS FUNDS	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,513
CON	STATE TRANSIT ASSIST	\$828	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$868
TOTAL	TOTAL	\$8,944	\$893	\$595	\$0	\$0	\$0	\$0	\$0	\$10,432

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
SBD31037	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$48,654	SBD31037	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BU000 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BUS SYSTEM - OPERATING ASSISTANCE (Ongoing)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$4,815	\$566	\$566	\$0	\$0	\$0	\$0	\$0	\$5,947
CON	FARE REVENUE	\$3,397	\$329	\$340	\$0	\$0	\$0	\$0	\$0	\$4,066
CON	LOCAL TRANS FUNDS	\$28,814	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$36,814
CON	PRIVATE FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	SBD CO MEASURE I	\$1,317	\$155	\$155	\$0	\$0	\$0	\$0	\$0	\$1,627
TOTAL	TOTAL	\$38,543	\$5,050	\$5,061	\$0	\$0	\$0	\$0	\$0	\$48,654

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
20010120	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$164	20010120	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TRN07 - MAINTENANCE EQUIPMENT-NEW					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
TRANSIT SERVICE/REHAB. EQUIPMENT - PURCHASE OF VARIOUS MAINTENANCE EQUIPMENT (ON-GOING PROJECT)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	STATE TRANSIT ASSIST	\$164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164
TOTAL	TOTAL	\$164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
200423	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$14,014	200423	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
PARATRANSIT VEHICLES - REPLACEMENT -FY24 - 4 Gas/Diesel, 1 Electric, FY25 - 4, FY26 - 1, FY27 - 6 (TDC to match CON CMAQ: FY 23/24 \$197, FY24/25 \$169, FY25/26 \$12, FY26/27 \$315, FY27/28 \$94)

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5311F - INTERCITY BUS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CMAQ	\$9,824	\$2,750	\$822	\$0	\$0	\$0	\$0	\$0	\$13,396
CON	PUBLIC TRANS MODERINAZATION IMP	\$52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52
CON	STATE TRANSIT ASSIST	\$166	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$266
TOTAL	TOTAL	\$10,342	\$2,850	\$822	\$0	\$0	\$0	\$0	\$0	\$14,014

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150013	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$8,410	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
ADR55 - ADMINISTRATIVE				NO	27-00		
<u>OFFICE(S)/FACILITY-REHAB/IMPROVEMNT</u>		<u>FEDERAL APPROVED</u>					
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>						

DESCRIPTION  
REHAB./REPAIR/RETROFIT TRANSIT FACILITIES (Ongoing)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	PUBLIC TRANS MODERINAZATION IMP	\$210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210
CON	STATE TRANSIT ASSIST	\$3,200	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200
TOTAL	TOTAL	\$3,410	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,410

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41055	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$33,014	SBD41055	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BU000 - BUS OPERATIONS/OPERATING ASSISTANCE				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BUS SYSTEM - OPERATING ASSISTANCE

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$3,671	\$394	\$0	\$0	\$0	\$0	\$0	\$0	\$4,065
CON	5311F - INTERCITY BUS	\$2,598	\$304	\$0	\$0	\$0	\$0	\$0	\$0	\$2,902
CON	FARE REVENUE	\$3,331	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,331
CON	LOCAL TRANS FUNDS	\$21,073	\$563	\$0	\$0	\$0	\$0	\$0	\$0	\$21,636
CON	PRIVATE FUNDS	\$42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42
CON	SBD CO MEASURE I	\$1,012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012
CON	STATE TRANSIT ASSIST	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26
TOTAL	TOTAL	\$31,753	\$1,261	\$0	\$0	\$0	\$0	\$0	\$0	\$33,014

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31612	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$7,344	SBD31612	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BU000 - BUS OPERATIONS/OPERATING ASSISTANCE				NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BUS SYSTEM - OPERATING ASSISTANCE

**2027 Federal Transportation Improvement Program  
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Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$780	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$835
CON	FARE REVENUE	\$441	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$481
CON	LOCAL TRANS FUNDS	\$4,351	\$370	\$0	\$0	\$0	\$0	\$0	\$0	\$4,721
CON	PRIVATE FUNDS	\$184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184
CON	PUBLIC TRANS MODERINAZATION IMP	\$239	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$239
CON	SB1 STATE OF GOOD REPAIR	\$36	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$45
CON	SBD CO MEASURE I	\$124	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$124
CON	STATE TRANSIT ASSIST	\$632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632
CON	TRANSIT SYSTEM SAFETY, SECURITY	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
TOTAL	TOTAL	\$6,870	\$474	\$0	\$0	\$0	\$0	\$0	\$0	\$7,344

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD44003	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$1,186	SBD44003	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL				NO	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
PARATRANSIT VEHICLE REPLACEMENT (10/11-1-18 PAX and 11/12 1-18 PAX)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	PUBLIC TRANS MODERINAZATION IMP	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
CON	STATE TRANSIT ASSIST	\$916	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056
TOTAL	TOTAL	\$1,046	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$1,186

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20020806	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$66,410	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING	FTIP AMENDMENT		
NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE				NO	27-00		
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
TRANSIT - FACILITIES - IMPROVEMENT/UPKEEP OF FACILITIES. ZEB INFRASTRUCTURE, EV PORTABLE HYDROGEN FUELING STATION ONSITE; WV CONTINUATION OF OVERHEAD CANOPY INSTALLATION SUPPORTING BEB CHARGING (TDC: FY24/25 - CMAQ CON \$1371, 5339LA CON \$180, 5339RS CON \$200, 5307LA CON \$254, 5339C CON \$690; FY25/26 - CMAQ CON \$459, 5307LA CON \$309; FY26/27 5307LA CON \$200; FY26/27 CMAQ CON \$459)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$14,668	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,668
CON	5307RS-Riverside/San Bernardino Urbanized	\$6,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,816
CON	5339C-LOW OR NO EMISSION VEHICLE	\$7,531	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,531
CON	5339LA-LOS ANGELES -LONG	\$2,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900
CON	5339RS-Riverside/San Bernardino Urbanized	\$3,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800
CON	AGENCY	\$720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$720
CON	CAP AND TRADE PROGRAM	\$119	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$244
CON	CMAQ	\$15,950	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,950
CON	County General Funds	\$3,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,069
CON	FTA 5307 UZA FORMULAR	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120
CON	LOCAL TRANS FUNDS	\$1,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,035
CON	Low Carbon Transit Operations Program	\$1,324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,324
CON	PUBLIC TRANS MODERINAZATION IMP	\$1,309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,309
CON	STATE TRANSIT ASSIST	\$924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924
TOTAL	TOTAL	\$61,285	\$5,125	\$0	\$0	\$0	\$0	\$0	\$0	\$66,410

**2027 Federal Transportation Improvement Program  
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San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20040211	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$30,543	20040211	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

REPLACEMENT PARATRANSIT VEHICLES REPLACING PARATRANSIT VEHICLES ON OMNITRANS ACCESS FLEET;08-50;2011-50;2013-15;2014-15 vehicles; 2021/22 - vehicles. (TDC: FY 24/25 5307RS CON \$390, 5310LA CON \$204; FY25/26 5310LA CON \$85; FY26/27 5310LA CON \$90)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307LA-LOS ANGELES/LONG	\$5,273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,273
CON	5307RS-Riverside/San Bernardino Urbanized	\$5,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,146
CON	5310LA-LOS ANGELES -LONG	\$6,458	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$6,908
CON	5310RS-Riverside/San Bernardino Urbanized	\$563	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$563
CON	CMAQ	\$0	\$2,109	\$2,185	\$0	\$0	\$0	\$0	\$0	\$4,294
CON	FTA 5307 UZA FORMULAR	\$4,621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,621
CON	PUBLIC TRANS MODERINAZATION IMP	\$2,470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,470
CON	STATE TRANSIT ASSIST	\$1,268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,268
TOTAL	TOTAL	\$25,799	\$2,559	\$2,185	\$0	\$0	\$0	\$0	\$0	\$30,543

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20060601	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$12,657	4OM0701	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

CAPITALIZATION OF LEASES - FOR CONTRACTORS, RADIO SITES, APC, TIRE LEASES (TDC: FY24/25 5307RS \$113; FY 25/26 5307LA CON \$120; FY26/27 5307LA CON \$120)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307LA-LOS ANGELES/LONG	\$5,274	\$601	\$0	\$0	\$0	\$0	\$0	\$0	\$5,875
CON	5307RS-Riverside/San Bernardino Urbanized	\$2,017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,017
CON	FTA 5307 UZA FORMULAR	\$2,689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,689
CON	LOCAL TRANS FUNDS	\$892	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$892
CON	STATE TRANSIT ASSIST	\$1,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,184
TOTAL	TOTAL	\$12,056	\$601	\$0	\$0	\$0	\$0	\$0	\$0	\$12,657

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20111201	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$0	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

OPERATIONS OF THE ACCESS SERVICE. (OMNITRANS WILL UTILIZE PART OF ITS ALLOCATED FTA5307 FORMULA FUNDS TO HELP PAY FOR THESE OPERATIONS)(TDC: FY20/21: 5307LA CON \$784; FY22/23 5307LA CON \$800)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
(in \$000's)

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150307	OMNITRANS	San Bernardino	TCM Committed	SCAB	\$14,034	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TDM20 - RIDESHARING					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

COUNTY-WIDE VANPOOL PROJECT (Ongoing)(TDC: FY25/26 5307RS CON \$391, 5307LA CON \$16, FY27/28 5307LA CON \$200, 5307RS CON \$600, FY28/29 5307LA CON \$200, 5307RS CON \$600)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307LA-LOS ANGELES/LONG	\$80	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$2,080
CON	5307RS-Riverside/San Bernardino Urbanized	\$1,954	\$0	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$7,954
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
TOTAL	TOTAL	\$6,034	\$0	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$14,034

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190015	OMNITRANS	San Bernardino	TCM Committed	SCAB	\$320,335	4120213	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUO02 - BUS RAPID TRANSIT - NEW SERVICE					YES	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

West Valley Connector (WVC - Phase 1/Milliken Alignment): A 19 mile Bus Rapid Transit (BRT) service from the Downtown Pomona Metrolink Station to Ontario International Airport and the Rancho Cucamonga Metrolink Station. Includes procurement of 18 zero emission battery electric buses. (FTA 5309a is made up \$26,088,771 of ARPA )

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	AGENCY	\$12,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,291
PE	FTA 5309(a) GUIDEWY	\$5,004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,004
PE	LOCAL TRANS FUNDS	\$1,078	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,078
PE	SBD CO MEASURE I	\$11,357	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,357
PE	STATE TRANSIT ASSIST	\$286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286
ROW	AGENCY	\$17,386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,386
ROW	FTA 5309(a) GUIDEWY	\$65,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,265
ROW	SBD CO MEASURE I	\$5,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,490
CON	AGENCY	\$660	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660
CON	CITY FUNDS	\$12,615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,615
CON	CMAQ	\$11,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,275
CON	FTA 5309(a) GUIDEWY	\$42,570	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,570
CON	SB1 SOLUTIONS FOR CONGESTED	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
CON	SBD CO MEASURE I	\$28,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,115
CON	STATE CASH	\$8,165	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,165
CON	TRANSIT AND INTERCITY RAIL	\$33,778	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,778
TOTAL	TOTAL	\$320,335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,335

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
981111	OMNITRANS	San Bernardino	EXEMPT - 93.127	SCAB	\$10,009	981111	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TRRH6 - PASSENGER STATIONS/FACILITIES-REHAB/IMPROVEMENTS					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION

TRANSIT - ENHANCEMENTS: 1% TRANSIT ENHANCEMENTS TO INCREASE ACCESSIBILITY TO BUS STOPS (ongoing) (TDC: FY 24/25 5307LA CON \$106; FY 25/26 5307LA CON \$109; FY26/27 5307LA CON \$60, 5307RS CON \$20)

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$6,155	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$6,455
CON	5307RS-Riverside/San Bernardino Urbanized	\$977	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077
CON	FTA 5307 UZA FORMULAR	\$774	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$774
CON	LOCAL TRANS FUNDS	\$985	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$985
CON	PUBLIC TRANS MODERINAZATION IMP	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
CON	STATE TRANSIT ASSIST	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$568
TOTAL	TOTAL	\$9,609	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,009

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
981114	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$4,015	981114	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
SEC53 - SECURITY					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
TRANSIT - SECURITY CAPITALIZATION OF SECURITY COSTS (TDC: FY 24/25 5307 RS CON \$40; FY25/26 5307LA CON \$40; FY26/27 5307LA CON \$40)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$2,069	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,269
CON	5307RS-Riverside/San Bernardino Urbanized	\$601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$601
CON	FTA 5307 UZA FORMULAR	\$734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$734
CON	LOCAL TRANS FUNDS	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221
CON	STATE TRANSIT ASSIST	\$190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190
TOTAL	TOTAL	\$3,815	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,015

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
981122	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$125,145	981122	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
CAPITALIZATION OF PREVENTIVE MAINTENANCE (TDC to match: FY24/25 5307LA CON \$2,644; 5307RS CON \$1,004; FY25/26 5307LA CON \$98, 5307RS CON \$3,859; FY26/27 5307RS CON \$1,000)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$40,299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,299
CON	5307RS-Riverside/San Bernardino Urbanized	\$70,577	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,577
CON	STATE TRANSIT ASSIST	\$9,269	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,269
TOTAL	TOTAL	\$120,145	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,145

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
SBD233001	OMNITRANS	San Bernardino	EXEMPT - 93.127	MDAB	\$1,500	REG0702	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TRRH6 - PASSENGER STATIONS/FACILITIES-REHAB/IMPROVEMENTS						27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
Capital - Modernizing bus stops and shelters in the Mountain Transit (2023-CMPJ-013) service areas of the Big Bear Valley and Rim of the World locations within the San Bernardino Mountains.

**2027 Federal Transportation Improvement Program  
27-00 ADOPTION  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	Community Proj Funding-Congressionally	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
TOTAL	TOTAL	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD250601	OMNITRANS	San Bernardino	EXEMPT - 93.127	SCAB	\$1,250	REG0702	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
TRRH6 - PASSENGER STATIONS/FACILITIES-REHAB/IMPROVEMENTS						27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
Capital - The Montclair TransCenter Facilities Enhancement Project (2024-CMPJ-014) will provide upgrades to existing bus facilities at the multimodal transit hub in the City of Montclair.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
CON	CPFCDS-FTA	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
TOTAL	TOTAL	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31055	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$58,366	SBD31055	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
TRANSIT ADMINISTRATION EQUIPMENT PURCHASE COMPUTER HARDWARE & SOFTWARE FOR MIS. (TDC: FY24/25 5307RS CON \$213; FY25/26 5307LA CON \$219; FY26/27 5307LA CON \$200, 5307RS CON \$200)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$16,337	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,337
CON	5307RS-Riverside/San Bernardino Urbanized	\$13,131	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,131
CON	ARRA - FTA 5307	\$6,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,776
CON	FTA 5307 UZA FORMULAR	\$11,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,699
CON	LOCAL TRANS FUNDS	\$1,542	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,542
CON	PUBLIC TRANS MODERINAZATION IMP	\$2,766	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,766
CON	STATE TRANSIT ASSIST	\$4,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,115
TOTAL	TOTAL	\$56,366	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$58,366

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31084	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$9,021	SBD31084	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
BUS SYSTEM-SERVICE VEHICLES, PURCHASE SEVERAL REPLACEMENT SERVICE VEHICLES FY15 - 45 (TDC: FY24/25 5307RS CON \$65; FY 25/26 5307LA CON \$120; FY27/28 5307LA CON \$100)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$3,431	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$3,931
CON	5307RS-Riverside/San Bernardino Urbanized	\$2,999	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,999
CON	FTA 5307 UZA FORMULAR	\$933	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$933
CON	PUBLIC TRANS MODERINAZATION IMP	\$677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$677
CON	STATE TRANSIT ASSIST	\$481	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$481
TOTAL	TOTAL	\$8,521	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$9,021

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
(in \$000's)

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD90105	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$262,036	SBD90105	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL				NO	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

BUS SYSTEM-BUSES BUS REPLACEMENTS ALT. FUEL. 2019 - 30 and 15 coaches per year after 2023. 2024 - 10 40'ZEB and 4 60'ZEB replacement; 2025 - 10 40'CNG and 3 60'CNG replacement; 2026 - 4 60'CNG and 3 60'ZEB replacement. (TDC FY24/25 5339LA CON \$200, 5339RS CON \$280, 5339C CON \$1,000; FY25/26 5339LA CON \$103, 5339RS CON \$292, CMAQ CON \$232; FY26/27 5307LA CON \$200, 5307RS CON \$200, CMAQ CON \$2,324; FY27/28 CMAQ CON \$2,863)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307LA-LOS ANGELES/LONG	\$6,652	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,652
CON	5307RS-Riverside/San Bernardino Urbanized	\$5,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
CON	5339C-LOW OR NO EMISSION VEHICLE	\$10,259	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,259
CON	5339LA-LOS ANGELES -LONG	\$9,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,350
CON	5339RS-Riverside/San Bernardino Urbanized	\$14,071	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,071
CON	CAP AND TRADE PROGRAM	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
CON	CMAQ	\$59,357	\$20,260	\$24,957	\$0	\$0	\$0	\$0	\$0	\$104,574
CON	Community Proj Funding-Congressionally	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850
CON	County General Funds	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$65,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,125
CON	FTA 5307 UZA FORMULAR	\$9,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,965
CON	FTA 5309(a) GUIDEWY	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	Low Carbon Transit Operations Program	\$7,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,461
CON	PUBLIC TRANS MODERINAZATION IMP	\$16,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,355
CON	SB1 STATE OF GOOD REPAIR	\$364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$364
CON	STATE TRANSIT ASSIST	\$2,210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,210
TOTAL	TOTAL	\$214,819	\$22,260	\$24,957	\$0	\$0	\$0	\$0	\$0	\$262,036

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20190005	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$3,453	200450	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
TDR64 - PARK & RIDE LOT MODIFICATIONS/UPGRADE				YES	27-00		
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION

Rialto Metrolink Station (Phase 2): Increase parking spaces from 297 to 397 (additional 100 spaces) and other station improvements.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	FTA 5307 UZA FORMULAR	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	LOCAL TRANS FUNDS	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	PUBLIC TRANS MODERINAZATION IMP	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
CON	FTA 5307 UZA FORMULAR	\$1,219	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,219
CON	FTA 5309(a) GUIDEWY	\$273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$273
CON	LOCAL TRANS FUNDS	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255
CON	PUBLIC TRANS MODERINAZATION IMP	\$106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106
TOTAL	TOTAL	\$3,453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,453

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
(in \$000's)

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
20170803	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$39,937	SBD41109	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
COO00 - COMMUTER RAIL OPERATIONS/OPERATING ASSISTANCE					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
METROLINK PREVENTATIVE MAINTENANCE OPERATING ASSISTANCE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)(Ongoing)(TDC: FY 24/25 - 5337LA \$57, 5337RS \$682)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307RS-Riverside/San Bernardino Urbanized	\$0	\$3,410	\$0	\$0	\$0	\$0	\$0	\$0	\$3,410
CON	5337LA-LOS ANGELES -LONG	\$12,303	\$283	\$0	\$0	\$0	\$0	\$0	\$0	\$12,586
CON	5337RS-Riverside/San Bernardino Urbanized	\$23,941	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,941
TOTAL	TOTAL	\$36,244	\$3,693	\$0	\$0	\$0	\$0	\$0	\$0	\$39,937

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
990602	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$152,718	990602	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
TRR14 - TRACK STRUCTURES-REHAB/RECONSTRUCTION					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
METROLINK CAPITAL MAINTENANCE (REHAB/RENOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS & ROLLING STOCK INCLUDING PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY). (TDC used to match: FY 24/25 5337LA CON \$1,589, 5337RS CON \$2,453; FY25/26 5337LA CON \$1,320, 5337RS CON \$2,079, FY26/27 5337LA CON \$2,213, 5337RS \$1,356)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5337LA-LOS ANGELES -LONG	\$41,312	\$11,064	\$0	\$0	\$0	\$0	\$0	\$0	\$52,376
CON	5337RS-Riverside/San Bernardino Urbanized	\$62,260	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,260
CON	5339RS-Riverside/San Bernardino Urbanized	\$0	\$6,780	\$0	\$0	\$0	\$0	\$0	\$0	\$6,780
CON	FTA 5309(a) GUIDEWY	\$21,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,413
CON	SB1 STATE OF GOOD REPAIR	\$3,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,418
CON	STATE TRANSIT ASSIST	\$6,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,471
TOTAL	TOTAL	\$134,874	\$17,844	\$0	\$0	\$0	\$0	\$0	\$0	\$152,718

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM	
SBD239701	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$89,750	4122001	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
RAN92 - RAIL EXTENSION						27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

DESCRIPTION  
Complete the final design and construction of a 0.7-mile segment of double track on Metrolink San Bernardino Line (San Gabriel Subdivision) from CP Lilac to just west of Sycamore Avenue, near City of Rialto in San Bernardino County.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	PUBLIC TRANS MODERINAZATION IMP	\$1,584	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,584
PE	SBD CO MEASURE I	\$733	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733
PE	STATE TRANSIT ASSIST	\$10,853	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,853
ROW	SBD CO MEASURE I	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460
CON	SBD CO MEASURE I	\$0	\$0	\$3,262	\$0	\$0	\$0	\$0	\$0	\$3,262
CON	STIP ADVANCE CON-RIP	\$0	\$0	\$56,348	\$0	\$0	\$0	\$0	\$0	\$56,348
CON	TRANSIT AND INTERCITY RAIL	\$0	\$0	\$16,510	\$0	\$0	\$0	\$0	\$0	\$16,510
TOTAL	TOTAL	\$13,630	\$0	\$76,120	\$0	\$0	\$0	\$0	\$0	\$89,750

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<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD41109	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$51,983	SBD41109	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
RA000 - RAIL OPERATIONS/OPERATING ASSISTANCE					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
Metrolink extension/new Arrow rail service, an extension of service from current terminus at Rialto and E street in San Bernardino to the University of Redlands, operating assistance Southern California Regional Rail Authority (Metrolink)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	CAP AND TRADE PROGRAM	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
CON	SBD CO MEASURE I	\$25,259	\$924	\$0	\$0	\$0	\$0	\$0	\$0	\$26,183
TOTAL	TOTAL	\$51,059	\$924	\$0	\$0	\$0	\$0	\$0	\$0	\$51,983

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD990208	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$10,394	4TR0101	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
COR05 - COMMUTER RAIL CARS &/or LOCOMO-REH/IMP-ALT						27-00	
<u>FUEL</u>		<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>	

DESCRIPTION  
ARROW MAINTENANCE FACILITY HYDROGEN FUEL UPGRADE PROJECT.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	TRANSIT AND INTERCITY RAIL	\$1,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,176
CON	AGENCY	\$9,218	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,218
TOTAL	TOTAL	\$10,394	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,394

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD990212	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$36,901	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
COR05 - COMMUTER RAIL CARS &/or LOCOMO-REH/IMP-ALT						27-00	
<u>FUEL</u>		<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>	

DESCRIPTION  
Conversion of 3 diesel multiple unit railcars purchased for the Arrow passenger rail service from a diesel engine generator providing power to electric motors at the wheels to cleaner alternative hydrogen propulsion technology.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	STATE TRANSIT ASSIST	\$0	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
CON	STIP ADVANCE CON-RIP	\$0	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
CON	TRANSIT AND INTERCITY RAIL	\$0	\$9,201	\$0	\$0	\$0	\$0	\$0	\$0	\$9,201
TOTAL	TOTAL	\$0	\$36,901	\$0	\$0	\$0	\$0	\$0	\$0	\$36,901

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150602	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$12,284	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
PA000 - PARATRANSIT OPERATIONS/OPERATING ASSISTANCE					NO	27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>			

DESCRIPTION  
GROUPED PROJECTS FOR TRANSIT 5310 GRANT PROGRAM (SCAB & MDAB): PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES (Toll Credits: 5310 FY22/23 CON \$426; FY23/24 5310RS CON \$372, 5310VH CON \$150, 5310 EAD CON \$60)

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5310LA-LOS ANGELES -LONG	\$3,158	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,158
CON	5310RS-Riverside/San Bernardino Urbanized	\$3,927	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,927
CON	5310VH-Victorville-Hesp eria Urbanized Area -	\$2,019	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369
CON	FTA 5310 ELD AND DISABI	\$830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$830
TOTAL	TOTAL	\$9,934	\$2,350	\$0	\$0	\$0	\$0	\$0	\$0	\$12,284

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191501	VARIOUS AGENCIES	San Bernardino	TCM	SCAB	\$6,000	4CR04	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CON93 - COMMUTER RAIL CARS &/or LOCOMO-EXP-GAS/DIESEL						27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
In San Bernardino County: Enhance Metrolink Service on San Bernardino Line (PA&ED Only)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
PE	AGENCY	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
TOTAL	TOTAL	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200086	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,622	200086	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
NCR10 - PASSENGER BENCHES & SMALL SHELTERS						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BUS SYSTEM - PASSENGER FACILITIES. FY19 - 9 SHELTERS/BENCHES AND AMENITIES; FY20/21 Various Shelters/Benches/Amenities, FY21/22 Shelter Amenities, Solar Lights, Signage.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesp eria Urbanized Area -	\$615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615
CON	FTA 5307 UZA FORMULAR	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102
CON	LOCAL TRANS FUNDS	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6
CON	PUBLIC TRANS MODERINAZATION IMP	\$744	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$744
CON	STATE TRANSIT ASSIST	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155
TOTAL	TOTAL	\$1,622	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,622

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20110301	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$3,954	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT						NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				

DESCRIPTION  
TRANSIT OPERATING EQUIPMENT - ITS SOFTWARE/HARDWARE: FY 25/26 Open Loop Payment System.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesp eria Urbanized Area -	\$1,119	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$1,199
CON	AGENCY	\$200	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$220
CON	LOCAL TRANS FUNDS	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80
CON	PUBLIC TRANS MODERINAZATION IMP	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860
CON	STATE TRANSIT ASSIST	\$595	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$595
TOTAL	TOTAL	\$3,854	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,954

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20110302	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$52,577	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BU001 - BUS-CAPITAL LEASE					NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

<u>DESCRIPTION</u>										
CAPITAL - BUS FACILITY - CAPITAL LEASE PAYMENTS (Hesperia & Barstow)										
<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$28,117	\$1,231	\$1,232	\$1,232	\$1,232	\$1,232	\$0	\$0	\$34,276
CON	5311 - NONURBANIZED AREA FORMULA	\$342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342
CON	ARRA - FTA 5307	\$1,913	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,913
CON	ARRA - FTA 5311	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160
CON	FTA 5309(c) BUS	\$1,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,486
CON	LOCAL TRANS FUNDS	\$4,025	\$307	\$308	\$308	\$308	\$308	\$0	\$0	\$5,564
CON	PRIVATE FUNDS	\$447	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$447
CON	STATE TRANSIT ASSIST	\$8,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,389
TOTAL	TOTAL	\$44,879	\$1,538	\$1,540	\$1,540	\$1,540	\$1,540	\$0	\$0	\$52,577

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20111806	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$369	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

<u>DESCRIPTION</u>										
TRANSIT BUS STOP ACCESS IMPROVEMENTS - PATH OF TRAVEL FOR EXISTING BUS STOPS (Ongoing)										
<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	LOCAL TRANS FUNDS	\$319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319
CON	PUBLIC TRANS MODERINAZATION IMP	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28
CON	STATE TRANSIT ASSIST	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22
TOTAL	TOTAL	\$369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$369

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20111815	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$151,350	SBD31581	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BU000 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

<u>DESCRIPTION</u>										
OPERATING ASSISTANCE										
<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$43,713	\$8,025	\$8,050	\$8,075	\$9,000	\$0	\$0	\$0	\$76,863
CON	LOCAL TRANS FUNDS	\$41,337	\$8,025	\$8,050	\$8,075	\$9,000	\$0	\$0	\$0	\$74,487
TOTAL	TOTAL	\$85,050	\$16,050	\$16,100	\$16,150	\$18,000	\$0	\$0	\$0	\$151,350

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20131102	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$14,584	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>	<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL					NO	27-00	
<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>					

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<u>DESCRIPTION</u>										
COMMUTER BUS REPLACEMENT: FY19 COMMUTER BUS REPLACE ALT FUEL (8). FY27/28 (5) Commuter Bus Replacements - FCEB. (TDC: FY20/21 - \$284 CMAQ)										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$0	\$0	\$7,225	\$0	\$0	\$0	\$0	\$0	\$7,225
CON	CMAQ	\$2,645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,645
CON	FTA 5307 UZA FORMULAR	\$1,028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028
CON	LOCAL TRANS FUNDS	\$100	\$0	\$1,275	\$0	\$0	\$0	\$0	\$0	\$1,375
CON	PRIVATE FUNDS	\$311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$311
CON	STATE TRANSIT ASSIST	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TOTAL	TOTAL	\$6,084	\$0	\$8,500	\$0	\$0	\$0	\$0	\$0	\$14,584

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171401	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,076	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
In Victorville: Purchase of Garage and Shop Equipment - Tools and equipment used in fleet maintenance.										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON	5339VH-Victorville-Hesperia Urbanized Area	\$427	\$80	\$80	\$80	\$80	\$0	\$0	\$0	\$747
CON	LOCAL TRANS FUNDS	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	STATE TRANSIT ASSIST	\$109	\$20	\$20	\$20	\$20	\$0	\$0	\$0	\$189
CON	TDA ARTICLE #4	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15
TOTAL	TOTAL	\$676	\$100	\$100	\$100	\$100	\$0	\$0	\$0	\$1,076

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190011	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	NON-EXEMPT	MDAB	\$3,435	20190011	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
BUN94 - BUSES-EXPANSION-ALTERNATIVE FUEL		YES	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
VTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)										
PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$1,832	\$0	\$0	\$0	\$916	\$0	\$0	\$0	\$2,748
CON	LOCAL TRANS FUNDS	\$458	\$0	\$0	\$0	\$229	\$0	\$0	\$0	\$687
TOTAL	TOTAL	\$2,290	\$0	\$0	\$0	\$1,145	\$0	\$0	\$0	\$3,435

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190101	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$339	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SEC53 - SECURITY		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

<u>DESCRIPTION</u>										
VTA: Replace/Upgrade aged Bus Surveillance Cameras. (Ongoing)										

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270
CON	LOCAL TRANS FUNDS	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19
CON	STATE TRANSIT ASSIST	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
TOTAL	TOTAL	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190703	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$15,439	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
FUL52 - FUELING STATIONS-ALTERNATIVE FUEL		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
FY20 FUELING AND INFRASTRUCTURE UPGRADE AND EXPANSION - BARSTOW FUELING STATION.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	AGENCY	\$7,200	\$3,600	\$3,600	\$0	\$0	\$0	\$0	\$0	\$14,400
CON	AIR BOARD	\$661	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$661
CON	SB1 STATE OF GOOD REPAIR	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$378
TOTAL	TOTAL	\$8,239	\$3,600	\$3,600	\$0	\$0	\$0	\$0	\$0	\$15,439

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190901	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$579	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
VTA: Purchase updated computers and server

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$303	\$40	\$40	\$40	\$40	\$0	\$0	\$0	\$463
CON	LOCAL TRANS FUNDS	\$47	\$10	\$10	\$10	\$10	\$0	\$0	\$0	\$87
CON	STATE TRANSIT ASSIST	\$29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29
TOTAL	TOTAL	\$379	\$50	\$50	\$50	\$50	\$0	\$0	\$0	\$579

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190902	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$505	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
SEC53 - SECURITY		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

**DESCRIPTION**  
VTA: Transit-Security FY21/22; FY22/23 Purchase Security Cameras; FY23/24 Upgrade On-Board Modems. FY24/25 Upgrade On-Board Modems Phase 2.

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$404
CON	LOCAL TRANS FUNDS	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23
CON	STATE TRANSIT ASSIST	\$78	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78
TOTAL	TOTAL	\$505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$505

**2027 Federal Transportation Improvement Program**  
**27-00 ADOPTION**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
**(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
20192703	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,531	981104	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
SEC54 - SECURITY EQUIPMENT/FACILITIES							27-00	
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
Transit - Security (Ongoing): FY20/21 - Driver Safety Shields, FY 22/23 - Parking Lot Fence - Security, FY23/24 Security Cameras, FY26/27 Purchase Security Cameras, FY27/28 Purchase Security Cameras, FY28/29 Purchase Security Cameras

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$872	\$0	\$88	\$88	\$88	\$88	\$0	\$0	\$1,224
CON	LOCAL TRANS FUNDS	\$119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119
CON	STATE TRANSIT ASSIST	\$100	\$0	\$22	\$22	\$22	\$22	\$0	\$0	\$188
TOTAL	TOTAL	\$1,091	\$0	\$110	\$110	\$110	\$110	\$0	\$0	\$1,531

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
SBD233701	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,430	REG0702	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
SEC54 - SECURITY EQUIPMENT/FACILITIES							NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
SHERIFF/CORONER/PUBLIC ADMINISTRATOR TO PROVIDE LAW ENFORCEMENT SERVICES AND ENHANCE COVERAGE OF SYSTEM WIDE SECURITY FOR THE PASSENGER BUS SYSTEM COVERING THE SAN BERNARDINO HIGH DESERT CITIES AND UNINCORPORATED COUNTY AREAS.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$715
CON	SB125 Transit Program	\$715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$715
TOTAL	TOTAL	\$1,430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,430

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
SBD31581	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$275,539	SBD31581	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE							NO	27-00
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
BUS SYSTEM - OPERATING ASSISTANCE (ongoing)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$4,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,150
CON	5311 - NONURBANIZED AREA FORMULA	\$6,298	\$978	\$978	\$978	\$978	\$0	\$0	\$0	\$10,210
CON	AGENCY	\$3,969	\$1,609	\$1,609	\$1,609	\$1,609	\$0	\$0	\$0	\$10,405
CON	CAP AND TRADE PROGRAM	\$647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$647
CON	FARE REVENUE	\$14,323	\$2,142	\$2,236	\$2,377	\$2,377	\$0	\$0	\$0	\$23,455
CON	LOCAL TRANS FUNDS	\$97,757	\$23,963	\$23,963	\$23,963	\$23,963	\$0	\$0	\$0	\$193,609
CON	LOW OR NO EMISSION VEHICLE	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270
CON	Low Carbon Transit Operations Program	\$511	\$210	\$210	\$210	\$210	\$0	\$0	\$0	\$1,351
CON	PRIVATE FUNDS	\$472	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$472
CON	SB125 Transit Program	\$14,842	\$846	\$846	\$846	\$846	\$0	\$0	\$0	\$18,226
CON	SBD CO MEASURE I	\$9,153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,153
CON	STATE AB2766	\$2,355	\$250	\$250	\$250	\$250	\$0	\$0	\$0	\$3,355
CON	STATE TRANSIT ASSIST	\$236	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$236
TOTAL	TOTAL	\$154,983	\$29,998	\$30,092	\$30,233	\$30,233	\$0	\$0	\$0	\$275,539

**2027 Federal Transportation Improvement Program  
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San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
SBD41084	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$83,404	4TL104	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
 BUS SYSTEM BUS REPLACEMENT - ALT FUEL: FY20/21 (2) Class H CNG. FY21/22 (5) Class H CNG. FY22/23 - (5) Class (H) CNG, FY23/24 - (13) Class H fuel cell electric buses. FY24/25 - (3) Class HFCEB and FY25/26 - (4) Class HFCEB. FY26/27 (5) Class HFCEB, FY27/28 (1) Class HFCEB, FY28/29 (2) Class HFCEB (TDC: FY25 CMAQ \$349; FY26 CMAQ \$505; FY27 CMAQ \$287; FY28 CMAQ \$472)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$20,181	\$8,544	\$1,257	\$2,589	\$0	\$0	\$0	\$0	\$32,571
CON	5339VH-Victorville-Hesperia Urbanized Area	\$4,903	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,903
CON	AGENCY	\$2,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,159
CON	CMAQ	\$17,392	\$2,500	\$4,116	\$0	\$0	\$0	\$0	\$0	\$24,008
CON	LOCAL TRANS FUNDS	\$2,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,440
CON	Low Carbon Transit Operations Program	\$4,926	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,926
CON	PRIVATE FUNDS	\$4,476	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,476
CON	PUBLIC TRANS MODERINAZATION IMP	\$1,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,720
CON	SB1 STATE OF GOOD REPAIR	\$2,258	\$2,136	\$314	\$647	\$0	\$0	\$0	\$0	\$5,355
CON	STATE TRANSIT ASSIST	\$846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$846
TOTAL	TOTAL	\$61,301	\$13,180	\$5,687	\$3,236	\$0	\$0	\$0	\$0	\$83,404

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
SBD41114	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$11,009	SBD41114	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
PAR17 - PARATRANSIT VEHICLES-REPLACEMENT-ALTERNATIVE FUEL					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
 PARATRANSIT - FY22/23 Purchased (2) PT Vehicles, FY 23/24 (2) Replacement Buses, FY 24/25 (5) Replacement Buses, FY25/26 (3) Replacement Buses, FY26/27 (6) Replacement Buses, FY 27/28 (6) Replacement Buses, FY 28/29 (5) Replacement Buses.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>30/31</u>	<u>31/32</u>	<u>FUTURE</u>	<u>TOTAL</u>
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$2,697	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,697
CON	5310VH-Victorville-Hesperia Urbanized Area -	\$194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$194
CON	5339VH-Victorville-Hesperia Urbanized Area	\$2,731	\$0	\$866	\$892	\$766	\$0	\$0	\$0	\$5,255
CON	CMAQ	\$696	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$696
CON	LOCAL TRANS FUNDS	\$199	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199
CON	PUBLIC TRANS MODERINAZATION IMP	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287
CON	SB1 STATE OF GOOD REPAIR	\$860	\$0	\$216	\$223	\$191	\$0	\$0	\$0	\$1,490
CON	STATE TRANSIT ASSIST	\$191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191
TOTAL	TOTAL	\$7,855	\$0	\$1,082	\$1,115	\$957	\$0	\$0	\$0	\$11,009

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>	
SBD41117	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$3,997	4TL104	Transit	
<u>PRIMARY PROGRAM CODE</u>					<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	27-00		
<u>SCAG APPROVED</u>		<u>STATE APPROVED</u>		<u>FEDERAL APPROVED</u>				

DESCRIPTION  
 BUS SYSTEM: FY17 - Service Vehicles (2), FY19 Service Vehicle (2: 1 Hesperia, 1 Barstow), FY20 Service Vehicles (2: Hesperia), FY21/22 Service Vehicles (2), FY 22/23 Service Vehicles (2); FY23/24 Bus Wash Upgrade; FY 24/25 Service Vehicles (1); FY 26/27 Service Vehicles (5). FY27/28 Service Vehicles (7). FY28/29 Service Vehicles (8).

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PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$1,202	\$318	\$263	\$379	\$446	\$0	\$0	\$0	\$2,608
CON	LOCAL TRANS FUNDS	\$323	\$56	\$66	\$94	\$89	\$0	\$0	\$0	\$628
CON	PUBLIC TRANS MODERINAZATION IMP	\$215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215
CON	SB1 STATE OF GOOD REPAIR	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
CON	STATE TRANSIT ASSIST	\$506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$506
TOTAL	TOTAL	\$2,286	\$374	\$329	\$473	\$535	\$0	\$0	\$0	\$3,997

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990204	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$8,881	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCN27 - PEDESTRIAN FACILITIES-NEW		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

DESCRIPTION  
CONSTRUCT NEW TRANSFER CENTER - HESPERIA

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$4,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,560
CON	5339VH-Victorville-Hesperia Urbanized Area	\$2,062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,062
CON	AGENCY	\$209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209
CON	LOCAL TRANS FUNDS	\$1,969	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,969
CON	SB1 STATE OF GOOD REPAIR	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81
TOTAL	TOTAL	\$8,881	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,881

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990205	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$916	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

DESCRIPTION  
FACILITY RENOVATIONS

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$366	\$0	\$0	\$366	\$0	\$0	\$0	\$0	\$732
CON	STATE TRANSIT ASSIST	\$92	\$0	\$0	\$92	\$0	\$0	\$0	\$0	\$184
TOTAL	TOTAL	\$458	\$0	\$0	\$458	\$0	\$0	\$0	\$0	\$916

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990206	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$23,442	4TL104	Transit
PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT				
FUL52 - FUELING STATIONS-ALTERNATIVE FUEL		NO	27-00				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					

DESCRIPTION  
HYDROGEN FUEL CELL ELECTRIC BUS INFRASTRUCTURE AND EV STRUCTURE. TDC: FY25/26 \$149 CMAQ. FY24/25 BARSTOW HYDROGEN FUELING INFRASTRUCTURE AND (6) EV CHARGING STATIONS

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**(in \$000's)**

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	CMAQ	\$4,145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,145
CON	Charging and Fueling Infrastructure Grant	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$3,690	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,690
CON	LOCAL TRANS FUNDS	\$3,607	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,607
TOTAL	TOTAL	\$23,442	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,442

## Additional Information

## GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Dawn Rowe</b> Board of Supervisors												
<b>Joe Baca, Jr.</b> Board of Supervisors	X											
<b>Curt Hagman</b> Board of Supervisors	X											
<b>Art Bishop</b> Town of Apple Valley	X											
<b>Ray Marquez</b> City of Chino Hills	X											
<b>Frank Navarro</b> City of Colton	X											
<b>Josh Pullen</b> City of Hesperia	X											
<b>Larry McCallon</b> City of Highland	X											
<b>John Dutrey</b> City of Montclair	X											
<b>Alan Wapner</b> City of Ontario												
<b>Helen Tran, Mayor</b> City of San Bernardino	X											
<b>Rick Denison</b> 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
ACFR	Annual Comprehensive Financial Report
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATC	San Bernardino County Auditor-Controller/Treasurer/Tax Collector
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
CAMP	California Asset Management Program
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 or County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
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
ERP	Enterprise Resource Planning
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principals
GA Dues	General Assessment Dues
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICAP	Indirect Cost Allocation Plan
IIEP	Inland Empire Economic Partnership
IREN	Inland Regional Energy Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency

**Acronym List**

LACMTA	Los Angeles County Metropolitan Transportation Authority
LAIF	Local Agency Investment Fund
LAPM	Local Assistance Procedures Manual - Caltrans
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
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
ONT	Ontario International Airport
PACE	Property Assessed Clean Energy
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
PS&E	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
SBCERA	San Bernardino County Employees' Retirement Association
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SRTP	Short Range Transit Plan
SGR	State of Good Repair Funds
STA	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Transportation Management Center

## Acronym List

TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
UAAL	Unfunded Actuarial Accrued Liability
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
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