

AGENDA
General Policy Committee Meeting
May 13, 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

May 13, 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.

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. March 2026 Procurement Report

Pg. 13

Receive the March 2026 Procurement Report.

Presenter: Alicia Bullock

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

3. Budget to Actual Report for Third Quarter Ending March 31, 2026

Pg. 21

Receive and file Budget to Actual Report for the third quarter ending March 31, 2026.

Presenter: Michael Hernandez

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

DISCUSSION ITEMS

Discussion - Administrative Matters

4. Measure I Compliance Audit for Fiscal Year 2024/2025

Pg. 32

A. Review and make a finding that the Measure I expenditures for Fiscal Year 2024/2025 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

B. Review and make a finding that the City of Adelanto for Fiscal Year 2023/2024 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

Presenter: Michael Hernandez

This item is not scheduled for review by any other policy committee or technical advisory committee. This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 6, 2026. The ITOC made a finding that SBCTA is in compliance with the Ordinance No. 04-01 and the Measure I Expenditure Plan.

5. Biennial MSI Compliance Audit

Pg. 36

Review and receive the Measure I expenditures that are compliant with Measure I Ordinance No. 04-01, and related expenditure plan of San Bernardino County Transportation Authority, for the period July 1, 2023 through June 30, 2025.

Presenter: Michael Hernandez

This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 6, 2026. The ITOC made a finding that SBCTA is in compliance with Ordinance No. 04-01 and Expenditure Plan for FY 2024 and FY 2025.

6. San Bernardino County Transportation Authority Employee Benefits and Salary Review

Pg. 41

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

A. Approve revisions to Compensation Administration Policy No. 10107 to update Section VIII.D (Top of Range) to allow employees at, or brought to, the maximum of their salary range to receive merit increases in the form of a one-time, non-recurring lump-sum payment.

B. Receive and file the report-back regarding employer-paid Basic Group Life Insurance, confirming that maintaining the existing \$50,000 coverage level avoids mandatory employee tax impacts and aligns with standard practice.

C. Authorize the Executive Director, or her designee, to perform a market analysis of the agency's Basic Life, Long-Term Disability, Short-Term Disability, and Employee Assistance Program benefits for further consideration of potential enhancements and price competitiveness.

Presenter: Colleen Franco

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA's General Counsel has reviewed this item and the proposed policy revisions.

7. Revise Policy No. 10006 - Authority to Act Upon Certain Claims

Pg. 56

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

Approve revisions to Policy No. 10006 – Authority to Act Upon Certain Claims.

Presenter: Julianna Tillquist

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 policy revisions.

8. Renewal of Annual Insurance Policies, Cyber Memorandum of Understanding, and Joint Powers Agreement

Pg. 62

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

A. Authorize the Procurement Manager or the Deputy Executive Director of Strategic Partnerships to approve and execute binding insurance coverage for the existing coverages and limits through the policies and premiums up to 10% over the estimate of \$1,147,754; and authorize the Executive Director, or her designee, to bind the policies should the amount exceed \$1,262,530 for the periods of July 1, 2026 through June 30, 2027, for Cyber Liability, Workers' Compensation, Auto Physical Damage, Property, and Employee Crime; and September 29, 2026 through September 28, 2027, for Commercial General Liability and Excess Liability.

B. Authorize the issuance of Purchase Orders to process payments for securing the insurance policies.

C. Approve Memorandum of Understanding No. 26-1003463 with Public Risk Innovation, Solutions, and Management (PRISM) for the Cyber Liability Program.

D. Approve Joint Powers Agreement No. 26-1003464 with PRISM.

Presenter: Alicia Bullock

Agenda Item No. 8 (cont.)

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 and the agreements.

9. Policy No. 15100 - Generative Artificial Intelligence Acceptable Use Policy Pg. 91

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

Approve Policy No. 15100 – Generative Artificial Intelligence Acceptable Use.

Presenter: Matt Farokhmanesh

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 policy.

Discussion - Regional/Subregional Planning

10. San Bernardino County Transportation Authority Vehicle Miles Traveled Mitigation Bank Program Funding Strategy Pg. 94

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

Authorize \$2 million of funding for the SBCTA Vehicle Miles Traveled Mitigation Bank Pilot Program, through the Measure I Valley Traffic Management Systems and various Mountain/Desert Subarea Project Development and Traffic Management Systems funds, in an amount proportionate to Fiscal Year 2024/2025 return to source, contingent upon the potential non-award of Federal Carbon Reduction Program funds during the obligation process.

Presenter: Josh Lee

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

11. Transportation Development Act Article 3: City of Ontario Scope Reduction Request Pg. 96

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

Determine if a major scope change removing Class IV bicycle facilities should be granted to the City of Ontario for their Fiscal Year 2025/2026 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities award for the Downtown Euclid Avenue Corridor Project in the amount of \$746,738.

Presenter: Ginger Koblasz

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

12. Active Transportation Program - 20-Point Assignment Methodology for San Bernardino County Pg. 103

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

Approve an update to the Active Transportation Program 20-point prioritization assignment methodology.

Presenter: Ginger Koblasz

Agenda Item No. 12 (cont.)

The contents of this item were reviewed by the Transportation Technical Advisory Committee on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

13. Development Mitigation Annual Report for Fiscal Year Ending June 30, 2025

Pg. 106

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2025.

Presenter: Ginger Koblasz

This item was assembled from data provided by members of the SBCTA Transportation Technical Advisory Committee (TTAC), or their designees, and provided for comments at the TTAC meeting on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

14. 2025 Update of the Development Mitigation Nexus Study and Network

Pg. 110

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

- A. Approve the 2025 Update to the SBCTA Development Mitigation Nexus Study.
- B. Approve revisions to the Nexus Network to:
 - i. Incorporate eligible Class I bicycle facilities; and
 - ii. Remove segments that do not function as arterial facilities; and
 - iii. Add eligible roadway segments identified by member agencies through the Nexus Update process.

Presenter: Ginger Koblasz

The contents of this item were reviewed by the Transportation Technical Advisory Committee on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Council of Governments

15. San Bernardino Regional Housing Trust Update, Fund, Task and Program Approval, and Pooling of Funds

Pg. 177

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

- A. Receive an update on the San Bernardino Regional Housing Trust (SBRHT).
- B. Approve creation of new Fund (8310), Program (83), and Task (8301) for the SBRHT.
- C. Authorize pooling SBRHT funds with SBCTA/SBCOG funds, to be invested in accordance with SBCTA's Investment Policy No. 20100.

Presenter: Monique Reza-Arellano

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

16. Inland Regional Energy Network 2025 Annual Report Update

Pg. 179

Receive an update on the San Bernardino Council of Governments 2025 Inland Regional Energy Network Annual Report.

Presenter: Jennifer Aguilar

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

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 June 10, 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 and the office is located at 1170 W. 3rd Street, 2nd 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. La oficina se encuentra en 1170 W. 3rd Street, 2nd 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/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. 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, 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: May 13, 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:

Item No.	Contract No.	Principals & Agents	Subcontractors
8	26-1003463	Public Risk Innovation, Solutions, and Management <i>Gina Dean, CEO</i>	None
	26-1003464		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: May 13, 2026

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: May 13, 2026

Subject:

March 2026 Procurement Report

Recommendation:

Receive the March 2026 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:

- Two new contracts were executed.
- Twelve contract amendments were executed.
- Three CTO's were executed.
- Ten CTO amendments were executed.
- Two contingency amendments were executed.
- Two 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.
- Four 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 month of March 2026 are presented

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

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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 or the proposed Budget for Fiscal Year 2026/2027. 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

Approved
General Policy Committee
Date: May 13, 2026
Witnessed By:

Attachment A - 1
March 2026 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
Contract	26-1003447		Omnitrans	Reimbursement of railroad maintenance of way service costs for San Bernardino Transit Center.	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	N/A
Contract	26-1003416		Golden Five LLC	Microsoft Teams Phone System Implementation.	\$ 50,106.70	\$ -	\$ -	\$ 50,106.70	N/A
Contract Amendment	25-1003237	1	City of Montclair	Time extension for Regional Early Action Planning (REAP) 2.0 California Transportation Commission Partnership Funding Agreement for Fremont Avenue Active Transportation Project.	\$ 975,000.00	\$ -	\$ -	\$ 975,000.00	N/A
Contract Amendment	25-1003299	1	California Department of Transportation (Caltrans)	Revise northerly post mile to R21.3 for Interstate 15 Cajon Pass Project Initiation Document Cooperative Agreement.	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	N/A
Contract Amendment	24-1003116	1	Southern California Association of Governments (SCAG)	Time extension for REAP 2.0 Grant Subregional Partnership Program 2.0 Memorandum of Understanding.	\$ 2,367,317.00	\$ -	\$ -	\$ 2,367,317.00	N/A
Contract Amendment	24-1003118	1	Southern California Association of Governments (SCAG)	Time extension and update to Exhibit A scope of work for REAP Grants 2.0 Funding Agreement.	\$ 5,000,000.00	\$ -	\$ -	\$ 5,000,000.00	N/A
Contract Amendment	21-1002498	1	Best Best & Krieger	Time extension for On-Call Legal Services to allow for completion of services still in progress.	\$ 1,000,000.00	\$ -	\$ -	\$ 1,000,000.00	N/A
Contract Amendment	21-1002253	1	Kaplan Kirsch LLP	Time extension and name change for On-Call Right-of-Way Legal Services to allow for completion of services still in progress.	\$ 1,000,000.00	\$ -	\$ -	\$ 1,000,000.00	N/A
Contract Amendment	23-1002932	1	Wells Fargo Bank N.A.	Time extension for continued Banking and Credit Card Services.	\$ 25,000.00	\$ -	\$ -	\$ 25,000.00	N/A
Contract Amendment	23-1002943	1	Kapsch TrafficCom USA, Inc.	Revise payment milestone schedule in Exhibit B Price Form for Interstate 15 Riverside County Toll System Modifications.	\$ 3,303,090.42	\$ -	\$ -	\$ 3,303,090.42	N/A
Contract Amendment	24-1003086	1	Crowe LLP	Time extension and increase not-to-exceed amount for Audit Services for Measure I and Transportation Development Act Funds to allow for additional review.	\$ 2,563,700.00	\$ -	\$ 15,400.00	\$ 2,579,100.00	N/A
Contract Amendment	23-1002844	1	Epic Land Solutions	Time extension for Right-of-Way Services for the US 395 Phase 2 Widening Project.	\$ 3,716,695.33	\$ -	\$ -	\$ 3,716,695.33	N/A
Contract Amendment	23-1002966	1	Planeteria Media, LLC	Time extension and increase not-to-exceed amount for Web Support Services to address additional web page development associated with internal agency pages.	\$ 28,800.00	\$ -	\$ 19,200.00	\$ 48,000.00	N/A
Contract Amendment	23-1002828	1	Agiline Software LLC	Time extension and increase not-to-exceed amount for SharePoint Support Services to ensure technical continuity and prevent service gaps during transition to cloud-hosted Microsoft 365.	\$ 43,200.00	\$ -	\$ 7,200.00	\$ 50,400.00	N/A
CTO	23-1002904	12	Mott MacDonald Group, Inc.	On-Call Transit Services for planning and concept development for Bus Rapid Transit.	\$ 375,000.00	\$ -	\$ -	\$ 375,000.00	\$20,000,000.00 (available \$7,805,295.00)
CTO	19-1002203	6	Trapeze Software Group	On-Call Planning Services for modifications and upgrades to Experience Metrolink Software.	\$ 27,720.00	\$ -	\$ -	\$ 27,720.00	\$500,000.00 (available \$386,227.24)

Attachment: March 2026 Procurement Report - PDF (12215 : March 2026 Procurement Report)

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

Attachment A - 1
March 2026 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
CTO	19-1002203	6	Trapeze Software Group	On-Call Planning Services for modifications and upgrades to Experience Metrolink Software.	\$ 27,720.00	\$ -	\$ -	\$ 27,720.00	\$500,000.00 (available \$386,227.24)
CTO	25-1003265	3	Costin Public Outreach Group	SBCOG Workplan Speaker Series to create opportunities for discussion, knowledge sharing, and networking among member agencies.	\$ 41,800.00	\$ -	\$ -	\$ 41,800.00	\$2,055,800.00 (available \$1,499,000)
CTO Amendment	24-1003131	2.1	Mott MacDonald	Increase CTO not-to-exceed amount for On-Call Planning Services for continued project management and project controls for existing and future Planning and COG projects.	\$ 1,250,000.00	\$ -	\$ 800,000.00	\$ 2,050,000.00	\$23,281,950.00 (available \$6,578,984.24)
CTO Amendment	23-1003018	5A.2	Dudek	Increase CTO not-to-exceed amount for On-Call Planning Services for general SBCTA/SBCOG Staff Support.	\$ 450,000.00	\$ 50,000.00	\$ 800,000.00	\$ 1,300,000.00	\$23,281,950.00 (available 5,778,984.24)
CTO Amendment	24-1003136	15.3	HNTB Corporation	Increase CTO not-to-exceed amount for On-Call Planning Services for City of Upland Affordable Housing and Complete Street Improvements.	\$ 904,024.94	\$ 97,744.00	\$ 164,795.00	\$ 1,166,563.94	\$23,281,950.00 (available \$5,614,189.20)
CTO Amendment	24-1003132	18.1	Fehr & Peers	Increase CTO not-to-exceed amount for On-Call Planning Services for City of Fontana Affordable Housing and Complete Street Improvements.	\$ 950,631.17	\$ -	\$ 16,740.00	\$ 967,371.17	\$23,281,950.00 (available \$5,597,449.24)
CTO Amendment	24-1003130	23.1	MNS Engineers	Increase CTO not-to-exceed amount for On-Call Planning Services for the City of Big Bear Lake Affordable Housing and Complete Street Improvements.	\$ 593,865.00	\$ -	\$ 708,391.00	\$ 1,302,256.00	\$23,281,950.00 (available \$4,889,058.24)
CTO Amendment	20-1002377	8.1	Vandermost Consulting Services, Inc.	CTO time extension for On-Call Environmental Services for Habitat Management Plan and Monitoring Plan for the State Route 210 Mixed Flow Lane Addition Project.	\$ 499,950.00	\$ -	\$ -	\$ 499,950.00	\$3,000,000.00 (available \$2,144,820.93)
CTO Amendment	20-1002377	13.1	Vandermost Consulting Services, Inc.	CTO time extension for On-Call Environmental Services for Biological Surveys for Interstate 15 Cajon Pass Freight Project.	\$ 91,246.81	\$ -	\$ -	\$ 91,246.81	\$3,000,000.00 (available \$2,144,820.93)
CTO Amendment	20-1002377	14.1	Vandermost Consulting Services, Inc.	CTO time extension for On-Call Environmental Services for Hazardous Waste Surveys for I-15 Cajon Pass Freight Project.	\$ 86,262.32	\$ -	\$ -	\$ 86,262.32	\$3,000,000.00 (available \$2,144,820.93)
CTO Amendment	20-1002377	15.1	Vandermost Consulting Services, Inc.	CTO time extension and increase for On-Call Environmental Services for environmental agencies coordination for the Redlands/Highland Regional Gap Connector Project.	\$ 25,000.00	\$ -	\$ 15,000.00	\$ 40,000.00	\$3,000,000.00 (available \$2,144,820.93)
CTO Amendment	25-1003210	2.1	Crowe LLP	Extend completion date and incorporate engagement letter for Audit Services to test expenditures for Measure I Programs administered by Fiscal Years 2023/2024 and 2024/2025.	\$ 39,199.00	\$ -	\$ -	\$ 39,199.00	\$800,000.00 (available \$733,022.00)

Attachment: March 2026 Procurement Report - PDF (12215 : March 2026 Procurement Report)

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

Attachment A - 2
March 2026 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
22-1002722 No. 1I	Updates on design inconsistencies identified by toll service provider for toll collection system fiber optic communication plans on the I-10 Corridor Freight and Express Lanes Project Contract 2 Plans, Specifications, and Estimates.	TRC Engineers, Inc.	\$ 57,791,176.04	\$ -	\$ 4,824,134.93	\$ 130,075.35	\$ 62,745,386.32
18-1001870 No. 6O	Design modification to provide access to Granite Avenue from Holt Boulevard to maintain support of local businesses for the West Valley Connector Project.	Parsons Transportation Group, Inc.	\$ 6,495,780.54	\$ 6,691,987.00	\$ 1,280,505.00	\$ 60,628.00	\$ 14,528,900.54

Attachment: March 2026 Procurement Report - PDF (12215 : March 2026 Procurement Report)

Attachment A - 3

March 2026 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	4002704	3/25/2026	Zumar Industries, Inc.	High Occupancy Vehicle (HOV) 3+ Signs for I-10 Express Lanes.	\$ 4,334.43			\$ 4,334.43
New PO	4002705	3/25/2026	Golden Star Technology, Inc.	KnowBe4 Security Awareness Training subscription and PhishER Subscription Annual Renewal.	\$ 4,510.35			\$ 4,510.35

Attachment: March 2026 Procurement Report - PDF (12215 : March 2026 Procurement Report)

Attachment B
March 2026 RFP's, RFQ's and IFB's

Release Date	RFP/RFQ/IFB No.	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
3/3/2026	RFP26-1003440	\$278,864.00	07/01/2026	Santa Fe Depot property and facility management and as-needed commuter station facilities management.

Attachment: March 2026 Procurement Report - PDF (12215 : March 2026 Procurement Report)

Attachment C

March 2026 CityCom's Issued Purchase Orders/Contracts

PO/Contract No.	Vendor Name	Description of Services	Total Amount
PO SBCTA52572	Everest Landscape	Removal of old plant & mulch, replaced with drought tolerant plants and decomposed granite in planter.	\$ 6,350.00
PO SBCTA52582	Johnson Controls Fire Protection	Boiler room equipment leak repack.	\$ 4,675.31
PO SBCTA52579	Servpro Chino/Chino Hills	Marble staircase crack fill/repair.	\$ 1,800.00
PO SBCTA52581	Tecta America Southern California	Roof maintenance-annual roof drain hydrojetting.	\$ 2,940.00

Minute Action

AGENDA ITEM: 3

Date: May 13, 2026

Subject:

Budget to Actual Report for Third Quarter Ending March 31, 2026

Recommendation:

Receive and file Budget to Actual Report for the third quarter ending March 31, 2026.

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 March 31, 2026.

The report is broken down by Fund group and provides a percentage of the budget received or expended through March 31, 2026.

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

General Policy Committee Agenda Item

May 13, 2026

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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.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to Measure I 2010-2040 Fund to properly allocate funds for the West Valley Connector Project.

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 positive investment earnings balance is due to higher than estimated interest earned on balances held with the County Treasurer.

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.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

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 positive investment earnings balance is due to higher than estimated interest earned on balances held with the County Treasurer.

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 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 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 accruals related to fair value adjustment.
3. Miscellaneous revenues represent a refund on a prior year's project.

General Policy Committee Agenda Item

May 13, 2026

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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 and Rail, 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 sale related to the I-10 Corridor Project and to properly allocate funds for the West Valley Connector 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 funds 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 accruals related to fair value adjustment.
3. Other Financing Sources represents the 2026A Bond Issuance. No expenditures have occurred related to this issuance.

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.
2. The negative investment earnings balance is due to a reversal of prior year 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 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 or the proposed Budget for Fiscal Year 2026/2027.

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: May 13, 2026
Witnessed By:

Fiscal Year 2025-2026
Third Quarter Budget to Actual Report
March 31, 2026

	2025-2026 Original Budget		2025-2026 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
GENERAL FUND								
Revenues								
Sales Tax-MSI	2,486,700	-	2,486,700	1,503,642	-	983,058		
Charges for Services	398,756	-	398,756	666,981	-	(268,225)		
Investment Earnings	459,032	-	459,032	19,181,374	-	(18,722,342)		
Miscellaneous	244	-	244	519	-	(275)		
Total Revenues	<u>3,344,732</u>	<u>-</u>	<u>3,344,732</u>	<u>21,352,516</u>	<u>-</u>	<u>(18,007,784)</u>		
Expenditures								
General Government	14,510,816	500,100	15,010,916	9,953,212	863,884	4,193,820	27.94%	
Regional & Subregional Planning	1,433,461	-	1,433,461	815,252	50,000	568,209	39.64%	
Transit	87,034,753	1,000,000	88,034,753	47,620,469	761,106	39,653,178	45.04%	
Project Delivery	100,000	-	100,000	-	-	100,000	100.00%	
Fund Administration	456,604	-	456,604	232,855	-	223,749	49.00%	
Total Expenditures	<u>103,535,634</u>	<u>1,500,100</u>	<u>105,035,734</u>	<u>58,621,788</u>	<u>1,674,990</u>	<u>44,738,956</u>	<u>42.59%</u>	
Other Financing Sources								
Transfers in	100,683,308	-	100,683,308	3,884,482	-	96,798,826	96.14%	
Transfers out	(4,578,560)	-	(4,578,560)	(3,433,920)	-	(1,144,640)	25.00%	
Total Other Financing Sources	<u>96,104,748</u>	<u>-</u>	<u>96,104,748</u>	<u>450,562</u>	<u>-</u>	<u>95,654,186</u>	<u>99.53%</u>	
Revenues Over (Under) Expenditures	<u>(4,086,154)</u>	<u>(1,500,100)</u>	<u>(5,586,254)</u>	<u>(36,818,710)</u>	<u>-</u>	<u>32,907,446</u>		
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.								
FEDERAL FUND								
Revenues								
Intergovernmental	97,854,668	-	97,854,668	10,577,894	-	87,276,774		
Investment Earnings	-	-	-	8,301	-	(8,301)		
Total Revenues	<u>97,854,668</u>	<u>-</u>	<u>97,854,668</u>	<u>10,586,195</u>	<u>-</u>	<u>87,268,473</u>		
Expenditures								
Regional & Subregional Planning	374,133	908,642	1,282,775	101,313	-	1,181,462	92.10%	
Transit	7,977,732	-	7,977,732	264,976	-	7,712,756	96.68%	
Project Delivery	89,502,803	-	89,502,803	39,698,519	-	49,804,284	55.65%	
Total Expenditures	<u>97,854,668</u>	<u>908,642</u>	<u>98,763,310</u>	<u>40,064,808</u>	<u>-</u>	<u>58,698,502</u>	<u>59.43%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>(908,642)</u>	<u>(908,642)</u>	<u>(29,478,613)</u>	<u>-</u>	<u>28,569,971</u>		
FEDERAL TRANSIT ADMINISTRATION FUND								
Revenues								
Intergovernmental	39,265,295	-	39,265,295	12,659,395	-	26,605,900		
Total Revenues	<u>39,265,295</u>	<u>-</u>	<u>39,265,295</u>	<u>12,659,395</u>	<u>-</u>	<u>26,605,900</u>		
Expenditures								
Transit	39,265,295	(9,390,614)	29,874,681	10,500,685	-	19,373,996	64.85%	
Total Expenditures	<u>39,265,295</u>	<u>(9,390,614)</u>	<u>29,874,681</u>	<u>10,500,685</u>	<u>-</u>	<u>19,373,996</u>	<u>64.85%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>9,390,614</u>	<u>9,390,614</u>	<u>2,158,710</u>	<u>-</u>	<u>7,231,904</u>		
Other Financing Sources								
Transfers out	-	9,390,614	9,390,614	9,390,614	-	-	0.00%	
Total Other Financing Sources	<u>-</u>	<u>9,390,614</u>	<u>9,390,614</u>	<u>9,390,614</u>	<u>-</u>	<u>-</u>	<u>0.00%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>9,390,614</u>	<u>9,390,614</u>	<u>9,390,614</u>	<u>-</u>	<u>-</u>		
STATE FUND								
Revenues								
Intergovernmental	214,623,280	-	214,623,280	43,017,323	-	171,605,957		
Investment Earnings	799,730	-	799,730	88,486	-	711,244		
Total Revenues	<u>215,423,010</u>	<u>-</u>	<u>215,423,010</u>	<u>43,105,809</u>	<u>-</u>	<u>172,317,201</u>		
Expenditures								
General Government	11,854	-	11,854	4,900	-	6,954	58.66%	
Regional & Subregional Planning	741,593	(49,842)	691,751	512,944	-	178,807	25.85%	
Transit	183,090,445	(1,000,000)	182,090,445	16,572,941	-	165,517,504	90.90%	
Project Delivery	32,317,068	(263,189)	32,053,879	14,382,592	-	17,671,287	55.13%	
Fund Administration	1,129,961	-	1,129,961	677,180	-	452,781	40.07%	
Total Expenditures	<u>217,290,921</u>	<u>(1,313,031)</u>	<u>215,977,890</u>	<u>32,150,557</u>	<u>-</u>	<u>183,827,333</u>	<u>85.11%</u>	

Attachment: Budget to Actual 3rd Qtr 2026 (12253 : Budget to Actual Report - 3rd Qtr. 2025/2026)

**Fiscal Year 2025-2026
Third Quarter Budget to Actual Report
March 31, 2026**

	2025-2026 Original Budget	Amendments	2025-2026 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
Other Financing Sources							
Transfers out	-	(263,189)	(263,189)	(263,189)	-	-	0.00%
Total Other Financing Sources	-	(263,189)	(263,189)	(263,189)	-	-	0.00%
Revenues Over (Under) Expenditures	<u>(1,867,911)</u>	<u>1,049,842</u>	<u>(818,069)</u>	<u>10,692,063</u>	<u>-</u>	<u>(11,510,132)</u>	
PROPOSITION 1B FUND							
Revenues							
Intergovernmental	5,000,000	-	5,000,000	2,047,868	-	2,952,132	
Total Revenues	<u>5,000,000</u>	<u>-</u>	<u>5,000,000</u>	<u>2,047,868</u>	<u>-</u>	<u>2,952,132</u>	
Expenditures							
Project Delivery	5,000,000	-	5,000,000	2,047,868	-	2,952,132	59.04%
Total Expenditures	<u>5,000,000</u>	<u>-</u>	<u>5,000,000</u>	<u>2,047,868</u>	<u>-</u>	<u>2,952,132</u>	59.04%
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	
LOCAL TRANSPORTATION FUND							
Revenues							
Sales Tax-LTF	149,920,792	-	149,920,792	81,382,121	-	68,538,671	
Investment Earnings	2,260,456	-	2,260,456	3,829,886	-	(1,569,430)	
Total Revenues	<u>152,181,248</u>	<u>-</u>	<u>152,181,248</u>	<u>85,212,007</u>	<u>-</u>	<u>66,969,241</u>	
Expenditures							
Transit	122,940,000	-	122,940,000	59,281,750	108,885	63,549,365	51.69%
Total Expenditures	<u>122,940,000</u>	<u>-</u>	<u>122,940,000</u>	<u>59,281,750</u>	<u>108,885</u>	<u>63,549,365</u>	51.69%
Other Financing Sources							
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>	89.78%
Revenues Over (Under) Expenditures	<u>(32,805,988)</u>	<u>-</u>	<u>(32,805,988)</u>	<u>19,589,125</u>	<u>(108,885)</u>	<u>(52,286,228)</u>	
STATE TRANSIT ASSISTANCE FUND							
Revenues							
Intergovernmental	31,528,490	-	31,528,490	14,519,290	-	17,009,200	
Investment Earnings	893,728	-	893,728	1,449,284	-	(555,556)	
Total Revenues	<u>32,422,218</u>	<u>-</u>	<u>32,422,218</u>	<u>15,968,574</u>	<u>-</u>	<u>16,453,644</u>	
Expenditures							
Transit	29,960,670	-	29,960,670	13,329,683	-	16,630,987	55.51%
Total Expenditures	<u>29,960,670</u>	<u>-</u>	<u>29,960,670</u>	<u>13,329,683</u>	<u>-</u>	<u>16,630,987</u>	55.51%
Other Financing Sources							
Transfers out	(29,486,621)	-	(29,486,621)	(926,240)	-	(28,560,381)	96.86%
Total Other Financing Sources	<u>(29,486,621)</u>	<u>-</u>	<u>(29,486,621)</u>	<u>(926,240)</u>	<u>-</u>	<u>(28,560,381)</u>	96.86%
Revenues Over (Under) Expenditures	<u>(27,025,073)</u>	<u>-</u>	<u>(27,025,073)</u>	<u>1,712,651</u>	<u>-</u>	<u>(28,737,724)</u>	
Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.							
SENATE BILL 1 Fund							
Revenues							
Intergovernmental	121,440,773	-	121,440,773	42,567,352	-	78,873,421	
Total Revenues	<u>121,440,773</u>	<u>-</u>	<u>121,440,773</u>	<u>42,567,352</u>	<u>-</u>	<u>78,873,421</u>	
Expenditures							
Commuter and Motorist Assistance	1,624,471	-	1,624,471	183,951	570	1,439,950	88.64%
Regional & Subregional Planning	-	700,000	700,000	-	-	700,000	100.00%
Transit	31,825,069	-	31,825,069	13,737,383	-	18,087,686	56.83%
Project Delivery	87,969,233	263,189	88,232,422	46,985,076	-	41,247,346	46.75%
Total Expenditures	<u>121,418,773</u>	<u>963,189</u>	<u>122,381,962</u>	<u>60,906,410</u>	<u>570</u>	<u>61,474,982</u>	50.23%
Other Financing Sources							
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>	0.00%
Revenues Over (Under) Expenditures	<u>22,000</u>	<u>(700,000)</u>	<u>(678,000)</u>	<u>(18,075,869)</u>	<u>(570)</u>	<u>17,398,439</u>	

Attachment: Budget to Actual 3rd Qtr 2026 (12253 : Budget to Actual Report - 3rd Qtr. 2025/2026)

Fiscal Year 2025-2026
Third Quarter Budget to Actual Report
March 31, 2026

	2025-2026 Original Budget		2025-2026 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
MEASURE I 1990-2010 FUND								
Revenues								
Investment Earnings	140,007	-	140,007	(48,488)	-	188,495		
Total Revenues	140,007	-	140,007	(48,488)	-	188,495		
Expenditures								
Project Delivery	1,672,000	-	1,672,000	41,522	-	1,630,478	97.52%	
Total Expenditures	1,672,000	-	1,672,000	41,522	-	1,630,478	97.52%	
MEASURE I 2010-2040 FUND								
Revenues								
Sales Tax-MSI	246,183,300	-	246,183,300	148,860,533	-	97,322,767		
Investment Earnings	19,672,316	-	19,672,316	(7,997,014)	-	27,669,330		
Miscellaneous	-	-	-	558,600	-	(558,600)		
Total Revenues	265,855,616	-	265,855,616	141,422,119	-	124,433,497		
Expenditures								
General Government	984,073	-	984,073	239,622	-	744,451	75.65%	
Environment and Energy Conservation	193,821	-	193,821	31,223	-	162,598	83.89%	
Commuter and Motorist Assistance	808,829	-	808,829	16,507	-	792,322	97.96%	
Regional & Subregional Planning	1,348,990	1,049,841	2,398,831	529,235	-	1,869,596	77.94%	
Transit	74,845,816	12,390,614	87,236,430	29,769,432	8,911,787	48,555,211	55.66%	
Project Delivery	245,623,667	1,115,187	246,738,854	37,242,016	117,698	209,379,140	84.86%	
Fund Administration	115,497,566	-	115,497,566	42,724,336	749,000	72,024,230	62.36%	
Total Expenditures	439,302,762	14,555,642	453,858,404	110,552,371	9,778,485	333,527,548	73.49%	
Other Financing Sources								
Transfers in	203,660	10,505,801	10,709,461	10,658,546	-	50,915	0.48%	
Transfers out	(15,968,403)	-	(15,968,403)	(9,889,161)	-	(6,079,242)	38.07%	
Total Other Financing Sources	(15,764,743)	10,505,801	(5,258,942)	769,385	-	(6,028,327)	114.63%	
Revenues Over (Under) Expenditures	(189,211,889)	(4,049,841)	(193,261,730)	31,639,133	(9,778,485)	(215,122,378)		
Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.								
DEBT SERVICE FUND								
Revenues								
Investment Earnings	-	-	-	109,921	-	(109,921)		
Total Revenues	-	-	-	109,921	-	(109,921)		
Expenditures								
Debt Service	12,417,850	-	12,417,850	3,196,100	-	9,221,750	74.26%	
Total Expenditures	12,417,850	-	12,417,850	3,196,100	-	9,221,750	74.26%	
Other Financing Sources								
Transfers in	12,417,850	-	12,417,850	7,226,246	-	5,191,604	41.81%	
Total Other Financing Sources	12,417,850	-	12,417,850	7,226,246	-	5,191,604	41.81%	
Revenues Over (Under) Expenditures	-	-	-	4,140,067	-	(4,140,067)		
CAPITAL PROJECTS FUND								
Revenues								
Intergovernmental	30,020,911	-	30,020,911	8,303,341	-	21,717,570		
Investment Earnings	1,267,417	-	1,267,417	(339,602)	-	1,607,019		
Miscellaneous	1,766,709	-	1,766,709	-	-	1,766,709		
Other Financing Sources	-	200,000,000	200,000,000	150,000,000	-	50,000,000		
Total Revenues	33,055,037	200,000,000	233,055,037	157,963,739	-	75,091,298		
Expenditures								
General Government	175,000	-	175,000	-	-	175,000	100.00%	
Regional & Subregional Planning	8,260,131	(999,999)	7,260,132	2,709,833	164,795	4,385,504	60.41%	
Transit	3,408,844	-	3,408,844	987,299	-	2,421,545	71.04%	
Project Delivery	19,536,243	198,179,813	217,716,056	21,687,463	1,871	196,026,722	90.04%	
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	56,414,918	197,884,814	254,299,732	25,384,595	166,666	228,748,471	89.95%	

Attachment: Budget to Actual 3rd Qtr 2026 (12253 : Budget to Actual Report - 3rd Qtr. 2025/2026)

Fiscal Year 2025-2026
Third Quarter Budget to Actual Report
March 31, 2026

	2025-2026		2025-2026	Actual Revenues	Encumbrances	Balance	% of Budget Remaining for Expenditures
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
Other Financing Sources							
Transfers out	-	(1,115,187)	(1,115,187)	(1,115,187)	-	-	0.00%
Total Other Financing Sources	-	(1,115,187)	(1,115,187)	(1,115,187)	-	-	0.00%
Revenues Over (Under) Expenditures	(23,359,881)	999,999	(22,359,882)	131,463,957	(166,666)	(153,657,173)	
NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	18,364,967	-	18,364,967	4,924,326	-	13,440,641	
Investment Earnings	70,873	-	70,873	(53,128)	-	124,001	
Miscellaneous	-	-	-	(10,767)	-	10,767	
Total Revenues	18,435,840	-	18,435,840	4,860,431	-	13,575,409	
Expenditures							
General Government	123,846	-	123,846	11,067	1,000	111,779	90.26%
Commuter and Motorist Assistance	4,241,674	-	4,241,674	1,988,175	4,313	2,249,186	53.03%
Regional & Subregional Planning	1,256,304	41,516	1,297,820	940,215	-	357,605	27.55%
Transit	12,655,451	-	12,655,451	1,233,843	-	11,421,608	90.25%
Total Expenditures	18,277,275	41,516	18,318,791	4,173,300	5,313	14,140,178	77.19%
Other Financing Sources							
Transfers out	(303,857)	-	(303,857)	(227,893)	-	(75,964)	25.00%
Total Other Financing Sources	(303,857)	-	(303,857)	(227,893)	-	(75,964)	25.00%
Revenues Over (Under) Expenditures	(145,292)	(41,516)	(186,808)	459,238	(5,313)	(640,733)	
COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	9,049,471	-	9,049,471	801,940	-	8,247,531	
Special Assessments	1,500,000	-	1,500,000	1,500,000	-	-	
Investment Earnings	37,940	-	37,940	(17,047)	-	54,987	
Miscellaneous	-	-	-	32,380	-	(32,380)	
Total Revenues	10,587,411	-	10,587,411	2,317,273	-	8,270,138	
Expenditures							
Council of Governments	6,271,406	-	6,271,406	1,332,700	-	4,938,706	78.75%
Total Expenditures	6,271,406	-	6,271,406	1,332,700	-	4,938,706	78.75%
Other Financing Sources							
Transfers out	(707,917)	-	(707,917)	(530,938)	-	(176,979)	25.00%
Total Other Financing Sources	(707,917)	-	(707,917)	(530,938)	-	(176,979)	25.00%
Revenues Over (Under) Expenditures	3,608,088	-	3,608,088	453,635	-	3,154,453	

Attachment: Budget to Actual 3rd Qtr 2026 (12253 : Budget to Actual Report - 3rd Qtr. 2025/2026)

**Fiscal Year 2025-2026
Third Quarter Budget to Actual Report
March 31, 2026**

	2025-2026		2025-2026	Actual Revenues			% of Budget
	Original	Amendments	Revised	& Expenditures	Encumbrances	Balance	Remaining for
	Budget		Budget	to Date			Expenditures
ENTERPRISE FUND							
Revenues							
Express Lanes Fees And Charges	19,300,000	-	19,300,000	16,902,332	-	2,397,668	
Investment Earnings	-	-	-	45,376	-	(45,376)	
Total Revenues	<u>19,300,000</u>	<u>-</u>	<u>19,300,000</u>	<u>16,947,708</u>	<u>-</u>	<u>2,352,292</u>	
Expenditures							
Project Delivery	518,803	-	518,803	-	-	518,803	100.00%
Express Lanes Operation	17,902,455	-	17,902,455	10,156,052	20,111	7,726,292	43.16%
Total Expenditures	<u>18,421,258</u>	<u>-</u>	<u>18,421,258</u>	<u>10,156,052</u>	<u>20,111</u>	<u>8,245,095</u>	<u>44.76%</u>
Revenues Over (Under) Expenditures	<u>878,742</u>	<u>-</u>	<u>878,742</u>	<u>6,791,656</u>	<u>(20,111)</u>	<u>(5,892,803)</u>	
Other Financing Sources							
Transfers out	(212,224)	-	(212,224)	(159,168)	-	(53,056)	25.00%
Total Other Financing Sources	<u>(212,224)</u>	<u>-</u>	<u>(212,224)</u>	<u>(159,168)</u>	<u>-</u>	<u>(53,056)</u>	<u>25.00%</u>
Revenues Over (Under) Expenditures	<u>(1,090,966)</u>	<u>-</u>	<u>(1,090,966)</u>	<u>(6,950,824)</u>	<u>20,111</u>	<u>5,839,747</u>	

Attachment: Budget to Actual 3rd Qtr 2026 (12253 : Budget to Actual Report - 3rd Qtr. 2025/2026)

Minute Action

AGENDA ITEM: 4

Date: May 13, 2026

Subject:

Measure I Compliance Audit for Fiscal Year 2024/2025

Recommendation:

A. Review and make a finding that the Measure I expenditures for Fiscal Year 2024/2025 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

B. Review and make a finding that the City of Adelanto for Fiscal Year 2023/2024 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

Background:

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

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

SBCTA executed an agreement with Crowe, LLP to conduct Compliance Audits of the Measure I 2010-2040 Local Streets Program Funds for FY 2024/2025. These auditors verified compliance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the SBCTA Local Streets Program that funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes, also known as Maintenance of Effort (MOE). The MOE base year level was determined based on the discretionary General Fund expenditures for transportation-related construction and maintenance activities in FY 2008/2009. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

The Measure I 2010–2040 Local Streets Program Audit Reports for FY 2024/2025, the SBCTA Annual Comprehensive Financial Report, and the SBCTA Single Audit Report have been provided to the Independent Taxpayer Oversight Committee (ITOC) for their review. At their meeting on April 6, 2026, they made a finding that Measure I expenditures for FY 2024/2025 and the City of Adelanto for FY 2023/2024 are consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

The Town of Apple Valley and the City of Adelanto have requested extensions through June 30, 2026. The audit for the Town of Apple Valley for FY 2023/2024 is not complete, thus they are currently subject to withholding.

Entity: San Bernardino County Transportation Authority

The audits resulted in the following findings:

City of Adelanto (City) for FY 2023/2024:

- Management is responsible for ensuring financial activity is recorded accurately and on a timely basis. Bank reconciliations should be performed monthly, reviewed, and approved in a timely manner. Management review over invoicing, cash receipts, and journal entries should be in place to ensure the City has the ability to initiate, record, process, and report accurate financial data consistent with generally accepted accounting principles. There was no evidence of proper segregation controls over revenues, expenditures, journal entries, and timely preparation and review of bank reconciliations. It is recommended that management establishes a thorough system of internal controls which are formally documented and implemented through policies and standard operating procedures.

Corrective Action: As of May 2024, the City has hired a team of accounting consultants to assist with monthly closing and other accounting services.

City of Colton (City) for FY 2024/2025:

- Management is responsible for ensuring fund balances are properly carried forward. This includes the proper posting of audit adjusting entries to ensure accurate financial reporting. The beginning fund balance did not roll forward from the prior year because the City did not post the prior year's audit adjusting entries. Fund balance was required to be decreased by \$139,167, revenue to be increased by \$124,997, and cash to be decreased by \$58,509. It is recommended that the City implement internal controls to ensure all necessary audit adjustments are reviewed, approved, and posted before closing and to review balances against prior year audit reports for accuracy.

Corrective Action: The City will review the prior year audit report and audit adjustments at the beginning of each FY.

- Management is responsible for accounting for the City's special revenue funds recognizing revenues when they are measurable and available. Revenue recognition for the City is 60 days after the fiscal period ends. The City recognized revenue for Measure I funds that were received more than 60 days after the end of FY 2024/2025. It is recommended that the City review the receipt date for all revenue transactions to determine if they are both measurable and available.

Corrective Action: Management will review the receipt date for all revenue transactions to determine the appropriate recognition of revenues during the recognition period.

City of Rancho Cucamonga (City) for FY 2024/2025:

- Internal controls for payroll expenses charged to Measure I funding should ensure that the City records only compensation directly related to Measure I projects and permitted under the Measure I ordinance. Management implemented a new payroll processing system on July 1, 2024. As a result, some payroll internal controls were not performed with the new system. As part of the City's system conversion, the form and availability of payroll allocation documentation evolved, and the City was unable to retroactively recreate more granular time approval for the period under audit. It should be noted that sufficient documentation was obtained to substantiate that personnel performed work on the Measure I projects. It is recommended that an independent reviewer with sufficient knowledge to oversee and document their review prior to processing payroll.

General Policy Committee Agenda Item

May 13, 2026

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Corrective Action: Management agrees with the auditor's observation and will: (1) establish a formal review process requiring an independent reviewer approve and document payroll allocations to Measure I; (2) implement enhanced documentation standards to ensure consistent retention of payroll allocation support and supervisory approvals; (3) implement time tracking procedures to more accurately allocate labor costs to Measure I projects; and (4) provide additional staff training on Measure I compliance and internal control requirements.

City of Rialto (City) for FY 2024/2025:

- Management is responsible for accounting for the City's special revenue funds recognizing revenues when they are measurable and available. Revenue recognition for the City is 60 days after the fiscal period ends. The City recognized revenue for Measure I funds that were received more than 60 days after the end of FY 2024/2025. It is recommended that the City review the receipt date for all revenue transactions to determine if they are both measurable and available.

Corrective Action: Management will: (1) establish procedures to review the receipt date of all Measure I revenues during the year-end close process to determine whether funds were collected within 60 days of FY-end; (2) require that revenues received after the 60-day availability period be recorded as unavailable revenue; (3) implement a supervisory review and sign-off on all Measure I revenue recognition decisions; and (4) provide training to accounting staff on the 60-day availability criterion and modified accrual accounting principles. These corrective actions will be implemented immediately, with full procedures in place prior to the FY 2025/2026 year-end close.

City of Victorville (City) for FY 2024/2025:

- Management is responsible for accounting for the City's special revenue funds recognizing revenues when they are measurable and available. Revenue recognition for the City is 60 days after the fiscal period ends. The City recognized revenue for Measure I funds that were received more than 60 days after the end of FY 2024/2025. It is recommended that the City review the receipt date for all revenue transactions to determine if they are both measurable and available.
- Corrective Action: The City is already in the process of updating its revenue recognition policy to align fully with applicable accounting standards. Detailed procedures are being developed to ensure consistent application across all funds. Additionally, relevant accounting personnel will receive training on the updated revenue recognition policy and internal control procedures.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 6, 2026. The ITOC made a finding that SBCTA is in compliance with the Ordinance No. 04-01 and the Measure I Expenditure Plan.

Responsible Staff:

Michael Hernandez, Chief of Fiscal Resources

San Bernardino County Transportation Authority

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Approved
General Policy Committee
Date: May 13, 2026
Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: May 13, 2026

Subject:

Biennial MSI Compliance Audit

Recommendation:

Review and receive the Measure I expenditures that are compliant with Measure I Ordinance No. 04-01, and related expenditure plan of San Bernardino County Transportation Authority, for the period July 1, 2023 through June 30, 2025.

Background:

On a biennial basis San Bernardino County Transportation Authority (SBCTA) selects an on-call independent audit firm to perform agreed-upon procedures to ensure SBCTA expenditures incurred are in compliance with the Measure I Ordinance No. 04-01 and the related Expenditure Plan for activities during the previous two Fiscal Years (FY) (FY 2023/2024 and FY 2024/2025). The examination includes review of contracts, vouchers and other documents of significance. The engagement was in accordance with attestation standards established by the American Institute of Certified Public Accountants. The agreed-upon procedures noted no exceptions as a result of the procedures performed by the audit firm, as shown in Attachment A.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

This item was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 6, 2026. The ITOC made a finding that SBCTA is in compliance with Ordinance No. 04-01 and Expenditure Plan for FY 2024 and FY 2025.

Responsible Staff:

Michael Hernandez, Chief of Fiscal Resources

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

Entity: San Bernardino County Transportation Authority



**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

Independent Accountant's Report on
Applying Agreed-Upon Procedures

For Expenditures of Fiscal Years 2023/2024
and 2024/2025 for the Measure I Program

Attachment: SBCTA CTO-2 AUP Measure I Report (12267 : Biennial MSI Compliance Audit)



INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES

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

We have performed the procedures enumerated below on expenditures related to San Bernardino County Transportation Authority's (SBCTA) Measure I program for expenditure years 2023/2024 and 2024/2025. SBCTA is responsible for the expenditures related to the Measure I program for expenditure years 2023/2024 and 2024/2025.

SBCTA has agreed to and acknowledged that the procedures performed are appropriate to gain an understanding of the expenditures pertaining to the Measure I program for expenditure years 2023/2024 and 2024/2025. We make no representation regarding the appropriateness of the procedures either for the purpose for which this report has been requested or for any other purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes. An agreed-upon-procedure engagement involves performing specific procedures that the engaging party has agreed to and acknowledged to be appropriate for the intended purpose of the engagement and reporting on findings based on the procedures performed.

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

Fiscal Year	Total Population	Total Haphazardly Sampled Transactions	Total Sample Value
2023/2024	\$179,124,162.77	75	\$2,584,806.81
2024/2025	\$214,689,271.03	75	\$2,653,125.77

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

Agreed Upon Procedures and Results

The procedures and the associated findings are as follows:

1. Haphazardly select a sample of transactions (i.e., vouchers/invoices) from SBCTA's fiscal year 2024 and fiscal year 2025 Measure I program Expenditure Detail Reports. The sample must include 75 transactions from the fiscal year 2024 report and 75 transactions from the 2025 report, for a total of 150 sample transactions.

Results – No exceptions noted.

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

Results – No exceptions noted.

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

Results – No exceptions noted.

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

Results – No exceptions noted.

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

Results – No exceptions noted.

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

Results – No exceptions noted.

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

Results – No exceptions noted.

We were engaged by SBCTA to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the expenditures of Measure I programs for expenditure years 2023/2024 and 2024/2025. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of SBCTA and to meet our ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the SBCTA and is not intended to be, and should not be, used by anyone other than the specified party.

Crowe LLP
Crowe LLP

Los Angeles, California
March 18, 2026

Minute Action

AGENDA ITEM: 6

Date: May 13, 2026

Subject:

San Bernardino County Transportation Authority Employee Benefits and Salary Review

Recommendation:

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

- A. Approve revisions to Compensation Administration Policy No. 10107 to update Section VIII.D (Top of Range) to allow employees at, or brought to, the maximum of their salary range to receive merit increases in the form of a one-time, non-recurring lump-sum payment.
- B. Receive and file the report-back regarding employer-paid Basic Group Life Insurance, confirming that maintaining the existing \$50,000 coverage level avoids mandatory employee tax impacts and aligns with standard practice.
- C. Authorize the Executive Director, or her designee, to perform a market analysis of the agency's Basic Life, Long-Term Disability, Short-Term Disability, and Employee Assistance Program benefits for further consideration of potential enhancements and price competitiveness.

Background:

Recommendation A. Compensation Administration Policy No. 10107

Compensation Administration Policy No. 10107, originally adopted in 1991 and last revised in July 2023, establishes San Bernardino County Transportation Authority's (SBCTA) salary, performance evaluation, benefits, and recognition framework. Staff recommends revising Section VIII.D to eliminate the requirement that employees remain at or above the salary range maximum for 36 months before being considered for additional merit adjustments.

The current provision restricts SBCTA's ability to consistently recognize high-performing employees and results in inconsistent merit practices. The proposed revision introduces a clearer and more equitable structure. Employees below the salary range maximum would continue to receive merit increases to base salary up to the maximum. Any portion of a merit increase exceeding the maximum would be issued as a one-time, non-recurring lump-sum payment. Employees already at the maximum would receive their full merit award as a lump-sum payment.

Lump-sum merit payments issued under this policy revision will not be considered compensation earnable for San Bernardino County Employees' Retirement Association (SBCERA) Tier 1 members and will not be considered pensionable compensation for SBCERA Tier 2 members. These payments will not impact retirement contributions or highest-earnings calculations for any SBCERA covered employee.

Employees whose base salary exceeds the salary range maximum due to prior approved actions will retain their current salary with no reduction. Future merit awards for these employees will be provided as non-recurring lump-sum payments, ensuring consistency while maintaining the integrity of the salary range structure.

Approximately five employees would be directly affected. Based on current salary data and expected merit activity, the estimated financial impact of this revision is approximately \$32,000, which represents a minimal impact on the proposed fiscal year budget. The revision also supports

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long-term cost management by avoiding compounded salary growth and contributing to predictable budgeting.

A redlined version of Policy No. 10107 reflecting the proposed changes to Section VIII.D is attached.

Recommendation B. Report Back: Basic Group Life Insurance Coverage

As requested by the Board of Directors (Board), staff reviewed employer-paid Basic Group Life Insurance coverage levels. SBCTA currently provides \$50,000 in employer-paid life insurance, which is consistent with standard public-sector practice and does not create tax or imputed-income impacts for employees.

Under Internal Revenue Service (IRS) regulations, employer-paid life insurance provided above \$50,000 is treated as taxable imputed income for employees. These tax consequences are automatic and cannot be opted out of. Increasing the employer-paid coverage above \$50,000 would therefore impose mandatory, recurring taxable income on employees regardless of their preference.

Employees who wish to increase their total coverage already have the ability to elect supplemental life insurance at their own cost. Employees may also use their annual flex dollar benefit of \$8,473 to help offset the premium cost of purchasing supplemental life insurance. This voluntary approach provides flexibility without creating unavoidable tax liability for all staff.

Based on this review, maintaining the employer-paid Basic Life Insurance (Basic Life) benefit at \$50,000 remains the most equitable, employee neutral and administratively efficient option.

Recommendation C. Benefit Review History and Discretion

The last comprehensive market analysis of SBCTA's Basic Life, Long-Term Disability (LTD), and Short-Term Disability (STD) benefits was conducted in 2013. These benefits represent the only major components of SBCTA's employee benefits package that the agency has full discretion to adjust.

Other core benefits, including medical, dental, and vision, are administered by the County of San Bernardino, with SBCTA participating in those plans rather than independently designing or modifying them. As a result, the Basic Life, LTD, STD, and Employee Assistance Program benefits are the primary areas where SBCTA can evaluate market competitiveness and consider enhancements.

Given the 13 years that have passed since the last review and changes in the employee benefits marketplace, a new analysis is both timely and appropriate.

Financial Impact:

Recommendation A, revisions to Policy 10107, equates to an annual increase in the fiscal year 2026/2027 budget year of approximately \$32,000 including fringe and indirect. If approved, the change will be incorporated into the upcoming fiscal year budget. There are no budgetary impacts related to Recommendations B and C.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA's General Counsel has reviewed this item and the proposed policy revisions.

Responsible Staff:

Colleen Franco, Director of Management Services
San Bernardino County Transportation Authority

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Approved
General Policy Committee
Date: May 13, 2026
Witnessed By:

San Bernardino County Transportation Authority	Policy	10107
Adopted by the Board of Directors August 7, 1991	Revised	07/05/2023 <u>Pending</u> 06/03/2026
Compensation Administration	Revision No.	<u>12</u> 4

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I. PURPOSE

The purpose of this policy is to establish SBCTA's compensation plan consisting of a salary plan, a performance evaluation process, a benefits plan, recognition/rewards program, and longevity pay.

II. REFERENCES

Policy 10107 Appendix A, SBCTA Salary Plan
 Policy 10110, Employee Status and Classification
 Policy 10115, Performance Evaluation Plan
 Policy 10118, Layoffs
 Policy 10122, Benefits

III. POLICY

- A. SBCTA shall maintain a compensation plan. The Board of Directors approves salary ranges, rates, and employee benefits, usually during consideration of the Executive Director's recommendations for adoption of the annual budget. Refer to Policy 10122 for employee benefits.
- B. Policies related to salary ranges require adoption by the Board of Directors. The Executive Director shall have the authority to interpret personnel policies and procedures.
- C. The Executive Director is responsible for establishing definitive guidelines on the adjustment of individual salaries. All salary adjustments require approval by the Executive Director subject to budget authorization provided by the Board of Directors. The Executive Director may grant an increase of more than 5% for exceptional performance.

IV. DEFINITIONS

Anniversary Date: An employee's original date of hire in a regular position is the anniversary date for computation of benefits. Refer to [Policy 10110](#) for definition of "regular".

Classification: Refer to [Policy 10110](#) for definition.

Evaluation Date: Date established to evaluate an employee's performance in a particular position. The evaluation date changes depending upon the start date in the position. Refer to [Policy 10115](#).

Position: A position is a post of employment assigned to a specific organizational unit and a specific supervisor.

Reclassification: The salary range, duties, and/or classification (refer to [Policy 10110](#) for definition/description of classification) are adjusted, either higher or lower as a result of an evaluation of duties and responsibilities.

Salary Range: The minimum and maximum of the salary for a particular classification or group of classifications. The range is based upon skills and responsibilities required for work performed in

comparison with other work performed within the Agency and in comparison with the competitive labor market.

Time-in-Position: The amount of time an employee has been in his/her present position.

Underfill: Employee appointed to a position at a lower classification/range (based on skill and experience level) than at the higher budget-approved classification/range.

V. SALARY PLAN

The Salary Plan is reviewed each fiscal year during the budget process. Included are all of the fixed salary ranges (minimum through maximum salary rates of pay) for senior management and for each of the authorized classifications (senior, administrative/professional, and support staff). SBCTA may modify wage ranges from time to time. The Salary Plan is adopted upon approval by the Board of Directors. Refer to Policy 10107 Appendix A, SBCTA Salary Plan.

VI. SALARY RANGES

Salaries are set on specific ranges determined by the skills and responsibilities required by the position. SBCTA establishes a range for each authorized classification. Generally, the midpoint of a salary range is the level at which a competently performing employee would be placed and movement from midpoint to the maximum of the range would be to recognize excellent performance.

The Salary Plan is reviewed each fiscal year during the budget process. Included are all of the fixed salary ranges (minimum through maximum salary rates of pay) for senior management and for each of the authorized classifications (senior, administrative/professional, and support staff). SBCTA may modify wage ranges from time to time. The Salary Plan is adopted upon approval by the Board of Directors. Refer to Policy 10107 Appendix A, SBCTA Salary Plan.

VII. START RATES

Before an employment offer is made to an outside candidate or a transfer applicant, the position and starting rate requires approval from the Executive Director or his/her designee.

VIII. GUIDELINES FOR ADJUSTING INDIVIDUAL SALARIES

A. First Advancement

New employees are eligible for salary adjustments after completing 6 months in position. New employees will receive a second evaluation on the first or second July following the 6 months in position evaluation. Increases within a specific range are based upon job performance. Increases of 5% are only authorized when job performance results are excellent or exceptional. Refer to Policy 10115.

B. Subsequent Advancements

For new employees, after the 6 months in position evaluation and the second evaluation, evaluations for subsequent advancement within the range occur in July at the beginning of the new fiscal year, along with all other regular employees

Approval for advancement is based upon work performance and supervisor's recommendation. Refer to Policy 10115.

Eligibility for advancement within the salary range starts at the beginning of the first pay period following the start of the new fiscal year.

An employee whose advancement has been denied shall be eligible for reconsideration for advancement as provided in Policy 10115.

C. Exceptional Performance

The Executive Director is authorized to approve advancement within a range beyond 5%, based only in cases of truly exceptional job performance and a determination that the increase is consistent with the job requirements as established by the agency. Refer to Policy 10115.

D. Top of Range

Employees who have been at or over the maximum of their salary range for 36 months or more will become eligible for advancement based upon work performance and supervisor's recommendation

~~(Refer to Policy 10115). Such advancement must be approved by the Executive Director and may not exceed 5% in any year. At no time shall advancement exceed more than 10% above the maximum of the employee's salary range assignment.~~

Employees who are at or who reach the maximum of their salary range remain eligible for merit increases based upon work performance and supervisor's recommendation (Refer to Policy 10115).

When a merit increase is awarded, the employee's base salary shall be increased up to the maximum of the assigned salary range. Any portion of the merit increase that exceeds the maximum shall be paid as a one-time, non-recurring lump-sum payment.

Employees whose base salary is at the maximum of the salary range shall receive the full value of any approved merit increase as a one-time, non-recurring lump-sum payment.

Employees whose base salary exceeds the maximum of the assigned salary range as a result of prior policy provisions or classification actions shall retain their current base salary. However, such employees shall not receive additional increases to base salary, and any approved merit increase shall be paid as a one-time, non-recurring lump-sum payment.

At no time shall an employee's base salary exceed the maximum of the assigned salary range.

E. Underfill

In specific circumstances based on skill and experience level, SBCTA may appoint an individual to a lower classification than to the higher budget-approved open classification. For example, SBCTA may underfill an Administrative Assistant, Senior classification opening by appointing an employee to an Administrative Assistant classification rather than to the higher Administrative Assistant, Senior classification. Advancement from the underfill classification to the budget-approved classification is an upgrade appointment (even in an underfill situation). Upgrades are based on an employee's demonstration of the skills and responsibilities required of a position.

F. Technical Title Change

A change in the title of a position without any change in salary range or substantial change in the relevant grade-determining duties or requirements shall constitute a technical title change. There is no probation period.

G. Appointment to Upgraded Classification

Appointment to an upgraded classification follows the same progression as a new hire. Upgraded classifications are subject to probationary status as appropriate, but may be waived by the Executive Director.

H. Emergency Classification

If classification action on a position is urgent, the Executive Director may allocate the position to a new classification. The temporary allocation shall become permanent upon Board of Directors approval of a classification action.

IX. RECLASSIFICATION

When the duties of an existing position have changed substantially, the Board of Directors may reclassify the position appropriately to a new or existing classification. A technical title change is not a reclassification. Reclassification requires approval from the Board of Directors. Reclassifications are normally done with the adoption of the fiscal year budget but may be done at other times.

A. Appointment to Reclassified Position

No incumbent shall have a right to be appointed to a reclassified position. Reclassified positions are subject to open recruitment. The Executive Director may waive the competitive recruitment when the incumbent from the reclassified position has been performing the duties for more than 6 months.

B. Request for Reclassification

Supervisors may submit a request for reclassification to the Director of Management Services who shall review the duties and responsibilities and range scale, and subsequently provide a recommendation to the Executive Director.

C. Reclassification Resulting in Upgrade

A change in the title of a position accompanied by an assignment of the position to a higher salary range constitutes an upgrade reclassification. Incumbents are not automatically promoted to the upgraded

position, but must compete through an examination and appointment process. The Executive Director may waive the competitive examination process based upon a review of the job requirements and the skills and experience of the incumbent.

If the incumbent is appointed to the reclassified position, the employee shall be compensated at the amount in the new salary range that comes nearest to but not less than five per cent higher than the rate he/she held in the previous salary range. Evaluation dates change to 6 months in position from effective date of new classification followed by a second evaluation as specified in Policy 10115, and then annually in July of each year.

D. Reclassification Resulting in Downgrade

A change in the title of a position accompanied by an assignment of the position to a lower salary range constitutes a downgrade reclassification. When an employee occupies a position that has been downgraded, the employee shall be considered for any open position equivalent to his/her prior position. Equivalent position is defined as one requiring all of the following: 1) the same kind and amount of experience; 2) the same degree of skills, knowledge, and abilities; and 3) a salary level no higher than the employee's former position.

If the employee remains in the downgraded position:

1. The employee's new salary at the lower grade shall be placed at a level that yields a salary closest to, but not less than, the current salary. The employee's evaluation date shall not change.
2. The Executive Director may approve an "ex-step" when the position is reclassified to a lower salary range and the incumbent is appointed to the reclassified position. The ex-step is a fixed salary amount higher than the top level in the approved range. An ex-step occurs when a position is downgraded, and the employee in the downgraded position is at a higher salary than the highest level of the new salary range. An employee in an approved ex-step is ineligible for any further salary advances until such time as the salary range is either adjusted so that the ex-step salary is no longer higher than the approved range or the position is reclassified to a higher level.

E. Effective Date of Reclassification

The effective date of reclassification shall coincide with the first workday of a pay period after the Executive Director authorizes the reclassification.

X. REVIEW OF POSITIONS FOR REORGANIZATION

Whenever a unit or department is reorganized (reorganization affects more than one position), the Executive Director may review the positions within the unit or department. Regular employees shall be placed in equivalent positions within the affected unit or department if positions are available.

- A. When the reorganization results in new/changed positions, the rules on reclassifications shall apply.
- B. Provisions governing layoff shall apply (refer to Policy 10118) when the reorganization results in a surplus of employees or when an employee no longer meets the required job standards and qualifications of the new/revised position.
- C. Unless the Executive Director grants a waiver, employees with regular status promoted to an upgraded position shall be required to serve a probationary period, where applicable, in the new position consistent with rules governing probation.
- D. Incumbents not appointed to the upgraded position may be considered for an equivalent open position, retained in the position as a downgrade or an underfill, or be laid off.

XI. SALARY RANGE ADJUSTMENTS

- A. Salary comparisons are periodically performed in an attempt to insure that the salary levels offered by SBCTA are competitive with similar organizations for similar jobs in the same market area.
- B. Adjustments to salary ranges may be approved as a result of salary comparisons to insure SBCTA's competitiveness. These considerations are market based and do not deal with employee performance or time-in-service issues. These adjustments do not affect timing for consideration of increases.
- C. Salary range adjustments may occur based on movement with the Consumer Price Index (CPI) in an effort to keep up with inflation and increasing cost of living. Adjustments would be based on the percent

of change in the CPI – All Urban Wage Earners, covering Riverside-San Bernardino-Ontario, CA for the 12 month period ending December 31, rounded to the nearest half a percent. The adjustment value would be equal to the CPI but no less than 0 percent and no greater than 4 percent. Should the CPI value exceed 4 percent, Board approval is required to adjust the range in excess of 4 percent. All salary range CPI adjustments will be reported in the fiscal year budget and salary ranges updated accordingly.

XII. EMPLOYEE RECOGNITION PROGRAM

The Executive Director is authorized to administer an Employee Recognition Program for regular employees.

An Employee Recognition Program shall be structured to:

- Recognize model behaviors and contributions of employees.
- Highlight specific achievements by individuals or team endeavors at all levels in the organization.
- Communicate the value of employee performance and achievement held by the organization.
- Motivate employees and increase job satisfaction.
- Serve as retention strategy for valued employees.

XIII. LONGEVITY PAY

Employees shall be eligible for longevity pay above the base rate of pay, as indicated below, based on total hours of completed continuous service with SBCTA. Longevity pay shall be paid on all paid hours up to an employee's regularly scheduled work hours (not to exceed 2,080) and shall be excluded when determining the appropriate rate of pay for a promotion or demotion.

TOTAL COMPLETED SERVICE	COMPENSATION
31,200 Continuous Service Hours (15 years)	2.0%

For purposes of longevity pay only, a year of completed service is defined as 2,080 service hours with SBCTA. Longevity pay will be included as earnable compensation for San Bernardino County Employee's Retirement Association (SBCERA) Tier 1 members. Refer to Policy 10122-2.

XIV. REVISION HISTORY

Revision No.	Description of Changes	Adopted
0	New Policy adopted by the Board of Directors.	08/07/91
1	Policy revision adopted by the Board of Directors. Revised paragraph on support staff increases to remove "...and may be given a one-step increase, based on merit, six months following probation...".	07/01/92
2	Changed "Executive staff" to "Senior management" throughout text. Changed "6 months" to "1040 work hours" and "one year" or "annual" to "2080 work hours" throughout text. Para. I: Revised. Para. II: REFERENCES: Added. Para. III: Revised. Para. IV: Added Para. V: Revised. Para. VI through XIII: Added.	01/09/02
3	Par VIII.A.2.b through e: Added new text on Administrative/Professional Group classification series ranges and steps. Par. VIII.A.3: Added new text on Senior Management ranges.	05/05/04
4	Par. VIII.A.1: Deleted "...satisfactory completion of probation...". Par. VIII.B. Example: Deleted "...the probationary period of ..." and added "...upon recommendation of the supervisor...".	09/13/06
5	Par. IV. DEFINITIONS: Revised definition for "service hours".	10/04/06
6	Deleted "step" and replaced with "rate", "amount", or "level" as appropriate throughout policy. Par. III.C: Deleted last sentence. Par. IV: Deleted definition of "Step". Par. V: Deleted "range and step schedule". Par. VI: Deleted last sentence and added "Generally, the midpoint of a salary range is the level at which a competently performing..."	06/02/10

	Par. VIII.A.2.d: Deleted. Par. VIII.A.2.e: Deleted. Par. VIII .A.4: New section added "The Executive Director is authorized to approve advancement within a range up to 5%..."	
7	Par. III.A and V: Added references to policies on the salary plan and employee benefits. Par. V: Added reference to Policy 10122. Par. VIII: Revised to change from using service hours (1040 service hours and 2080 service hours) to determine performance evaluation due dates to using 6 months in position and second evaluation as described in Policy 10115. Also revised to get all employees on an annual performance evaluation schedule in July, the start of each new fiscal year. Par. IX: Revised to change from service hours (1040 service hours and 2080 service hours) based evaluation schedule to one based on months as described in Policy 10115.	10/06/10
8	Par. III.C and Par. VI: Per 7/12/13 email from SANBAG's Executive Director, the 'Exceptional Performance' rating has been eliminated, making "Excellent Performance" the highest rating. Change to this policy was made under ExecutiveDirector's authority.	10/09/13
9	Par. VIII: Added section D. Top of Range and renumbered sections E,F,G,H. Par. XI: Deleted section C.	6/03/15
10	Revised to be consistent with SB1305. Change approved by the Board on January 4, 2017, Agenda Item 6.	01/04/17
11	Para. XI.C: Added, Para. XIII: Added. Change approved by the Board on July 5, 2023, Agenda item 12.	07/05/2023
<u>12</u>	<u>Par. VIII: Modified section D. Top of Range.</u>	<u>Pending06/03/2026</u>

San Bernardino County Transportation Authority	Policy	10107
Adopted by the Board of Directors	August 7, 1991	Revised
		06/03/2026
Compensation Administration		Revision No.
		12

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When a merit increase is awarded, the employee's base salary shall be increased up to the maximum of the assigned salary range. Any portion of the merit increase that exceeds the maximum shall be paid as a one-time, non-recurring lump-sum payment.

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At no time shall an employee's base salary exceed the maximum of the assigned salary range.

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In specific circumstances based on skill and experience level, SBCTA may appoint an individual to a lower classification than to the higher budget-approved open classification. For example, SBCTA may underfill an Administrative Assistant, Senior classification opening by appointing an employee to an Administrative Assistant classification rather than to the higher Administrative Assistant, Senior classification. Advancement from the underfill classification to the budget-approved classification is an upgrade appointment (even in an underfill situation). Upgrades are based on an employee's demonstration of the skills and responsibilities required of a position.

F. Technical Title Change

A change in the title of a position without any change in salary range or substantial change in the relevant grade-determining duties or requirements shall constitute a technical title change. There is no probation period.

G. Appointment to Upgraded Classification

Appointment to an upgraded classification follows the same progression as a new hire. Upgraded classifications are subject to probationary status as appropriate, but may be waived by the Executive Director.

H. Emergency Classification

If classification action on a position is urgent, the Executive Director may allocate the position to a new classification. The temporary allocation shall become permanent upon Board of Directors approval of a classification action.

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When the duties of an existing position have changed substantially, the Board of Directors may reclassify the position appropriately to a new or existing classification. A technical title change is not a reclassification. Reclassification requires approval from the Board of Directors. Reclassifications are normally done with the adoption of the fiscal year budget but may be done at other times.

A. Appointment to Reclassified Position

No incumbent shall have a right to be appointed to a reclassified position. Reclassified positions are subject to open recruitment. The Executive Director may waive the competitive recruitment when the incumbent from the reclassified position has been performing the duties for more than 6 months.

B. Request for Reclassification

Supervisors may submit a request for reclassification to the Director of Management Services who shall review the duties and responsibilities and range scale, and subsequently provide a recommendation to the Executive Director.

C. Reclassification Resulting in Upgrade

A change in the title of a position accompanied by an assignment of the position to a higher salary range constitutes an upgrade reclassification. Incumbents are not automatically promoted to the upgraded position, but must compete through an examination and appointment process. The Executive Director may waive the competitive examination process based upon a review of the job requirements and the skills and experience of the incumbent.

If the incumbent is appointed to the reclassified position, the employee shall be compensated at the amount in the new salary range that comes nearest to but not less than five per cent higher than the rate he/she held in the previous salary range. Evaluation dates change to 6 months in position from effective

date of new classification followed by a second evaluation as specified in Policy 10115, and then annually in July of each year.

D. Reclassification Resulting in Downgrade

A change in the title of a position accompanied by an assignment of the position to a lower salary range constitutes a downgrade reclassification. When an employee occupies a position that has been downgraded, the employee shall be considered for any open position equivalent to his/her prior position. Equivalent position is defined as one requiring all of the following: 1) the same kind and amount of experience; 2) the same degree of skills, knowledge, and abilities; and 3) a salary level no higher than the employee's former position.

If the employee remains in the downgraded position:

1. The employee's new salary at the lower grade shall be placed at a level that yields a salary closest to, but not less than, the current salary. The employee's evaluation date shall not change.
2. The Executive Director may approve an "ex-step" when the position is reclassified to a lower salary range and the incumbent is appointed to the reclassified position. The ex-step is a fixed salary amount higher than the top level in the approved range. An ex-step occurs when a position is downgraded, and the employee in the downgraded position is at a higher salary than the highest level of the new salary range. An employee in an approved ex-step is ineligible for any further salary advances until such time as the salary range is either adjusted so that the ex-step salary is no longer higher than the approved range or the position is reclassified to a higher level.

E. Effective Date of Reclassification

The effective date of reclassification shall coincide with the first workday of a pay period after the Executive Director authorizes the reclassification.

X. REVIEW OF POSITIONS FOR REORGANIZATION

Whenever a unit or department is reorganized (reorganization affects more than one position), the Executive Director may review the positions within the unit or department. Regular employees shall be placed in equivalent positions within the affected unit or department if positions are available.

- A. When the reorganization results in new/changed positions, the rules on reclassifications shall apply.
- B. Provisions governing layoff shall apply (refer to Policy 10118) when the reorganization results in a surplus of employees or when an employee no longer meets the required job standards and qualifications of the new/revised position.
- C. Unless the Executive Director grants a waiver, employees with regular status promoted to an upgraded position shall be required to serve a probationary period, where applicable, in the new position consistent with rules governing probation.
- D. Incumbents not appointed to the upgraded position may be considered for an equivalent open position, retained in the position as a downgrade or an underfill, or be laid off.

XI. SALARY RANGE ADJUSTMENTS

- A. Salary comparisons are periodically performed in an attempt to insure that the salary levels offered by SBCTA are competitive with similar organizations for similar jobs in the same market area.
- B. Adjustments to salary ranges may be approved as a result of salary comparisons to insure SBCTA's competitiveness. These considerations are market based and do not deal with employee performance or time-in-service issues. These adjustments do not affect timing for consideration of increases.
- C. Salary range adjustments may occur based on movement with the Consumer Price Index (CPI) in an effort to keep up with inflation and increasing cost of living. Adjustments would be based on the percent of change in the CPI – All Urban Wage Earners, covering Riverside-San Bernardino-Ontario, CA for the 12 month period ending December 31, rounded to the nearest half a percent. The adjustment value would be equal to the CPI but no less than 0 percent and no greater than 4 percent. Should the CPI value exceed 4 percent, Board approval is required to adjust the range in excess of 4 percent. All salary range CPI adjustments will be reported in the fiscal year budget and salary ranges updated accordingly.

XII. EMPLOYEE RECOGNITION PROGRAM

The Executive Director is authorized to administer an Employee Recognition Program for regular employees.

An Employee Recognition Program shall be structured to:

- Recognize model behaviors and contributions of employees.
- Highlight specific achievements by individuals or team endeavors at all levels in the organization.
- Communicate the value of employee performance and achievement held by the organization.
- Motivate employees and increase job satisfaction.
- Serve as retention strategy for valued employees.

XIII. LONGEVITY PAY

Employees shall be eligible for longevity pay above the base rate of pay, as indicated below, based on total hours of completed continuous service with SBCTA. Longevity pay shall be paid on all paid hours up to an employee's regularly scheduled work hours (not to exceed 2,080) and shall be excluded when determining the appropriate rate of pay for a promotion or demotion.

TOTAL COMPLETED SERVICE	COMPENSATION
31,200 Continuous Service Hours (15 years)	2.0%

For purposes of longevity pay only, a year of completed service is defined as 2,080 service hours with SBCTA. Longevity pay will be included as earnable compensation for San Bernardino County Employee's Retirement Association (SBCERA) Tier 1 members. Refer to Policy 10122-2.

XIV. REVISION HISTORY

Revision No.	Description of Changes	Adopted
0	New Policy adopted by the Board of Directors.	08/07/91
1	Policy revision adopted by the Board of Directors. Revised paragraph on support staff increases to remove "...and may be given a one-step increase, based on merit, six months following probation...".	07/01/92
2	Changed "Executive staff" to "Senior management" throughout text. Changed "6 months" to "1040 work hours" and "one year" or "annual" to "2080 work hours" throughout text. Para. I: Revised. Para. II: REFERENCES: Added. Para. III: Revised. Para. IV: Added Para. V: Revised. Para. VI through XIII: Added.	01/09/02
3	Par VIII.A.2.b through e: Added new text on Administrative/Professional Group classification series ranges and steps. Par. VIII.A.3: Added new text on Senior Management ranges.	05/05/04
4	Par. VIII.A.1: Deleted "...satisfactory completion of probation...". Par. VIII.B. Example: Deleted "...the probationary period of ..." and added "...upon recommendation of the supervisor...".	09/13/06
5	Par. IV. DEFINITIONS: Revised definition for "service hours".	10/04/06
6	Deleted "step" and replaced with "rate", "amount", or "level" as appropriate throughout policy. Par. III.C: Deleted last sentence. Par. IV: Deleted definition of "Step". Par. V: Deleted "range and step schedule". Par. VI: Deleted last sentence and added "Generally, the midpoint of a salary range is the level at which a competently performing..." Par. VIII.A.2.d: Deleted. Par. VIII.A.2.e: Deleted. Par. VIII .A.4: New section added "The Executive Director is authorized to approve advancement within a range up to 5%..."	06/02/10
7	Par. III.A and V: Added references to policies on the salary plan and employee benefits. Par. V: Added reference to Policy 10122. Par. VIII: Revised to change from using service hours (1040 service hours and 2080 service hours) to determine performance evaluation due dates to using 6 months in position and second evaluation as	10/06/10

	described in Policy 10115. Also revised to get all employees on an annual performance evaluation schedule in July, the start of each new fiscal year. Par. IX: Revised to change from service hours (1040 service hours and 2080 service hours) based evaluation schedule to one based on months as described in Policy 10115.	
8	Par. III.C and Par. VI: Per 7/12/13 email from SANBAG's Executive Director, the 'Exceptional Performance' rating has been eliminated, making "Excellent Performance" the highest rating. Change to this policy was made under ExecutiveDirector's authority.	10/09/13
9	Par. VIII: Added section D. Top of Range and renumbered sections E,F,G,H. Par. XI: Deleted section C.	6/03/15
10	Revised to be consistent with SB1305. Change approved by the Board on January 4, 2017, Agenda Item 6.	01/04/17
11	Para. XI.C: Added, Para. XIII: Added. Change approved by the Board on July 5, 2023, Agenda item 12.	07/05/2023
12	Par. VIII: Modified section D. Top of Range.	06/03/2026

DRAFT

Minute Action

AGENDA ITEM: 7

Date: May 13, 2026

Subject:

Revise Policy No. 10006 - Authority to Act Upon Certain Claims

Recommendation:

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

Approve revisions to Policy No. 10006 – Authority to Act Upon Certain Claims.

Background:

Policies and procedures are reviewed on a routine basis to help identify any changes that will ensure the effective operation of the agency.

On September 3, 2025, the Board of Directors (Board) approved the elimination of the Enterprise Risk Manager classification. Subsequently, Policy No. 10006 Authority to Act Upon Certain Claims was revised, removing references to the Risk Manager, and was approved by the Board on October 1, 2025. Currently, the Executive Director is the only member of the agency authorized to reject claims presented to San Bernardino County Transportation Authority (SBCTA) and/or San Bernardino Council of Governments (SBCOG); there is no explicit delegation of authority to any staff member to issue Notices of Insufficiency or Returns of Late Claims.

This has caused a functional gap in the organization’s claim management, as under the existing policy, no one but the Executive Director can take any action on claims. When the Executive Director is not available for any reason, there is a risk that action may not be taken within statutory timeframes. Further, this has resulted in the Executive Director duplicating staff’s review and evaluation of claims for timeliness and sufficiency.

When the Enterprise Risk Manager position was vacated, key responsibilities were redistributed throughout the agency. The Office of General Counsel is now responsible for agency claims management. Staff recommends that the policy be revised to include the authorization for General Counsel to reject claims and for General Counsel and designated staff to return late claims and issue Notices of Insufficiency, in order to streamline claims processing. The Executive Director will remain the only staff member authorized to settle claims within the Government Code limits on authority, which is \$50,000.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

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 policy revisions.

Responsible Staff:

Julianna Tillquist, General Counsel

Entity: San Bernardino County Transportation Authority

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Approved
General Policy Committee
Date: May 13, 2026
Witnessed By:

San Bernardino County Transportation Authority and San Bernardino Council of Governments	Policy	10006
Adopted by the Board of Directors June 3, 2009	Revised	06/03/26 01/25
Authority to Act Upon Certain Claims	Revision No.	<u>45</u>

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I. PURPOSE

The purpose of this policy is to authorize the Executive Director to act upon certain claims presented to San Bernardino County Transportation Authority (SBCTA) and/or San Bernardino Council of Governments (SBCOG) pursuant to the Government Claims Act (Government Code sections 900 et seq.) and to authorize the Executive Director to approve settlement agreements related to subrogation claims, whether made by SBCTA/SBCOG or against SBCTA/SBCOG. This policy shall also provide authorization to the Office of General Counsel to process claims, ensuring that SBCTA/SBCOG is able to act in accordance with statutory timeframes.

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II. DEFINITIONS

Subrogation - the process that allows a party to collect money from a responsible party or their insurer for expenses paid after a loss.

III. POLICY

All claims presented to SBCTA and/or SBCOG pursuant to the Government Claims Act and subrogation claims/settlements shall be handled according to this Policy, unless otherwise authorized by the Board.

IV. DELEGATION OF AUTHORITY

1. The Executive Director is authorized to:
 - a. Reject claims.
 - b. Accept, compromise and/or settle any claim not exceeding the agency's Self-Insured Retention or \$50,000, whichever is less.
 - c. Issue written order to the Chief Financial Officer to cause payment to be made in the amount for which a claim has been accepted, compromised, and/or settled.
 - d. Accept, compromise and/or settle subrogation claims not exceeding \$50,000.

2. General Counsel is authorized to:

3. Reject claims.

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4. Issue Notices of Insufficiency.

a. Return late claims.

5. Under the direction and supervision of General Counsel, Assistant General Counsel and the Management Analyst of the Office of the General Counsel are authorized to:

a. Issue Notices of Insufficiency.

a-b. Return late claims.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	06/03/09
1	Updated agency name to SBCTA. Authorized the Risk Manager, Director of Special Projects and Strategic Initiatives and the Executive Director to reject claims, and added dollar value limits for accepting, compromising, and settling claims. (Agenda Item 6)	03/04/20
2	Grant authority to Risk Manager, Director of Special Projects and Strategic Initiatives and the Executive Director to accept or settle subrogation claims. Approved by the BOD 10/6/21. Agenda Item 3.	10/06/21
3	Removed Director of Special Projects and Strategic Initiatives from the policy. Agenda Item 8.	12/06/23
4	Updated SANBAG to SBCOG. Removed Risk Manager from the policy. Agenda Item X.	10/01/25
5	<u>Added authorization for General Counsel to reject claims, issue Notices of Insufficiency, and return late claims. Authorization added for Assistant General Counsel and Management Analyst to issue Notices of Insufficiency and return late claims.</u>	<u>06/03/26</u>

San Bernardino County Transportation Authority and San Bernardino Council of Governments	Policy	10006
Adopted by the Board of Directors June 3, 2009	Revised	06/03/26
Authority to Act Upon Certain Claims	Revision No.	5

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2. General Counsel is authorized to:
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4. Issue Notices of Insufficiency.
 - a. Return late claims.

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Minute Action

AGENDA ITEM: 8

Date: May 13, 2026

Subject:

Renewal of Annual Insurance Policies, Cyber Memorandum of Understanding, and Joint Powers Agreement

Recommendation:

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

A. Authorize the Procurement Manager or the Deputy Executive Director of Strategic Partnerships to approve and execute binding insurance coverage for the existing coverages and limits through the policies and premiums up to 10% over the estimate of \$1,147,754; and authorize the Executive Director, or her designee, to bind the policies should the amount exceed \$1,262,530 for the periods of July 1, 2026 through June 30, 2027, for Cyber Liability, Workers' Compensation, Auto Physical Damage, Property, and Employee Crime; and September 29, 2026 through September 28, 2027, for Commercial General Liability and Excess Liability.

B. Authorize the issuance of Purchase Orders to process payments for securing the insurance policies.

C. Approve Memorandum of Understanding No. 26-1003463 with Public Risk Innovation, Solutions, and Management (PRISM) for the Cyber Liability Program.

D. Approve Joint Powers Agreement No. 26-1003464 with PRISM.

Background:

The San Bernardino County Transportation Authority (SBCTA) utilizes an insurance broker approved by the Board of Directors (Board) for procurement of insurance related products. The current Board-approved broker is Alliant Insurance Services, Inc., (Alliant) under Contract No. 23-1002957. Alliant assists SBCTA with marketing and securing the annual insurance policies

The majority of SBCTA's insurance program renews every year on July 1st and the following insurance policies are set to expire on June 30, 2026: Cyber Liability, Workers' Compensation, Auto Physical Damage, Property, and Employee Crime. SBCTA's Commercial General Liability and Excess Liability policies will not expire until September 29, 2026. For this renewal, SBCTA has directed Alliant to obtain premium indicators for the same program structure as purchased last year, which includes Workers' Compensation, Commercial General Liability, Excess General Liability, Automobile Liability, Cyber Liability, Employment Practices Liability, Employee Crime Liability, coverage for Public Officials Errors and Omissions Liability, and to explore risk pools and insurance products available in the current market.

As of today, premium quotes are not yet available for SBCTA's Cyber Liability, Workers' Compensation, Auto Physical Damage, Property, or Employee Crime policy renewals, nor for the Commercial General Liability and Excess Liability policy renewals. Alliant is estimating the renewal premiums at \$1,147,754 to renew the existing program. Alliant's estimate is based on their knowledge of the current market, their experience with the renewals of other public sector clients, as well as conversations with the underwriting community. The estimate represents a 19% increase from last year's premium of \$965,278. The increase can be attributed to an overall

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

General Policy Committee Agenda Item

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continued tightening of the insurance market, reduced market capacity, upward trends in national jury verdicts, the number of times SBCTA is named a defendant, an increase in the number of SBCTA employees, and carriers' desire to shy away from California public entities.

Alliant is conducting a marketing effort for SBCTA's insurance program. Carriers that have been approached for bids were selected based on their historical premium rates, coverage criteria, and underwriting background. In addition, carriers were required to have experience with public agencies, adequate financial reserves, and a rating by AM Best Company of excellent or better.

The table below provides a summary of the current year premiums and estimates for Fiscal Year 2026/2027.

San Bernardino County Transportation Authority				
2026 - 2027 Budget Estimates (as of 4/8/2026)				
	2025/2026	2026/2027 Low Projection	2026/2027 High Projection	
Liability				
Total Limit: \$25 Million				
SLIP (Primary \$5M)	\$ 255,585	\$ 306,702	\$ 319,481	20% to 25%
Excess Layer 1 (\$5M x \$5M)	\$ 106,275	\$ 127,530	\$ 132,844	20% to 25%
Excess Layer 2 (\$5M x \$10M)	\$ 81,447	\$ 97,737	\$ 101,809	20% to 25%
Excess Layer 3 (\$10M x \$15M)	\$ 88,500	\$ 106,200	\$ 110,625	20% to 25%
Total Liability Premium	\$ 531,807	\$ 638,169	\$ 664,759	20% to 25%
Cyber Liability (Information Security/Tech E&O, Data Breach)				
Premium:	\$ 21,139	\$ 25,400	\$ 31,800	Per PRISM V2 Estimate January 2026
Workers Compensation				
Policy Limits: Statutory for WC and \$1 Million for Employers Liability				
Estimated Annual Payroll	\$ 11,845,240	\$ 12,654,176	\$ 12,654,176	
Avg. Rate:	\$ 0.305	\$ 0.381	\$ 0.397	25% to 30% Increase due to Re-Classification
Premium:	\$ 36,141	\$ 48,261	\$ 50,192	
Property				
Total Insured Values	\$ 153,462,123	\$ 157,467,571	\$ 157,467,571	
Avg. Rate:	\$ 0.1385	\$ 0.1247	\$ 0.1454	- 10% to 5%
Premium:	\$ 212,551	\$ 196,289	\$ 229,003	
Interstate 10 Corridor Premium:	\$ 117,083	\$ 105,375	\$ 122,937	- 10% to 5%
Crime (Employee Dishonesty, Employee Theft)				
EE Count	87	120	\$ 120	
Premium	\$ 9,200	\$ 9,660	\$ 10,120	5% to 10%
Alliant Mobile Vehicle Program				
Premium:	\$ 857	\$ 857	\$ 942	Flat to 10%
Subtotal Premium:	\$ 928,778	\$ 1,024,011	\$ 1,109,754	
Broker Fee:	\$ 36,500	\$ 38,000	\$ 38,000	
Total Premium & Broker Fee:	\$ 965,278	\$ 1,062,011	\$ 1,147,754	

General Policy Committee Agenda Item

May 13, 2026

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SBCTA staff recommends securing these insurance policies as they are necessary to protect the agency from significant losses and proper insurance coverage is a requirement of the Transportation Infrastructure Finance and Innovation Act loan that was secured for the Interstate 10 (I-10) Express Lane corridor.

Due to the changing insurance market conditions, these estimated premiums may be exceeded; therefore, staff is requesting to bind the coverages equal to the existing program even if the cost exceeds the estimate of \$1,147,754. If the premium(s) exceed the estimate of \$1,147,754 by more than 10%, binding will require approval from the Executive Director, or her designee. Staff will work to stay within the lower limit, but it is critical that coverage continues uninterrupted. If the lower limit estimate is exceeded, staff will return to the Board and report the actual cost, and all of the efforts undertaken to minimize said cost.

SBCTA currently has a Cyber Liability program through Public Risk Innovation, Solutions, and Management (PRISM), which is a Joint Powers Authority (JPA). Effective July 1, 2026, PRISM will require a signed Memorandum of Understanding (MOU) for every program in which an entity participates as well as execution of a JPA from each entity. The MOU and JPA are required to establish legal authority for SBCTA to participate in the Cyber Liability coverage offering. Although the Cyber Liability Coverage itself is not pooled, the JPA and MOU are required to allow agencies access to the coverage through the administering entity. The JPA includes standard language required for all participating members such as surcharges. Surcharges are used only to adjust premiums based on each member's own loss experience so that rates remain fair and reflective of individual performance. The clause also provides protection by limiting how much a member's premium can increase in any given year. If SBCTA ever anticipated an unusually high-rate increase, SBCTA would work with Alliant to market the coverage early and could choose to leave the program during the renewal phase. This new requirement requires formal approval and signature from the Board of Directors. Therefore, staff is recommending approval of MOU No. 26-1003463 and JPA No. 26-1003464.

Financial Impact:

This item is included in the adopted Budget for Fiscal Year 2025/2026, and is included in the proposed Budget for Fiscal Year 2026/2027.

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 and the agreements.

Responsible Staff:

Alicia Bullock, Procurement Manager

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

MEMORANDUM OF UNDERSTANDING CYBER LIABILITY PROGRAM

This Memorandum of Understanding (hereinafter “Memorandum”) is entered into by and between Public Risk Innovation, Solutions, and Management (hereinafter referred to as “PRISM”) and the participating entities (hereinafter “Members”) who are signatories to this Memorandum.

1. CREATION AND PURPOSE OF THE PROGRAM. There is hereby created by this Memorandum the Cyber Liability Program (hereafter “Program”). The purpose of the Program is to provide participating Members with coverage and risk-sharing for cyber-related losses, including but not limited to data breaches, network security failures, privacy liability, cyber extortion, business interruption due to cyber events, and related costs, as more fully described in the applicable coverage documents.

2. JOINT POWERS AGREEMENT. Each participating member of the Program shall have executed the Joint Powers Agreement Creating Public Risk Innovation, Solutions, and Management (hereinafter referred to as “Agreement”). Except as otherwise provided herein, all terms used herein shall be as defined in Article 1 of the Agreement, and all other provisions of the Agreement not in conflict with this Memorandum shall be applicable.

3. GOVERNANCE AND PROGRAM OVERSIGHT

The Executive Committee of PRISM (hereafter “Committee”) shall have full authority over all matters affecting the Program, including but not limited to:

- a. Approval of new members;
- b. Program structure and participation requirements;
- c. Premium and rate setting;
- d. Retention levels, limits, and reinsurance;
- e. Allocation of aggregate limits (as needed);
- f. Underwriting standards;
- g. Data submission requirements and cybersecurity controls; and
- h. Policies regarding withdrawal and cancellation

4. PROGRAM PARTICIPATION AND MEMBERSHIP

- a. Participation in the Program is voluntary and subject to approval by PRISM in accordance with the Agreement and Program underwriting guidelines.
- b. A Member approved for participation shall remain in the Program until withdrawal or cancellation in accordance with the Agreement and this Memorandum.
- c. PRISM may establish eligibility criteria, including but not limited to minimum cybersecurity controls, incident response planning, training, and compliance with applicable laws and standards.

5. ANNUAL PREMIUM

In accordance with Article 14(b)(2) of the Agreement, participating Members shall be assessed an annual premium for the purpose of funding the Program. Annual

rates/premiums will be established by the Committee in consultation with the carrier, actuaries and/or other consultants.

6. COST ALLOCATION

Each Member's share of the annual premium shall be determined pursuant to a Committee-approved cost allocation methodology, which may consider factors such as exposure, size, cybersecurity posture, loss experience, and other risk characteristics. The cost allocation methodology may be amended from time to time by action of the Committee.

7. COVERAGE DOCUMENTS

PRISM shall issue applicable coverage documents evidencing a Member's participation in the Program and setting forth the specific terms, conditions, limits, retentions, exclusions, and endorsements applicable to the cyber liability coverage.

8. CLAIMS AND INCIDENT REPORTING

- a. Members shall comply with all incident reporting, claims reporting, and cooperation requirements established by PRISM, and/or the carrier, and as set forth in the coverage documents.
- b. Members shall promptly notify PRISM of any known or suspected cyber incident that may give rise to a claim under the Program.
- c. PRISM may establish cyber incident response protocols, panel vendors, breach response requirements, and claims administration standards applicable to the Program.
- d. Failure to comply with these reporting requirements could adversely impact coverage.

9. CLAIMS ADMINISTRATION

Claims administration services shall be provided by the insurance carrier(s) and/or their assignee.

10. CYBERSECURITY STANDARDS

Each Member shall maintain reasonable and appropriate cybersecurity controls, policies, and procedures, and shall cooperate with PRISM in risk management initiatives, assessments, training, and audits related to cyber risk.

11. WITHDRAWAL AND CANCELLATION

Withdrawal or cancellation from the Program shall be governed by Articles 20 and 21 of the Agreement, subject to policy provisions and any additional Program-specific requirements adopted by the Committee.

12. LATE PAYMENTS

Notwithstanding any other provision to the contrary regarding late payment of invoices or cancellation from a Program, at the discretion of the Executive Committee, any Member that fails to pay an invoice when due may be given a ten (10) day written notice of cancellation.

13. DISPUTE RESOLUTION

Any question or dispute with respect to the rights and obligations of the parties to this Memorandum regarding coverage shall be determined in accordance with the Agreement Article 31, Dispute Resolution.

14. AMENDMENT

This Memorandum may be amended by a majority vote of the Executive Committee and signature on the Memorandum by the Member's designated representative who shall have authority to execute this Memorandum. Should a Member of the Program fail to execute any amendment to this Memorandum within the time provided by the Executive Committee, the Member will be deemed to have withdrawn at the following renewal.

15. COMPLETE AGREEMENT

Except as otherwise provided herein, this Memorandum constitutes the full and complete agreement of the Members.

16. SEVERABILITY

If any provision of this Memorandum is judicially determined to be void or unenforceable, such determination shall not affect the validity of the remaining provisions.

17. EFFECTIVE DATE

This Memorandum shall become effective on the effective date of coverage for the Member and upon approval by the Executive Committee of any amendment, whichever is later.

18. EXECUTION IN COUNTERPARTS

This Memorandum may be executed in several counterparts, each of which shall be an original, all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the undersigned have executed this Memorandum as of the dates set forth below.

PRISM:

Dated: 7/1/2026

Signature: *Gina Dean*
Printed Name & Title: Gina Dean, CEO
Public Risk Innovation, Solutions, and Management

Member:

Dated: _____

Signature: _____
Printed Name & Title: _____
Member Entity: _____

Attachment: MOU_Cyber_26-1003463 (12142 : Renewal of Annual Insurance Policies, Cyber MOU, & Joint Powers Agreement)



Adopted: October 5, 1979
 Amended: May 12, 1980
 Amended: January 23, 1987
 Amended: October 7, 1988
 Amended: March 1993
 Amended: November 18, 1996
 Amended: October 4, 2005
 Amended: February 28, 2006
 Amended: June 30, 2020

**JOINT POWERS AGREEMENT NO. 26-1003464
 PUBLIC RISK INNOVATION, SOLUTIONS, AND MANAGEMENT**

This Agreement is executed in the State of California by and among those counties and public entities organized and existing under the Constitution of the State of California, which are parties signatory to this Agreement. Public Risk Innovation, Solutions, and Management (referred to herein as PRISM), formerly known as CSAC Excess Insurance Authority, was formed under the sponsorship of CSAC. California counties, hereinafter called member counties, and public entities, hereinafter called member public entities, (collectively "members") shall be listed in Appendix A, which shall be attached hereto and made a part hereof.

RECITALS

WHEREAS, Article 1, Chapter 5, Division 7, Title 1 of the California Government Code (Section 6500 et seq.) permits two or more public agencies by agreement to exercise jointly powers common to the contracting parties; and

WHEREAS, Article 16, Section 6 of the California Constitution provides that insurance pooling arrangements under joint exercise of power agreements shall not be considered the giving or lending of credit as prohibited therein; and

WHEREAS, California Government Code Section 990.4 provides that a local public entity may self-insure, purchase insurance through an authorized carrier, or purchase insurance through a surplus line broker, or any combination of these; and

WHEREAS, pursuant to California Government Code Section 990.6, the cost of insurance provided by a local public entity is a proper charge against the local public entity; and

WHEREAS, California Government Code Section 990.8 provides that two or more local entities may, by a joint powers agreement, provide insurance for any purpose by any one or more of the methods specified in Government Code Section 990.4 and such pooling of self-insured claims or losses is not considered insurance nor subject to regulation under the Insurance Code; and

WHEREAS, the counties and public entities executing this Agreement desire to join together for the purpose of jointly funding and/or establishing excess and other insurance programs as determined;

NOW THEREFORE, the parties agree as follows:

**ARTICLE 1
 DEFINITIONS**

"CSAC" shall mean the County Supervisors Association of California, dba California State Association of Counties.

"Board of Directors" or **"Board"** shall mean the governing body of PRISM.

"Claim" shall mean a claim made against a member arising out of an occurrence, which is covered by an excess or primary insurance program of PRISM in which the member is a participant.

"Executive Committee" shall mean the Executive Committee of the Board of Directors of PRISM.

"Fiscal year" shall mean that period of twelve months which is established by the Board of Directors as the fiscal year of PRISM.

"Government Code" shall mean the California Government Code.

"Insurance program" or **"program"** shall mean a program which has been designated as a major program of PRISM under which participating members are protected against designated losses, either through joint purchase of primary or excess insurance, pooling of self-insured claims or losses, purchased insurance or any other combination as determined by the Board of Directors. The Board of Directors, the Executive Committee, or a program's governing committee may determine applicable criteria for determining eligibility in any insurance program, as well as establishing program policies and procedures.

"Joint powers law" shall mean Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500) of the Government Code.

"Loss" shall mean a liability or potential liability of a member, including litigation expenses, attorneys' fees and other costs, which is covered by an insurance program of PRISM in which the member is a participant.

"Member county" shall mean any county in the State of California which has executed this Agreement and become a member of PRISM. "Member County" shall also include those entities or other bodies set forth in Article 3 (c).

"Member Public Entity" shall mean any California public entity, which is not a California county, which has executed this Agreement, and become a member of PRISM, "Member Public Entity" shall also include those entities or other bodies set forth in Article 3(c).

"Miscellaneous Program" is an insurance program of PRISM that does not involve pooling of self-insured claims or losses and may be made available to members as well as non-member public entities that are not a party to this Agreement.

"Occurrence" shall mean an event which is more fully defined in the memorandums of coverage and/or policies of an insurance program in which the participating county or participating public entity is a member.

"Participating county" shall mean any member county which has entered into a program offered by PRISM pursuant to Article 14 of this Agreement and has not withdrawn or been canceled therefrom pursuant to Articles 20 or 21.

"Participating public entity" shall mean any member public entity which has entered into a program offered by PRISM pursuant to Article 14 of this Agreement and has not withdrawn or been canceled therefrom pursuant to Articles 20 or 21.

"Self-insured retention" shall mean that portion of a loss resulting from an occurrence experienced by a member, which is retained as a liability or potential liability of the member and is not subject to payment by PRISM.

"Reinsurance" shall mean insurance purchased by PRISM as part of an insurance program to cover that portion of any loss, which exceeds the joint funding capacity of that program.

ARTICLE 2 PURPOSES

This Agreement is entered into by the member counties and member public entities in order to jointly develop and fund insurance programs as determined. Such programs may include, but are not limited to, the creation of joint insurance funds, including primary and excess insurance funds, the pooling of self-insured claims and losses, purchased insurance, including reinsurance, and the provision of necessary administrative services. Such administrative services may include, but shall not be limited to, risk management consulting, loss prevention and control, centralized loss reporting, actuarial consulting, claims adjusting, and legal defense services.

ARTICLE 3 PARTIES TO AGREEMENT

- (a) There shall be two classes of membership of the parties pursuant to this Agreement consisting of one class designated as Member Counties and another class designated as Member Public Entities.
- (b) Each member county and member public entity, as a party to this Agreement, certifies that it intends to and does contract with all other members as parties to this Agreement and, with such other members as may later be added as parties to this Agreement pursuant to Article 19 as to all programs of which it is a participating member. Each member also certifies that the removal of any party from this Agreement, pursuant to Articles 20 or 21, shall not affect this Agreement or the member's obligations hereunder.
- (c) A member for purposes of providing insurance coverage under any program of PRISM, may contract on behalf of, and shall be deemed to include:

Any public entity as defined in Government Code § 811.2 which the member requests to be added and from the time that such request is approved by the Executive Committee of PRISM.

Any nonprofit entity, including a nonprofit public benefit corporation formed pursuant to Corporations Code §§ 5111, 5120 and, 5065, which the member requests to be added and from the time that such request is approved by the Executive Committee.

- (d) Any public entity or nonprofit so added shall be subject to and included under the member's SIR or deductible, and when so added, may be subject to such other terms and conditions as determined by the Executive Committee.
- (e) Such public entity or nonprofit shall not be considered a separate party to this Agreement. Any public entity or nonprofit so added, shall not affect the member's representation on the Board of Directors and shall be considered part of and represented by the member for all purposes under this Agreement.
- (f) The Executive Committee shall establish guidelines for approval of any public entity or nonprofit so added in accordance with Article 3(c) and (d).
- (g) Should any conflict arise between the provisions of this Article and any applicable Memorandum of Coverage or other document evidencing coverage, such Memorandum of Coverage or other document evidencing coverage shall prevail.

ARTICLE 4 TERM

This Agreement shall continue in effect until terminated as provided herein.

**ARTICLE 5
CREATION OF PRISM**

Pursuant to the joint powers law, there is hereby created a public entity separate and apart from the parties hereto, to be known as Public Risk Innovation, Solutions, and Management ("PRISM"), with such powers as are hereinafter set forth.

**ARTICLE 6
POWERS OF PRISM**

PRISM shall have all of the powers common to General Law counties in California, such as Alpine County and all additional powers set forth in the joint powers law, and is hereby authorized to do all acts necessary for the exercise of said powers. Such powers include, but are not limited to, the following:

- (a) To make and enter into contracts.
- (b) To incur debts, liabilities, and obligations.
- (c) To acquire, hold, or dispose of property, contributions and donations of property, funds, services, and other forms of assistance from persons, firms, corporations, and government entities.
- (d) To sue and be sued in its own name, and to settle any claim against it.
- (e) To receive and use contributions and advances from members as provided in Government Code Section 6504, including contributions or advances of personnel, equipment, or property.
- (f) To invest any money in its treasury that is not required for its immediate necessities, pursuant to Government Code Section 6509.5.
- (g) To allow non-member public entities and non-member counties to participate in Miscellaneous Programs and for risk management services to be provided to non-member counties and non-member public entities including out-of-state participants in a PRISM program.
- (h) To carry out all provisions of this Agreement.

Said powers shall be exercised pursuant to the terms hereof and in the manner provided by law.

**ARTICLE 7
BOARD OF DIRECTORS**

PRISM shall be governed by the Board of Directors, which shall be composed as follows:

- (a) One director from each member county, appointed by the member county board of supervisors and serving at the pleasure of that body. Each member county board of supervisors shall also appoint an alternate director who shall have the authority to attend, participate in and vote at any meeting of the Board of Directors when the director is absent. A director or alternate director shall be a county supervisor, other county official, or staff person of the member county, and upon termination of office or employment with the county, shall automatically terminate membership or alternate membership on the Board of Directors.
- (b) Ten directors consisting of seven directors and three alternate directors chosen in the manner specified in the Bylaws from those participating as public entity members. A director or alternate public entity director shall be an official, or staff person of the public

entity member, and upon termination of office or employment with the public entity, shall automatically terminate membership or alternate membership on the Board of Directors.

- (c) Member county directors shall consist of a minimum of 80% of the eligible voting members on the Board of Directors. The public entity member directors shall be reduced accordingly to ensure at least 80% of the Board of Directors consists of county director members (By way of example, if the number of county members is reduced from the current 54 by member withdrawals to a level of 28, then county members would be at the 80% level, 28/35. If the county members go to 27, then the public entity members would lose one seat and would only have 6 votes).

Any vacancy in a county director or alternate director position shall be filled by the appointing county's board of supervisors, subject to the Provisions of this Article. Any vacancy in a public entity director position shall be filled by vote of the public entity members.

A majority of the membership of the Board of Directors shall constitute a quorum for the transaction of business. Each member of the Board of Directors shall have one vote. Except as otherwise provided in this Agreement or any other duly executed agreement of the members, all actions of the Board of Directors shall require the affirmative vote of a majority of the members; provided, that any action which is restricted in effect to one of PRISM's insurance programs, shall require the affirmative vote of a majority of those Board of Directors members who represent counties and public entities participating in that program. For purposes of an insurance program vote, to the extent there are public entity members participating in a program, the public entity Board of Directors members as a whole shall have a minimum of one vote. The public entity Board of Directors members may in no event cast more votes than would constitute 20% of the number of total county members in that program (subject to the one vote minimum). Should the number of public entity Board of Directors votes authorized herein be less than the number of public entity Board of Directors members at a duly noticed meeting, the public entity Board of Directors members shall decide among themselves, which Board of Directors member shall vote. Should they be unable to decide, the President of PRISM shall determine which director(s) shall vote.

ARTICLE 8 POWERS OF THE BOARD OF DIRECTORS

The Board of Directors shall have the following powers and functions:

- (a) The Board of Directors shall exercise all powers and conduct all business of PRISM, either directly or by delegation to other bodies or persons unless otherwise prohibited by this Agreement, or any other duly executed agreement of the members or by law.
- (b) The Board of Directors may adopt such resolutions as deemed necessary in the exercise of those powers and duties set forth herein.
- (c) The Board of Directors shall form an Executive Committee, as provided in Article 11. The Board of Directors may delegate to the Executive Committee and the Executive Committee may discharge any powers or duties of the Board of Directors except adoption of PRISM's annual budget. The powers and duties so delegated shall be specified in resolutions adopted by the Board.
- (d) The Board of Directors may form, as provided in Article 12, such other committees as it deems appropriate to conduct the business of PRISM. The membership of any such other committee may consist in whole or in part of persons who are not members of the Board of Directors.

- (e) The Board of Directors shall elect the officers of PRISM and shall appoint or employ necessary staff in accordance with Article 13.
- (f) The Board of Directors shall cause to be prepared, and shall review, modify as necessary, and adopt the annual operating budget of PRISM. Adoption of the budget may not be delegated.
- (g) The Board of Directors shall develop, or cause to be developed, and shall review, modify as necessary, and adopt each insurance program of PRISM, including all provisions for reinsurance and administrative services necessary to carry out such program.
- (h) The Board of Directors, directly or through the Executive Committee, shall provide for necessary services to PRISM and to members, by contract or otherwise, which may include, but shall not be limited to, risk management consulting, loss prevention and control, centralized loss reporting, actuarial consulting, claims adjusting, and legal services.
- (i) The Board of Directors shall provide general supervision and policy direction to the Chief Executive Officer.
- (j) The Board of Directors shall receive and act upon reports of the committees and the Chief Executive Officer.
- (k) The Board of Directors shall act upon each claim involving liability of PRISM, directly or by delegation of authority to the Executive Committee or other committee, body or person, provided, that the Board of Directors shall establish monetary limits upon any delegation of claims settlement authority, beyond which a proposed settlement must be referred to the Board of Directors for approval.
- (l) The Board of Directors may require that PRISM review, audit, report upon, and make recommendations with regard to the safety or claims administration functions of any member, insofar as those functions affect the liability or potential liability of PRISM. The Board of Directors may forward any or all such recommendations to the member with a request for compliance and a statement of potential consequences for noncompliance.
- (m) The Board of Directors shall receive, review and act upon periodic reports and audits of the funds of PRISM, as required under Articles 15 and 16 of this Agreement.
- (n) The Board of Directors may, upon consultation with a casualty actuary, declare that any funds established for any program has a surplus of funds and determine a formula to return such surplus to the participating counties and participating public entities, which have contributed, to such fund.
- (o) The Board of Directors shall have such other powers and duties as are reasonably necessary to carry out the purposes of PRISM.

**ARTICLE 9
MEETINGS OF THE BOARD OF DIRECTORS**

- (a) The Board of Directors shall hold at least one regular meeting each year and shall provide for such other regular meetings and for such special meetings as it deems necessary.
- (b) The Chief Executive Officer of PRISM shall provide for the keeping of minutes of regular and special meetings of the Board of Directors, and shall provide a copy of the minutes to each member of the Board of Directors at the next scheduled meeting.
- (c) All meetings of the Board of Directors, the Executive Committee and such committees as established by the Board of Directors pursuant to Article 12 herein, shall be called,

noticed, held and conducted in accordance with the provisions of Government Code Section 54950 et seq.

ARTICLE 10 OFFICERS

The Board of Directors shall elect from its membership a President and Vice President of the Board, to serve for one-year terms.

The President, or in his or her absence, the Vice President, shall preside at and conduct all meetings of the Board of Directors and shall chair the Executive Committee.

ARTICLE 11 EXECUTIVE COMMITTEE

The Board of Directors shall establish an Executive Committee of the Board of Directors, which shall consist of eleven members: the President and Vice President of the Board of Directors, and nine members elected by the Board of Directors from its membership.

The terms of office of the nine non-officer members shall be as provided in the Bylaws of PRISM.

The Executive Committee shall conduct the business of PRISM between meetings of the Board of Directors, exercising all those powers as provided for in Article 8, or as otherwise delegated to it by the Board.

ARTICLE 12 COMMITTEES

The Board of Directors may establish committees, as it deems appropriate to conduct the business of PRISM. Members of the committees shall be appointed by the Board of Directors, to serve two year terms, subject to reappointment by the Board of Directors. The members of each committee shall annually select one of their members to chair the Committee.

Each committee shall be composed of at least five members and shall have those duties as determined by the Board of Directors, or as otherwise set forth in the Bylaws.

Each committee shall meet on the call of its chair, and shall report to the Executive Committee and the Board of Directors as directed by the Board of Directors.

ARTICLE 13 STAFF

- (a) **Principal Staff.** The **Chief Executive Officer** shall be appointed by and serve at the pleasure of the Board of Directors. The Chief Executive Officer shall serve as the Board Secretary and administer the business and activities of PRISM, subject to the general supervision and policy direction of the Board of Directors and Executive Committee; shall be responsible for all minutes, notices and records of PRISM and shall perform such other duties as are assigned by the Board and Executive Committee.
- (b) **Treasurer and Auditor.** Pursuant to Government Code Section 6505.6, the Chief Financial Officer shall serve as the Treasurer/Auditor. The duties of the Treasurer are set forth in Article 16 of this Agreement. The Chief Financial Officer shall draw warrants to pay demands against PRISM. The Chief Financial Officer shall comply with the provisions of Government Code Section 6505.5 (a-d) and shall be appointed by and serve at the pleasure of the Chief Executive Officer.
- (c) **Other Staff.** The Board of Directors, Executive Committee or Chief Executive Officer shall provide for the appointment of such other staff as may be necessary for the administration of PRISM.

**ARTICLE 14
DEVELOPMENT, FUNDING AND IMPLEMENTATION
OF INSURANCE PROGRAMS**

- (a) **Program Coverage.** Insurance programs of PRISM may provide coverage, including excess insurance coverage for:
- (1) Workers' compensation;
 - (2) Comprehensive liability, including but not limited to general, personal injury, contractual, public officials errors and omissions, and incidental malpractice liability;
 - (3) Comprehensive automobile liability;
 - (4) Hospital malpractice liability;
 - (5) Property and related programs;

and may provide any other coverages authorized by the Board of Directors. The Board of Directors shall determine, for each such program, a minimum number of participants required for program implementation and may develop specific program coverages requiring detailed agreements for implementation of the above programs.

- (b) **Program and PRISM Funding.** The members developing or participating in an insurance program shall fund all costs of that program, including administrative costs, as hereinafter provided. Costs of staffing and supporting PRISM, hereinafter called PRISM general expenses, shall be equitably allocated among the various programs by the Board of Directors, and shall be funded by the members developing or participating in such programs in accordance with such allocations, as hereinafter provided. In addition, the Board of Directors may, in its discretion, allocate a share of such PRISM general expense to those members, which are not developing or participating in any program, and require those counties and public entities to fund such share through a prescribed charge.
- (1) **Annual Premium.** Except as provided in (2) below, all post-development costs of an insurance program shall be funded by annual premiums charged to the members participating in the program each policy year, and by interest earnings on the funds so accumulated. Such premiums shall be determined by the Board of Directors or the program's governing committee upon the basis of a cost allocation plan and rating formula developed by PRISM with the assistance of a casualty actuary, risk management consultant, or other qualified person. The premium for each participating member shall include that participant's share of expected program losses including a margin for contingencies as determined by the Board of Directors, program reinsurance costs, and program administrative costs for the year, plus that participant's share of PRISM general expense allocated to the program by the Board of Directors.
 - (2) **Premium Surcharge**
 - (i) If PRISM experiences an unusually large number of losses under a program during a policy year, such that notwithstanding reinsurance coverage for large individual losses, the joint insurance funds for the program may be exhausted before the next annual premiums are due, the Board of Directors or the program's governing committee may, upon consultation with a casualty actuary, impose premium surcharges on all participating members; or

- (ii) If it is determined by the Board of Directors or the program's governing committee, upon consultation with a casualty actuary, that the joint insurance funds for a program are insufficient to pay losses, fund known estimated losses, and fund estimated losses, which have been incurred but not reported, the Board of Directors or the program's governing committee may impose a surcharge on all participating members.
- (iii) Premium surcharges imposed pursuant to (i) and/or (ii) above shall be in an amount which will assure adequate funds for the program to be actuarially sound; provided that the surcharge to any participating member shall not exceed an amount equal to three (3) times the member's annual premium for that year, unless otherwise determined by the Board of Directors or the program's governing committee.

Provided, however, that no premium surcharge in excess of three times the member's annual premium for that year may be assessed unless, ninety days prior to the Board of Directors taking action to determine the amount of the surcharge, PRISM notifies the governing body of each participating member in writing of its recommendations regarding its intent to assess a premium surcharge and the amount recommended to be assessed each member. PRISM shall, concurrently with the written notification, provide each participating member with a copy of the actuarial study upon which the recommended premium surcharge is based.

- (iv) A member which is no longer a participating member at the time the premium surcharge is assessed, but which was a participating member during the policy year(s) for which the premium surcharge was assessed, shall pay such premium surcharges as it would have otherwise been assessed in accordance with the provisions of (i), (ii), and (iii) above.
- (c) **Program Implementation and Effective Date.** Upon establishment of an insurance program by the Board of Directors, PRISM shall determine the manner of program implementation and shall give written notice to all members of such program, which shall include, but not be limited to: program participation levels, coverages and terms of coverage of the program, estimates of first year premium charges, effective date of the program (or estimated effective date) and such other program provisions as deemed appropriate.
 - (d) **Late Entry Into Program.** A member which does not elect to enter an insurance program upon its implementation, pursuant to (c) above, or a county or public entity which becomes a party to this Agreement following implementation of the program, may petition the Board of Directors for late entry into the program. Such request may be granted upon a majority vote of the Board of Directors members, plus a majority vote of those board members who represent participants in the program. Alternatively, a county or public entity may petition the Executive Committee for late entry into the program, or a program committee, when authorized by an MOU governing that specific program, may approve late entry into that program. Such request may be granted upon a majority vote of the Executive Committee or program committee.
 - (e) **Reentry Into A Program.** Except as otherwise provided in a Program Memorandum of Understanding, any county or public entity that is a member of an insurance program of PRISM who withdraws or is cancelled from an insurance program under Articles 21 and 22, may not reenter such insurance program for a period of three years from the effective date of withdrawal or cancellation.

**ARTICLE 15
ACCOUNTS AND RECORDS**

- (a) **Annual Budget.** PRISM shall annually adopt an operating budget pursuant to Article 8 of this Agreement, which shall include a separate budget for each insurance program under development or adopted and implemented by PRISM.
- (b) **Funds and Accounts.** The Auditor of PRISM shall establish and maintain such funds and accounts as may be required by good accounting practices and by the Board of Directors. Separate accounts shall be established and maintained for each insurance program under development or adopted and implemented by PRISM. Books and records of PRISM in the hands of the Auditor shall be open to inspection at all reasonable times by authorized representatives of members.

PRISM shall adhere to the standard of strict accountability for funds set forth in Government Code Section 6505.

- (c) **Auditor's Report.** The Auditor, within one hundred and eighty (180) days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to the Board and to each member.
- (d) **Annual Audit.** Pursuant to Government Code Section 6505, PRISM shall either make or contract with a certified public accountant to make an annual fiscal year audit of all accounts and records of PRISM, conforming in all respects with the requirements of that section. A report of the audit shall be filed as a public record with each of the members and also with the county auditor of the county where the home office of PRISM is located and shall be sent to any public agency or person in California that submits a written request to PRISM. The report shall be filed within six months of the end of the fiscal year or years under examination. Costs of the audit shall be considered a general expense of PRISM.

**ARTICLE 16
RESPONSIBILITIES FOR FUNDS AND PROPERTY**

- (a) The Treasurer shall have the custody of and disburse PRISM's funds. He or she may delegate disbursing authority to such persons as may be authorized by the Board of Directors to perform that function, subject to the requirements of (b) below.
- (b) Pursuant to Government Code Section 6505.6, the Treasurer shall:
- (1) Receive and acknowledge receipt for all funds of PRISM and place them in the treasury of the Treasurer to the credit of PRISM.
 - (2) Be responsible upon his or her official bond for the safekeeping and disbursements of all PRISM funds so held by him or her.
 - (3) Pay any sums due from PRISM, as approved for payment by the Board of Directors or by any body or person to whom the Board of Directors has delegated approval authority, making such payments from PRISM funds upon warrants drawn by the Auditor.
- (c) Pursuant to Government Code Section 6505.1, the Chief Executive Officer, the Treasurer, and such other persons as the Board of Directors may designate shall have charge of, handle, and have access to the property of PRISM.
- (d) PRISM shall secure and pay for a fidelity bond or bonds, in an amount or amounts and in the form specified by the Board of Directors, covering all officers and staff of PRISM, and all officers and staff who are authorized to have charge of, handle, and have access to property of PRISM.

**ARTICLE 17
RESPONSIBILITIES OF MEMBERS**

Members shall have the following responsibilities under this Agreement.

- (a) The board of supervisors of each member county shall appoint a representative and one alternate representative to the Board of Directors, pursuant to Article 7.
- (b) Each member shall appoint an officer or employee of the member to be responsible for the risk management function for that member and to serve as a liaison between the member and PRISM for all matters relating to risk management.
- (c) Each member shall maintain an active risk control program, and shall consider and act upon all recommendations of PRISM concerning the reduction of unsafe practices.
- (d) Each member shall maintain its own claims and loss records in each category of liability covered by an insurance program of PRISM in which the member is a participant, and shall provide copies of such records to PRISM as directed by the Board of Directors or Executive Committee, or to such other committee as directed by the Board of Directors or Executive Committee.
- (e) Each member shall pay premiums and premium surcharges due to PRISM as required under Article 14. Penalties for late payment of such premiums and/or premium surcharges shall be as determined and assessed by the Board of Directors. After withdrawal, cancellation, or termination action under Articles 20, 21, or 23, each member shall pay promptly to PRISM any additional premiums due, as determined and assessed by the Board of Directors under Articles 22 or 23. Any costs incurred by PRISM associated with the collection of such premiums or other charges, shall be recoverable by PRISM.
- (f) Each member shall provide PRISM such other information or assistance as may be necessary for PRISM to develop and implement insurance programs under this Agreement.
- (g) Each member shall cooperate with and assist PRISM, and any insurer of PRISM, in all matters relating to this Agreement, and shall comply with all Bylaws, and other rules by the Board of Directors.
- (h) Each member shall have such other responsibilities as are provided elsewhere in this Agreement, and as are established by the Board of Directors in order to carry out the purposes of this Agreement.

**ARTICLE 18
ADMINISTRATION OF CLAIMS**

- (a) Subject to subparagraph (e), each member shall be responsible for the investigation, settlement or defense, and appeal of any claim made, suit brought, or proceeding instituted against the member arising out of a loss.
- (b) PRISM may develop standards for the administration of claims for each insurance program of PRISM so as to permit oversight of the administration of claims by the members.
- (c) Each participating member shall give PRISM timely written notice of claims in accordance with the provisions of the Bylaws and the applicable program Memorandum of Coverage.

- (d) A member shall not enter into any settlement involving liability of PRISM without the advance written consent of PRISM.
- (e) PRISM, at its own election and expense, shall have the right to participate with a member in the settlement, defense, or appeal of any claim, suit or proceeding, which, in the judgment of PRISM, may involve liability of PRISM.

ARTICLE 19 NEW MEMBERS

Any California public entity may become a party to this Agreement and participate in any insurance program in which it is not presently participating upon approval of the Board of Directors, by a majority vote of the members, or by majority vote of the Executive Committee.

ARTICLE 20 WITHDRAWAL

- (a) A member may withdraw as a party to this Agreement upon thirty (30) days advance written notice to PRISM if it has never become a participant in any insurance program pursuant to Article 14, or if it has previously withdrawn from all insurance programs in which it was a participant.
- (b) After becoming a participant in an insurance program, a member may withdraw from that program only at the end of a policy year for the program, and only if it gives PRISM at least sixty (60) days advance written notice of such action.

ARTICLE 21 CANCELLATION

- (a) Notwithstanding the provisions of Article 20, the Board of Directors may:
 - (1) Cancel any member from this Agreement and membership in PRISM, on a majority vote of the Board of Directors members. Such action shall have the effect of canceling the member's participation in all insurance programs of PRISM as of the date that all membership is canceled.
 - (2) Cancel any member's participation in an insurance program of PRISM, without canceling the member's membership in PRISM or participation in other programs, on a vote of two-thirds of the Board of Directors members present and voting who represent participants in the program.

The Board of Directors shall give sixty (60) days advance written notice of the effective date of any cancellation under the foregoing provisions. Upon such effective date, the member shall be treated the same as if it had voluntarily withdrawn from this Agreement, or from the insurance program, as the case may be.
- (b) Except as otherwise provided in a program Memorandum of Understanding, a member that does not enter one or more of the insurance programs developed and implemented by PRISM within the member's first year as a member of PRISM shall be considered to have withdrawn as a party to this Agreement at the end of such period, and its membership in PRISM shall be automatically canceled as of that time, without action of the Board of Directors.
- (c) A member which withdraws from all insurance programs of PRISM in which it was a participant and does not enter any program for a period of six (6) months thereafter shall be considered to have withdrawn as a party to the Agreement at the end of such period, and its membership in PRISM shall be automatically canceled as of that time, without action of the Board of Directors.

**ARTICLE 22
EFFECT OF WITHDRAWAL OR CANCELLATION**

- (a) If a member's participation in an insurance program of PRISM is canceled under Article 21, with or without cancellation of membership in PRISM, and such cancellation is effective before the end of the policy year for that program, PRISM shall promptly determine and return to that member the amount of any unearned premium payment from the member for the policy year, such amount to be computed on a pro-rata basis from the effective date of cancellation.
- (b) Except as provided in (a) above or as otherwise provided in a program Memorandum of Understanding, a member which withdraws or is canceled from this Agreement and membership in PRISM, or from any program of PRISM, shall not be entitled to the return of any premium or other payment to PRISM, or of any property contributed to PRISM. However, in the event of termination of this Agreement, such member may share in the distribution of assets of PRISM to the extent provided in Article 23 provided; however, that any withdrawn or canceled member, which has been assessed a premium surcharge pursuant to Article 14 (b) (3) (ii) shall be entitled to return of said member's unused surcharge, plus interest accrued thereon, at such time as the Board of Directors declares that a surplus exists in any insurance fund for which a premium surcharge was assessed.
- (c) Except as provided in (d) below, a member shall pay any premium charges, which the Board of Directors determines are due from the member for losses and costs incurred during the entire coverage year in which the member was a participant in such program regardless of the date of entry into such program. Such charges may include any deficiency in a premium previously paid by the member, as determined by audit under Article 14 (b) (2); any premium surcharge assessed to the member under Article 14 (b) (3); and any additional amount of premium, which the Board of Directors determines to be due from the member upon final disposition of all claims arising from losses under the program during the entire coverage year in which the member was a participant regardless of date of entry into such program. Any such premium charges shall be payable by the member in accordance with PRISM's invoice and payment policy.
- (d) Those members that have withdrawn or been canceled pursuant to Articles 20 and 21 from any program of PRISM during a coverage year shall pay any premium charges which the Board of Directors determines are due from the members for losses and costs which were incurred during the member's participation in any program.

**ARTICLE 23
TERMINATION AND DISTRIBUTION OF ASSETS**

- (a) A three-fourths vote of the total voting membership of PRISM, consisting of member counties, acting through their boards of supervisors, and the voting Board of Directors members from the member public entities, is required to terminate this Agreement; provided; however, that this Agreement and PRISM shall continue to exist after such election for the purpose of disposing of all claims, distributing all assets, and performing all other functions necessary to conclude the affairs of PRISM.
- (b) Upon termination of this Agreement, all assets of PRISM in each insurance program shall be distributed among those members which participated in that program in proportion to their cash contributions, including premiums paid and property contributed (at market value when contributed). The Board of Directors shall determine such distribution within six (6) months after disposal of the last pending claim or other liability covered by the program.
- (c) Following termination of this Agreement, any member which was a participant in an insurance program of PRISM shall pay any additional amount of premium, determined by the Board of Directors in accordance with a loss allocation formula, which may be

necessary to enable final disposition of all claims arising from losses under that program during the entire coverage year in which the member was a participant regardless of the date of entry into such program.

**ARTICLE 24
LIABILITY OF BOARD OF DIRECTORS, OFFICERS, COMMITTEE MEMBERS
AND LEGAL ADVISORS**

The members of the Board of Directors, Officers, committee members and legal advisors to any Board of Directors or committees of PRISM shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. They shall not be liable for any mistake of judgment or any other action made, taken or omitted by them in good faith, nor for any action taken or omitted by any agent, employee or independent contractor selected with reasonable care, nor for loss incurred through investment of PRISM funds, or failure to invest.

No Director, Officer, committee member, or legal advisor to any Board of Directors or committee shall be responsible for any action taken or omitted by any other Director, Officer, committee member, or legal advisor to any committee. No Director, Officer, committee member or legal advisor to any committee shall be required to give a bond or other security to guarantee the faithful performance of their duties pursuant to this Agreement.

The funds of PRISM shall be used to defend, indemnify and hold harmless PRISM and any Director, Officer, committee member or legal advisor to any committee for their actions taken within the scope of the authority of PRISM. Nothing herein shall limit the right of PRISM to purchase insurance to provide such coverage, as is hereinabove set forth.

**ARTICLE 25
BYLAWS**

The Board of Directors may adopt Bylaws consistent with this Agreement, which shall provide for the administration and management of PRISM.

**ARTICLE 26
NOTICES**

PRISM shall address notices, billings and other communications to a member as directed by the member. Each member shall provide PRISM with the address to which communications are to be sent. Members shall address notices and other communications to PRISM to the Chief Executive Officer of PRISM, at the office address of PRISM as set forth in the Bylaws.

**ARTICLE 27
AMENDMENT**

A two-thirds vote of the total voting membership of PRISM, consisting of member counties, acting through their boards of supervisors, and the voting Board of Directors members from member public entities, is required to amend this Agreement. However, the Executive Committee is authorized to make non-substantive, clerical amendments to the Agreement and does not need to obtain approval from the Board of Directors to make such amendments.

**ARTICLE 28
EFFECTIVE DATE OF AMENDMENTS**

Any amendment of this Agreement shall become effective upon the date specified by the Board of Directors and upon approval of any Amended Agreement as required in Article 27. Approval of any amendment by the voting boards of supervisors and public entity board members must take place no later than 30 days from the effective date specified by the Board of Directors.

**ARTICLE 29
PROHIBITION AGAINST ASSIGNMENT**

No member may assign any right, claim or interest it may have under this Agreement, and no creditor, assignee or third party beneficiary of any member shall have any right, claim or title to any part, share, interest, fund, premium or asset of PRISM.

**ARTICLE 30
AGREEMENT COMPLETE**

This Agreement constitutes the full and complete Agreement of the parties.

**ARTICLE 31
DISPUTE RESOLUTION**

When a dispute arises between PRISM and a member, the following procedures are to be followed:

- (a) Request for Reconsideration. The member will make a written request to PRISM for the appropriate Committee to reconsider their position, citing the arguments in favor of the member and any applicable case law that applies. The member can also, request a personal presentation to that Committee, if it so desires.
- (b) Committee Appeal. The committee responsible for the program or having jurisdiction over the decision in question will review the matter and reconsider PRISM's position. This committee appeal process is an opportunity for both sides to discuss and substantiate their positions based upon legal arguments and the most complete information available. If the member requesting reconsideration is represented on the committee having jurisdiction, that committee member shall be deemed to have a conflict and shall be excluded from any vote.
- (c) Executive Committee Appeal. If the member is not satisfied with the outcome of the committee appeal, the matter will be brought to the Executive Committee for reconsideration upon request of the member. If the member requesting reconsideration is represented on the Executive Committee, that Executive Committee member shall be deemed to have a conflict and shall be excluded from any vote.
- (d) Arbitration. If the member is not satisfied with the outcome of the Executive Committee appeal, the next step in the appeal process is arbitration. The arbitration, whether binding or non-binding, is to be mutually agreed upon by the parties. The matter will be submitted to a mutually agreed arbitrator or panel of arbitrators for a determination. If Binding Arbitration is selected, then the decision of the arbitrator is final. Both sides agree to abide by the decision of the arbitrator. The cost of arbitration will be shared equally by the involved member and PRISM.
- (e) Litigation. If, after following the dispute resolution procedure paragraphs a-d, either party is not satisfied with the outcome of the non-binding arbitration process, either party may consider litigation as a possible remedy to the dispute.

**ARTICLE 32
FILING WITH SECRETARY OF STATE**

The Chief Executive Officer of PRISM shall file a notice of this Agreement with the office of California Secretary of State within 30 days of its effective date, as required by Government Code Section 6503.5 and within 70 days of its effective date as required by Government Code Section 53051.

IN WITNESS WHEREOF, the undersigned party hereto has executed this Agreement on the date indicated below.

DATE: _____

MEMBER: _____
(Print Name of Member)

BY: _____
(Authorized signature of Member)

Seal:

Attachment: JPA Agreement No. 26-1003464 (12142 : Renewal of Annual Insurance Policies, Cyber MOU, & Joint Powers Agreement)

APPENDIX A
 JOINT POWERS AGREEMENT
 PUBLIC RISK INNOVATION, SOLUTIONS, AND MANAGEMENT
 (PRISM)

(as of January 20, 2026)

ACCEL	CITY OF BAKERSFIELD
ALAMEDA COUNTY	CITY OF BALDWIN PARK
ALAMEDA HEALTH SYSTEM	CITY OF BEAUMONT
ALPINE COUNTY	CITY OF BELL
AMADOR COUNTY	CITY OF BELL GARDENS
AMADOR TRANSIT	CITY OF BELMONT
BAY AREA AIR QUALITY	CITY OF BERKELEY
MGMT DISTRICT	CITY OF BRISBANE
BAHARMA (BAY AREA HOUSING	CITY OF BUENA PARK
AUTHORITY RISK	CITY OF BURLINGAME
MANAGEMENT AUTHORITY)	CITY OF CALABASAS
BERKELEY UNIFIED SCHOOL	CITY OF CALEXICO
DISTRICT	CITY OF CAPITOLA
BUTTE COUNTY	CITY OF CARMEL BY THE SEA
BUTTE SCHOOLS SELF-FUNDED	CITY OF CARSON
PROGRAMS	CITY OF CHICO
CALAVERAS COUNTY	CITY OF CHULA VISTA
CALIFORNIA FAIR SERVICES	CITY OF CITRUS HEIGHTS
AUTHORITY	CITY OF CLOVIS
CALIFORNIA INERGOVERNEMENTAL	CITY OF COMPTON
RISK AUTHORITY (CIRA)	CITY OF CONCORD
CALIFORNIA MENTAL HEALTH	CITY OF CORONA
SERVICES AUTHORITY	CITY OF CORONADO
(CALMHSA)	CITY OF COSTA MESA
CALIFORNIA SCHOOLS RISK	CITY OF COVINA
MANAGEMENT (CSRM)	CITY OF CULVER CITY
CALIFORNIA STATE SENATE	CITY OF CUPERTINO
CALIFORNIA STATE UNIVERSITY	CITY OF CYPRESS
RISK MANAGEMENT	CITY OF DALY CITY
AUTHORITY (CSURMA)	CITY OF DEL MAR
CAMPBELL UNION SCHOOL	CITY OF DIXON
DISTRICT	CITY OF DOWNEY
CAPITOL AREA DEVELOPMENT	CITY OF EL CAJON
AUTHORITY	CITY OF EL CENTRO
CAPRI	CITY OF EL MONTE
CASITAS MUNICIPAL WATER	CITY OF ELK GROVE
DISTRICT	CITY OF ENCINITAS
CENCAL HEALTH	CITY OF ESCALON
CENTRAL CONTRA COSTA SANITARY	CITY OF ESCONDIDO
DISTRICT	CITY OF FAIRFIELD
CENTRAL COUNTY FIRE	CITY OF FOLSOM
DEPARTMENT	CITY OF FONTANA
CENTRAL REGION SCHOOL	CITY OF FOSTER CITY
INSURANCE GROUP (CRSIG)	CITY OF FOUNTAIN VALLEY
CENTRAL SIERRA CHILD SUPPORT	CITY OF FREMONT
AGENCY	CITY OF GALT
CITY OF ADELANTO	CITY OF GARDEN GROVE
CITY OF ALAMEDA	CITY OF GARDENA
CITY OF ALBANY	CITY OF GLENDALE
CITY OF AMERICAN CANYON	CITY OF GOLETA
CITY OF ANAHEIM	CITY OF HANFORD
CITY OF ATWATER	CITY OF HAWTHORNE

CITY OF HAYWARD
 CITY OF HEMET
 CITY OF HESPERIA
 CITY OF HUNTINGTON BEACH
 CITY OF IMPERIAL BEACH
 CITY OF IONE
 CITY OF IRVINE
 CITY OF IRWINDALE
 CITY OF LAKE FOREST
 CITY OF LANCASTER
 CITY OF LEMON GROVE
 CITY OF LINDSAY
 CITY OF LIVE OAK
 CITY OF LIVERMORE
 CITY OF LOMA LINDA
 CITY OF LOMPOC
 CITY OF LOS ALAMITOS
 CITY OF MADERA
 CITY OF LOS ALTOS
 CITY OF MANHATTAN BEACH
 CITY OF MAYWOOD
 CITY OF MENLO PARK
 CITY OF MERCED
 CITY OF MILL VALLEY
 CITY OF MILLBRAE
 CITY OF MISSION VIEJO
 CITY OF MODESTO
 CITY OF MONTEBELLO
 CITY OF MONTEREY PARK
 CITY OF MORENO VALLEY
 CITY OF MOUNTAIN VIEW
 CITY OF MURRIETA
 CITY OF NAPA
 CITY OF NATIONAL CITY
 CITY OF NEEDLES
 CITY OF NORCO
 CITY OF NOVATO
 CITY OF OAKLAND
 CITY OF OCEANSIDE
 CITY OF OROVILLE
 CITY OF OXNARD
 CITY OF PACIFICA
 CITY OF PALMDALE
 CITY OF PALO ALTO
 CITY OF PASADENA
 CITY OF PASO ROBLES
 CITY OF PERRIS
 CITY OF PETALUMA
 CITY OF PICO RIVERA
 CITY OF PINOLE
 CITY OF PITTSBURG
 CITY OF PLEASANTON
 CITY OF POMONA
 CITY OF PORT HUENEME
 CITY OF RANCHO CORDOVA
 CITY OF RANCHO MIRAGE
 CITY OF RANCHO SANTA MARGARITA

CITY OF REDDING
 CITY OF REDLANDS
 CITY OF REDONDO BEACH
 CITY OF REDWOOD CITY
 CITY OF RIALTO
 CITY OF RICHMOND
 CITY OF RIDGECREST
 CITY OF ROHNERT PARK
 CITY OF ROSEVILLE
 CITY OF SACRAMENTO
 CITY OF SAN BERNARDINO
 CITY OF SAN BRUNO
 CITY OF SAN BUENAVENTURA (VENTURA)
 CITY OF SAN CLEMENTE
 CITY OF SAN DIEGO
 CITY OF SAN JACINTO
 CITY OF SAN LEANDRO
 CITY OF SAN MATEO
 CITY OF SAN RAMON
 CITY OF SANTA CLARA
 CITY OF SANTA CLARA HOUSING
 AUTHORITY
 CITY OF SANTA MARIA
 CITY OF SANTA ROSA
 CITY OF SANTEE
 CITY OF SAUSALITO
 CITY OF SHAFTER
 CITY OF SIMI VALLEY
 CITY OF SOLANA BEACH
 CITY OF SOUTH PASADENA
 CITY OF SOUTH SAN FRANCISCO
 CITY OF STANTON
 CITY OF STOCKTON
 CITY OF SUNNYVALE
 CITY OF THOUSAND OAKS
 CITY OF TORRANCE
 CITY OF TRACY
 CITY OF VACAVILLE
 CITY OF VALLEJO
 CITY OF VISALIA
 CITY OF VISTA
 CITY OF WALNUT CREEK
 CITY OF WATSONVILLE
 CITY OF WEST COVINA
 CITY OF WEST SACRAMENTO
 CITY OF WESTMINSTER
 CITY OF WHITTIER
 CITY OF YUBA CITY
 COACHELLA VALLEY ASSOCIATION OF
 GOVERNMENTS (CVAG)
 COLLEGE OF THE LAW, SAN FRANCISCO
 COLUSA COUNTY
 CONTRA COSTA COUNTY
 CONTRA COSTA COUNTY IHSS PUBLIC
 AUTHORITY
 COUNCIL OF SAN BENITO COUNTY
 GOVERNMENTS

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DEL NORTE COUNTY
 DEL NORTE IHSS PUBLIC
 AUTHORITY
 DUBLIN SAN RAMON SERVICES
 DISTRICT
 EAST BAY REGIONAL PARK DISTRICT
 EL DORADO COUNTY
 EVERGREEN ELEMENTARY
 SCHOOL DISTRICT
 FAIRFIELD-SUISUN
 SEWER DISTRICT
 FIRST FIVE CONTRA COSTA CHILDREN
 & FAMILIES COMMISSION
 FRESNO COUNTY
 GLENN COUNTY
 GOLD COAST TRANSIT DISTRICT
 GOLDEN EMPIRE TRANSIT DISTRICT
 GOLDEN STATE RISK MANAGEMENT
 AUTHORITY (GSRMA)
 GREAT BASIN UNIFIED AIR
 POLLUTION CONTROL
 DISTRICT
 HOUSING AUTHORITY OF THE
 COUNTY OF MARIN
 HOUSING AUTHORITY OF THE COUNTY
 OF RIVERSIDE
 HUMBOLDT COUNTY
 HUMBOLDT TRANSIT AUTHORITY (HTA)
 HUNTINGTON BEACH UNION HIGH
 SCHOOL DISTRICT
 IMPERIAL COUNTY
 IMPERIAL COUNTY IHSS PUBLIC
 AUTHORITY
 INLAND EMPIRE HEALTH PLAN
 INLAND EMPIRE UTILITIES AGENCY
 INYO COUNTY
 IRVINE RANCH WATER DISTRICT
 (IRWD)
 KERN COUNTY
 KERN COUNTY HOSPITAL AUTHORITY
 KERN IHSS PUBLIC AUTHORITY
 KINGS COUNTY
 KINGS COUNTY AREA PUBLIC TRANSIT
 AGENCY
 KINGS WASTE & RECYCLING
 AUTHORITY
 LAKE COUNTY
 LAKE ELSINORE UNIFIED SCHOOL
 DISTRICT
 LASSEN COUNTY LOCAL AGENCY WC
 EXCESS JPA (LAWCX)
 LOMPOC VALLEY MEDICAL CENTER
 LOS ANGELES COUNTY
 DEVELOPMENT AUTHORITY (LACDA)
 LOS ANGELES COUNTY LAW LIBRARY
 LOS ANGELES COUNTY OFFICE OF
 EDUCATION (LACOE)

LOS ANGELES UNIFIED SCHOOL DISTRICT RISK
 MANAGEMENT AUTHORITY (LAUSDRMA)
 MADERA COUNTY
 MARIN COUNTY
 MARIN COUNTY TRANSIT DISTRICT
 MARIPOSA COUNTY
 MENDOCINO COUNTY
 MERCED COUNTY
 MERCED IRRIGATION DISTRICT
 MID-PENINSULA REGIONAL OPEN SPACE DISTRICT
 MODOC COUNTY
 MONO COUNTY
 MONTEREY BAY AREA SELF INSURANCE AUTHORITY
 (MBASIA)
 MONTEREY COUNTY
 MONTEREY COUNTY HOUSING AUTHORITY
 MONTEREY COUNTY WATER RESOURCE AGENCY
 (MCWRA)
 MONTEREY PENINSULA AIRPORT DISTRICT
 MONTEREY SALINAS TRANSIT
 MORAGA-ORINDA FIRE
 PROTECTION DISTRICT
 MORONGO BASIN TRANSIT AUTHORITY
 DBA BASIN TRANSIT
 MOUNTAIN COMMUNITIES' HEALTHCARE
 DISTRICT
 MUNICIPAL POOLING AUTHORITY (MPA)
 NAPA COUNTY
 NAPA SANITATION DISTRICT
 NEVADA COUNTY
 NORTH COUNTY TRANSIT DISTRICT
 NORTHERN CA CITIES SELF INSURANCE
 FUND (NCCSIF)
 NORTHERN CALIFORNIA POWER AGENCY
 (NCPA)
 NCS DIA
 OAKLAND UNIFIED SCHOOL DISTRICT
 OC SANITATION DISTRICT
 OFFICE OF COMMUNITY AND INVESTMENT
 AND INFRASTRUCTURE (OCII)
 OMNITRANS
 ORANGE COUNTY FIRE AUTHORITY
 ORANGE COUNTY TRANSPORTATION
 AUTHORITY
 PAJARO VALLEY HEALTH CARE DISTRICT
 HOSPITAL CORPORATION DBA
 WATSONVILLE COMMUNITY
 HOSPITAL
 PALO VERDE VALLEY HEALTH CARE
 DISTRICT HOSPITAL
 PASADENA USD
 PLACER COUNTY
 PLACER COUNTY WATER AGENCY
 PLEASANT HILL RECREATION & PARK DIST
 PLUMAS COUNTY
 PORT OF OAKLAND
 PRISM
 PUBLIC AGENCIES SELF INSURANCE
 SYSTEM (PASIS) – SAN DIEGO

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PUBLIC ENTITY RISK MANAGEMENT AUTHORITY (PERMA)	SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
REDONDO BEACH UNIFIED SCHOOL DISTRICT	SANTA CLARA COUNTY
RIVERSIDE COUNTY	SANTA CLARA COUNTY CENTRAL FIRE PROTECTION DISTRICT
RIVERSIDE COUNTY IHSS PUBLIC AUTHORITY	SANTA CLARA COUNTY LIBRARY DISTRICT JPA
RIVERSIDE TRANSIT AGENCY	SANTA CLARA COUNTY OFFICE OF EDUCATION (SCCOE)
SACRAMENTO AREA FLOOD CONTROL AGENCY	SANTA CLARA COUNTY VECTOR CONTROL DISTRICT
RURAL COUNTY REPRESENTATIVE S OF CALIFORNIA (RCRC)	SANTA CLARA VALLEY WATER DISTRICT
SACRAMENTO AREA FLOOD CONTROL AGENCY	SANTA CRUZ COUNTY
SACRAMENTO AREA SEWER DISTRICT (SASD)	SANTA CRUZ COUNTY FIRE AGENCIES INSURANCE GROUP
SACRAMENTO COUNTY	SANTA CRUZ METRO TRANSIT DISTRICT
SACRAMENTO FIRST FIVE COMMISSION	SCHOOLS EXCESS LIABILITY FUND (SELF)
SACRAMENTO – YOLO MOSQUITO AND VECTOR CONTROL DISTRICT	SELF INSURED RISK MANAGEMENT AUTHORITY (SIRMA)
SAN BENITO COUNTY	SHASTA COUNTY
SAN BENITO IHSS PUBLIC AUTHORITY	SHASTA IHSS PUBLIC AUTHORITY
SAN BERNARDINO COUNTY	SIERRA COUNTY
SAN BERNARDINO IHSS PUBLIC AUTHORITY	SISKIYOU COUNTY
SAN BERNARDINO MOUNTAINS COMMUNITY HOSPITAL	SLORTA JPA
SAN BERNARDINO MUNICIPAL WATER DEPARTMENT	SOLANO COUNTY
SAN DIEGO COUNTY	SOLANO TRANSPORTATION AUTHORITY
SAN DIEGO COUNTY IHSS PUBLIC AUTHORITY	SONOMA COUNTY
SAN DIEGO COUNTY WATER AUTHORITY	SONOMA COUNTY EMPLOYEES' RETIREMENT ASSOCIATION (SCERA)
SAN DIEGO HOUSING COMMISSION	SONOMA MARIN AREA RAIL TRANSIT
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SOUTH BAY AREA SCHOOLS INSURANCE AUTHORITY (SBASIA)
SAN DIEGO UNIFIED SCHOOL DISTRICT	SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SAN ELIJO JPA ADMINISTRATION	SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY (SDRMA)
SAN JOAQUIN COUNTY	STANISLAUS COUNTY
SAN JOSE UNIFIED SCHOOL DISTRICT	SUPERIOR COURT OF CALIFORNIA, COUNTY OF ALAMEDA
SAN LUIS OBISPO COUNTY	SUPERIOR COURT OF CALIFORNIA, COUNTY OF ALPINE
SAN MATEO CONSOLIDATED FIRE DEPARTMENT	SUPERIOR COURT OF CALIFORNIA, COUNTY OF AMADOR
SAN MATEO COUNTY SCHOOLS INSURANCE GROUP (SMCSIG)	SUPERIOR COURT OF CALIFORNIA, COUNTY OF BUTTE
SANTA BARBARA COUNTY 26-1003464	SUPERIOR COURT OF CALIFORNIA, COUNTY OF CALAVERAS
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF COLUSA
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF CONTRA COSTA
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF DEL NOTRE
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF EL DORADO
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF LAKE
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF LASSEN
	SUPERIOR COURT OF CALIFORNIA, COUNTY OF MERCED

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SUPERIOR COURT OF
 CALIFORNIA,
 COUNTY OF
 ORANGE
 SUPERIOR COURT OF
 CALIFORNIA,
 COUNTY OF
 PLACER
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SAN BENITO
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SAN LUIS OBISPO
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SANTA BARBARA
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SANTA CRUZ
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SHASTA
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SONOMA
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF STANISLAUS
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF TRINITY
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF TUOLUMNE
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF YOLO
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF YUBA
 SUPERIOR COURT OF CALIFORNIA,
 COUNTY OF SISKIYOU
 SUTTER COUNTY
 SUTTER IHSS PUBLIC AUTHORITY
 TAHOE TRANSPORTATION DISTRICT
 TEHAMA COUNTY
 TOWN OF APPLE VALLEY
 TOWN OF COLMA
 TOWN OF YOUNTVILLE
 TRANSPORTATION CORRIDOR
 AGENCIES
 TRI-COUNTY SCHOOLS INSURANCE
 GROUP (TCSIG)
 TRINDEL INSURANCE FUND
 TRINITY COUNTY
 TULARE COUNTY
 TUOLUMNE COUNTY
 TURLOCK IRRIGATION DISTRICT
 UNION SANITARY DISTRICT
 UPLAND UNIFIED SCHOOL DISTRICT
 VENTURA COUNTY
 WEST SAN GABRIEL LIABILITY AND
 PROPERTY JPA
 WEST SAN GABRIEL WC JPA
 YOLO COUNTY
 YOLO COUNTY PUBLIC AGENCY RISK
 MANAGEMENT INSURANCE
 AUTHORITY (YCPARMIA)
 YUBA COUNTY
 26-1003464

Minute Action

AGENDA ITEM: 9

Date: May 13, 2026

Subject:

Policy No. 15100 - Generative Artificial Intelligence Acceptable Use Policy

Recommendation:

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

Approve Policy No. 15100 – Generative Artificial Intelligence Acceptable Use.

Background:

In recognition of the rapid advancement and growing availability of generative artificial intelligence (AI) technologies, the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) seeks to establish a clear, consistent, and responsible policy for use. The purpose of this policy is to provide requirements and guidance to staff regarding the appropriate use of generative AI tools in the workplace.

This policy is intended to ensure that AI technologies are implemented in a manner that enhances service delivery, supports operational efficiency, and encourages innovation, while safeguarding sensitive information, maintaining accuracy and accountability and preserving public trust. By establishing clear expectations for use, SBCTA/SBCOG demonstrates its commitment to responsible technology adoption aligned with its organizational values and regulatory obligations.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

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 policy.

Responsible Staff:

Matt Farokhmanesh, Chief of Information Technology

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

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

San Bernardino County Transportation Authority/San Bernardino Council of Governments	Policy	15100
Adopted by the Board of Directors June 3, 2026	Revised	
Generative Artificial Intelligence Acceptable Use Policy	Revision No.	0

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

Table of Contents
PURPOSE DEFINITIONS POLICY OVERVIEW ACCEPTABLE USES REQUIREMENTS FOR USE PROCEDURES AND RESPONSIBILITIES REVISION HISTORY

I. PURPOSE

The purpose of this policy is to establish unified requirements and provide practical guidance for San Bernardino County Transportation Authority (SBCTA) staff on the use of generative artificial intelligence (AI) technologies. This ensures responsible, secure, and effective implementation of AI tools to improve service delivery and operational efficiency, while maintaining public trust and accurate work products.

II. DEFINITIONS

Artificial Intelligence (AI) A system capable of simulating human cognitive processes to perform specific tasks.

Generative AI A type of AI that creates content such as text, audio, or images in response to human or machine prompts.

III. POLICY OVERVIEW

SBCTA promotes the responsible use of all technologies that enhance innovation, efficiency, and service quality. This policy governs the use of generative AI tools, including but not limited to: Google Gemini, Microsoft CoPilot, ChatGPT and Grok, by SBCTA staff, with a focus on safeguarding data, ensuring accuracy, and maintaining transparency and accountability.

All staff utilizing AI tools must adhere to the standards in this document.

IV. ACCEPTABLE USES

Generative AI tools may be used for the following work-related tasks, subject to all requirements outlined in this policy.

- A. Creating drafts or outlines for written content including:
 - a. Emails
 - b. Memos
 - c. Letters
 - d. Reports, including agenda items
 - e. Policies & Procedures
 - f. Job Descriptions
 - g. Social Media Posts
 - h. Web Content
 - i. Speaker Notes
 - j. Project Documentation
 - k. Presentation Slides
 - l. Press Releases

- B. Scopes of Work and similar
- C. Summarizing and querying documents
 - a. Suggesting writing improvements
 - b. Conducting research and topic exploration
 - c. Analyzing datasets
 - d. Generating ideas
- D. Summarizing meetings
- E. Images, audio or video
 - a. Only with prior written approval from the Executive Director.
 - b. Must contain appropriate disclosure of use of generative AI

V. REQUIREMENTS FOR USE

- A. Only SBCTA-owned accounts on SBCTA-owned AI Platforms may be used; use of personal accounts is strictly prohibited.
- B. Input must not include sensitive, confidential, or non-public information.
- C. Staff are fully responsible for all content generated using AI tools.
- D. All output must be fact-checked for accuracy and quality.
- E. All Generative AI use must adhere to this policy document.

VI. PROCEDURES AND RESPONSIBILITIES

- A. FOLLOW EXISTING PROTOCOLS
 - a. Follow existing computer, internet, and email usage guidelines
- B. PROTECT DATA
 - a. Never input sensitive, confidential, or personal data into AI tools.
 - b. Use only designated, SBCTA-owned AI accounts.
 - c. Opt-out of data collection by AI platforms when prompted.
 - d. Do not upload official documents or datasets to AI websites that are not the SBCTA-designated AI platform.
- C. VERIFY CONTENT
 - a. AI is a support tool—not a decision-maker.
 - b. All content generated **must be independently verified** before being used in official documents or decisions.
 - c. Ask AI tools to cite sources and double-check those sources.
- D. SEEK SUPPORT WHEN NEEDED.
 - a. Questions or requests for guidance should be directed to the Chief of Information Technology, or when appropriate General Counsel.

VII. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	06/03/2026

Minute Action

AGENDA ITEM: 10

Date: May 13, 2026

Subject:

San Bernardino County Transportation Authority Vehicle Miles Traveled Mitigation Bank Program Funding Strategy

Recommendation:

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

Authorize \$2 million of funding for the SBCTA Vehicle Miles Traveled Mitigation Bank Pilot Program, through the Measure I Valley Traffic Management Systems and various Mountain/Desert Subarea Project Development and Traffic Management Systems funds, in an amount proportionate to Fiscal Year 2024/2025 return to source, contingent upon the potential non-award of Federal Carbon Reduction Program funds during the obligation process.

Background:

In July 2023, the Senate Bill 743 Vehicle Miles Traveled (VMT) Mitigation Crediting Program, known as the San Bernardino County Transportation Authority (SBCTA) VMT Mitigation Bank, received funding from the Southern California Association of Governments (SCAG) through the Regional Early Action Planning 2.0 Program. Subsequently, a grant Memorandum of Understanding was executed with SCAG in July 2024. The project officially began in November 2024, with HNTB Corporation selected as the project consultant to assist in designing the mitigation crediting program and the accompanying mobile application. Currently, the Mitigation Bank Program has been launched to a select group of beta testers and is successfully operating by capturing miles from various transportation modes used by participants and storing the credits in the Mitigation Bank.

In January 2026, the SBCTA Board of Directors (Board) received a presentation on the implementation of the VMT Mitigation Bank beta testing program. The Board authorized staff to begin the implementation of the Pilot Program and to issue a Request for Proposals for a vendor to provide VMT Mitigation Bank Software Operation and Maintenance Services during the Pilot Program. This Pilot Program component was to be funded by the Federal Carbon Reduction Program (CRP) with a budget of \$2 million.

To move forward, since the approval of the agenda item in January 2026, staff has submitted a Federal funding obligation request to the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans). However, staff have recently been informed that this obligation request may not receive approval from the FHWA due to technical issues related to the management of CRP funding by Caltrans. As a result, there is currently a temporary hold on all CRP funding requests at the FHWA level. Staff is actively working with SCAG and Caltrans to urge FHWA to resume the CRP funding obligation process since the request was submitted well before this issue became apparent. Unfortunately, without the allocation of CRP funds, the VMT Mitigation Bank Pilot Program cannot proceed.

To address this concern, staff is requesting the use of \$2 million from the Measure I Valley Traffic Management Systems and various Mountain/Desert Subarea Project Development and Traffic Management Systems program funds in proportion to the Fiscal Year 2024/2025

Entity: San Bernardino County Transportation Authority

Measure I return to source as a backfill funding strategy. This will ensure the program's continuity and prevent any potential gaps in implementation. As the State and other regions aim to develop their own VMT mitigation programs, it is crucial for SBCTA to launch its official program ahead of others to initiate the commuter incentive program that is tailored to our region.

Based on 24/25 ACFR MSI Actuals			Total Need
	MSI R2S%	% Share	\$ 2,000,000
Valley	85.73%	\$ 1,714,600	
Victor Valley	9.74%	\$ 194,800	
North Desert	0.14%	\$ 2,800	
Colorado River	1.20%	\$ 24,000	
Morongo Basin	1.71%	\$ 34,200	
Mountains	1.48%	\$ 29,600	
		\$ 2,000,000	Check

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027. The revenue identified in the Budget for Fiscal Year 2026/2027 will move from Federal - CRP to Measure I if the Federal obligation request is not approved.

Reviewed By:

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

Responsible Staff:

Josh Lee, Director of Planning and Regional Programs

Approved
 General Policy Committee
 Date: May 13, 2026
 Witnessed By:

Minute Action

AGENDA ITEM: 11

Date: May 13, 2026

Subject:

Transportation Development Act Article 3: City of Ontario Scope Reduction Request

Recommendation:

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

Determine if a major scope change removing Class IV bicycle facilities should be granted to the City of Ontario for their Fiscal Year 2025/2026 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities award for the Downtown Euclid Avenue Corridor Project in the amount of \$746,738.

Background:

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of 2% of the Local Transportation Funds made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy that 80% of the Article 3 Program would be made available for projects that improve bicycle and pedestrian facilities. The remaining 20% would be available for projects that improve access to transit stops for pedestrians and persons with disabilities. SBCTA uses these funds to release a competitive call-for-projects available to member agencies every two years.

On November 5, 2025, the SBCTA Board approved funding in the amount of \$746,738 through the Fiscal Year 2025/2026 TDA Article 3 Bicycle and Pedestrian Facilities Program to the City of Ontario (City) for design of their Downtown Euclid Avenue Corridor Project. The original project scope, as scored via a competitive evaluation process, was described in the application as "...improvements to Euclid Ave., between G St. and Holt Blvd. In general, the improvements consist of the conversion of northbound and southbound travel lanes to curbside angled parking and the installation of a raised, sidewalk-level Class IV separated bikeway. It includes roadway improvements, curb extensions, traffic signals, and lighting."

On February 26, 2026, SBCTA staff received a request (Attachment 1) from the City to remove the Class IV bicycle path from the project in favor of retaining the existing Class III marked bike path in the Number 2 lane against the angled parking, a speed reduction from 35 to 30 miles per hour, and installation of an 8-foot wide decomposed granite multipurpose trail along the raised median. This alternative is preferred by the City due to safety concerns presented in the original scope, which would have required pedestrians to walk across the bikeway from the angled parking to the sidewalk. As the City described it in their letter:

"The Class IV separated bikeway would require the installation of an intermittent barrier between the bikeway and the sidewalk to reduce crossing conflicts. The barrier would reduce the effective sidewalk width and reduce the usable open space in front of businesses for landscaping, streetlights, street furniture, and fire hydrants. It was also determined that parked vehicles in the angled parking against the bikeway would overhang into the bikeway and reduce the bikeway's effective width to between 3 and 4 feet. The use of parking bumps was considered to address the parking issue; however, the parking bumps were determined to be a maintenance issue for street sweepers in the parking areas."

Entity: San Bernardino County Transportation Authority

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Page 2

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

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

Responsible Staff:

Ginger Koblasz, Data and Analytics Program Manager

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:



PAUL S. LEON
MAYOR

SHEILA MAUTZ
CITY CLERK

ALAN D. WAPNER
MAYOR PRO TEM

JAMES R. MILHISER
CITY TREASURER

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SCOTT OCHOA
CITY MANAGER

ENGINEERING DEPARTMENT

February 26, 2026

San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
Attention: Ginger Koblasz - Data & Analytics Program Manager

SUBJECT: SCOPE CHANGE REQUEST -CITY OF ONTARIO TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3: BICYCLE & PEDESTRIAN FACILITIES 2025 APPLICATION

The City of Ontario is submitting a Scope Change Request to the San Bernardino County Transportation Authority for the City's Transportation Development Act (TDA) Article 3: Bicycle & Pedestrian Facilities 2025 application that was submitted on August 4th, 2025, for the **Downtown Euclid Avenue Corridor Project**.

Since the submittal of the TDA application, the City has prepared and analyzed 3 alternatives to further evaluate options to address bicyclists and improve overall pedestrian access through downtown. Alternative 1 is the original concept that was included in the TDA application.

The 3 alternatives are summarized below:

Alternative 1- Alternative 1 is the original concept prepared by Fehr and Peers with the installation of a raised, sidewalk level Class IV separated bikeway. Alternative 1 presented the safety issue of pedestrians having to walk across the bikeway from the angled parking to the sidewalk. The Class IV separated bikeway would require the installation of an intermittent barrier between the bikeway and the sidewalk to reduce crossing conflicts. The barrier would reduce the effective sidewalk width and reduce the usable open space in front of businesses for landscaping, streetlights, street furniture and fire hydrants. It was also determined that parked vehicles in the angled parking against the bikeway would overhang into the bikeway and reduce the bikeway effective width to between 3 and 4-feet. The use of parking bumps was considered to address the parking issue; however the parking bumps were determined to be a maintenance issue for street sweepers in the parking areas.

Alternative 2- Alternative 2 was prepared as an option to illustrate how a Class II on-street striped bike lane could be accommodated through downtown. Existing parallel parking against the raised median would need to be removed throughout downtown to accommodate the striped bike lane with a 4-foot buffer against the angled parking. This option could be implemented in the future once additional parking structures are constructed downtown and parallel parking against the raised median is no longer essential.

Alternative 3- Alternative 3 maintains the use of the existing Class III on-street bike route sharrows installed by Caltrans, in the No. 2 Lane against the angled parking. Alternative 3 is the preferred alternative because it addresses the pedestrian safety concerns of Alternative 1 and avoids the parking impacts of Alternative 2. We intend to reduce the speed limit through downtown from the current 35 MPH to 30 MPH which would improve the overall safety of bicyclists in the street. Alternative 3 includes the installation of an 8-foot-wide decomposed granite multipurpose trail along the raised median which would serve as an alternative for bicyclists and pedestrians going through downtown.

Alternative 3 is the City's preferred option and the alternative that will advance into design. The angled parking, roadway improvements, cost estimate and project limits identified in the TDA application remain unchanged. The Alternative 3 roadway improvements also provide the roadway width to accommodate a future Class II on-street 5-foot striped bike lane.

Attached is the current Geometric Approval Drawing (GAD) for Alternative 3 for reference, along with exhibits of Alternatives 1, 2 and 3.

We feel that the City's preferred Alternative 3 is consistent with the original intent and spirit of the TDA application, which is to improve pedestrian and bicyclist safety via the road diet with the installation of angled parking, along with the installation of an off-street 8-foot-wide multi-purpose trail in the raised median. The City is currently considering a future extension of the 8-foot-wide multi-purpose trail in the raised median on Euclid Avenue beyond the limits of downtown, which would extend from Holt Boulevard to the northerly City boundary at Sixth Street. The City's General Plan Mobility Element goal is to provide an off-street multipurpose pedestrian and bicycle trail system where possible.

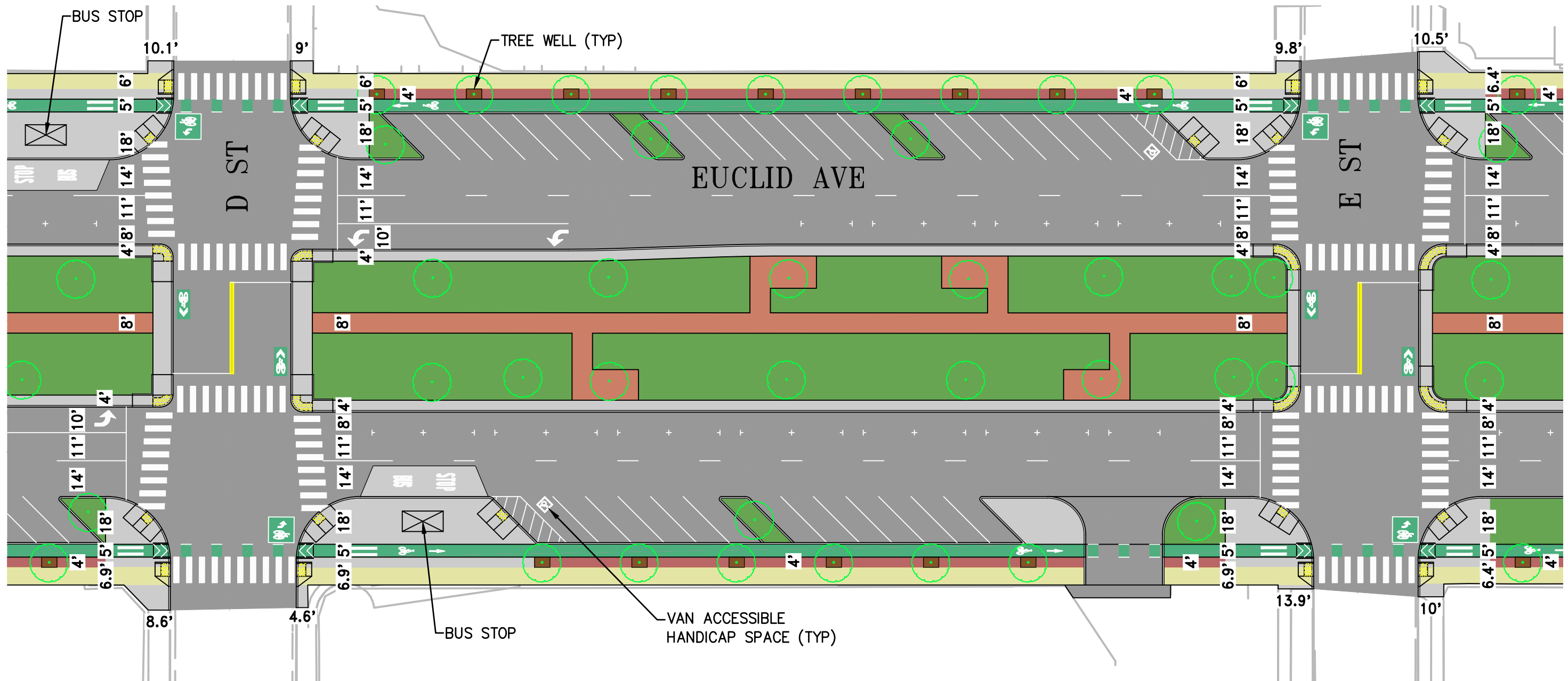
Please let us know if the City's project is still eligible for the TDA funds for the updated, intended design.

Sincerely,



Jay Bautista, PE, TE
Traffic/Transportation Manager

CORRIDOR CONCEPT EXHIBIT
DOWNTOWN EUCLID AVE CORRIDOR PROJECT
 CITY OF ONTARIO
 DECEMBER, 2025



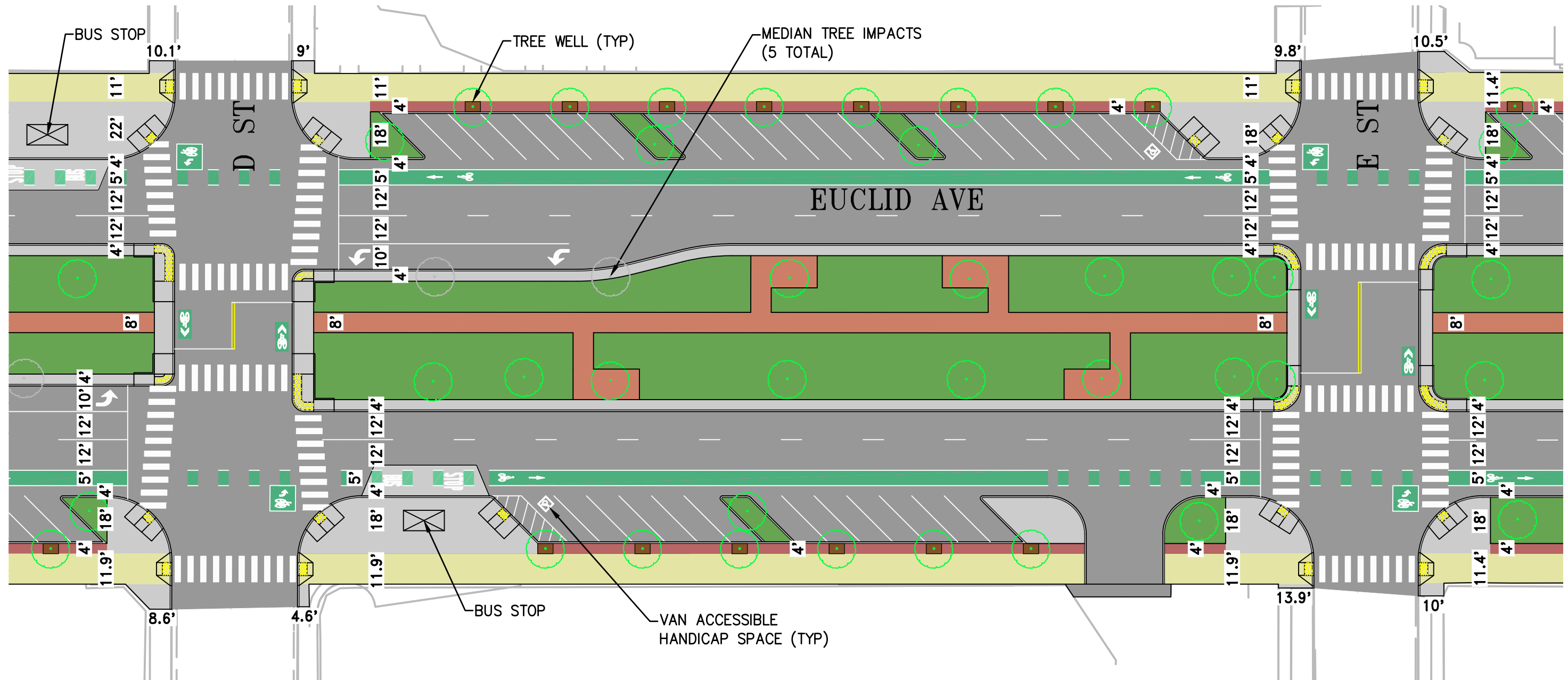
ALTERNATIVE 1: RAISED BIKE LANE

LEGEND:

- STREET FURNITURE AREA
- EFFECTIVE SIDEWALK WIDTH



CORRIDOR CONCEPT EXHIBIT
DOWNTOWN EUCLID AVE CORRIDOR PROJECT
 CITY OF ONTARIO
 DECEMBER, 2025



ALTERNATIVE 2: STRIPED CLASS II BIKE LANE

LEGEND:

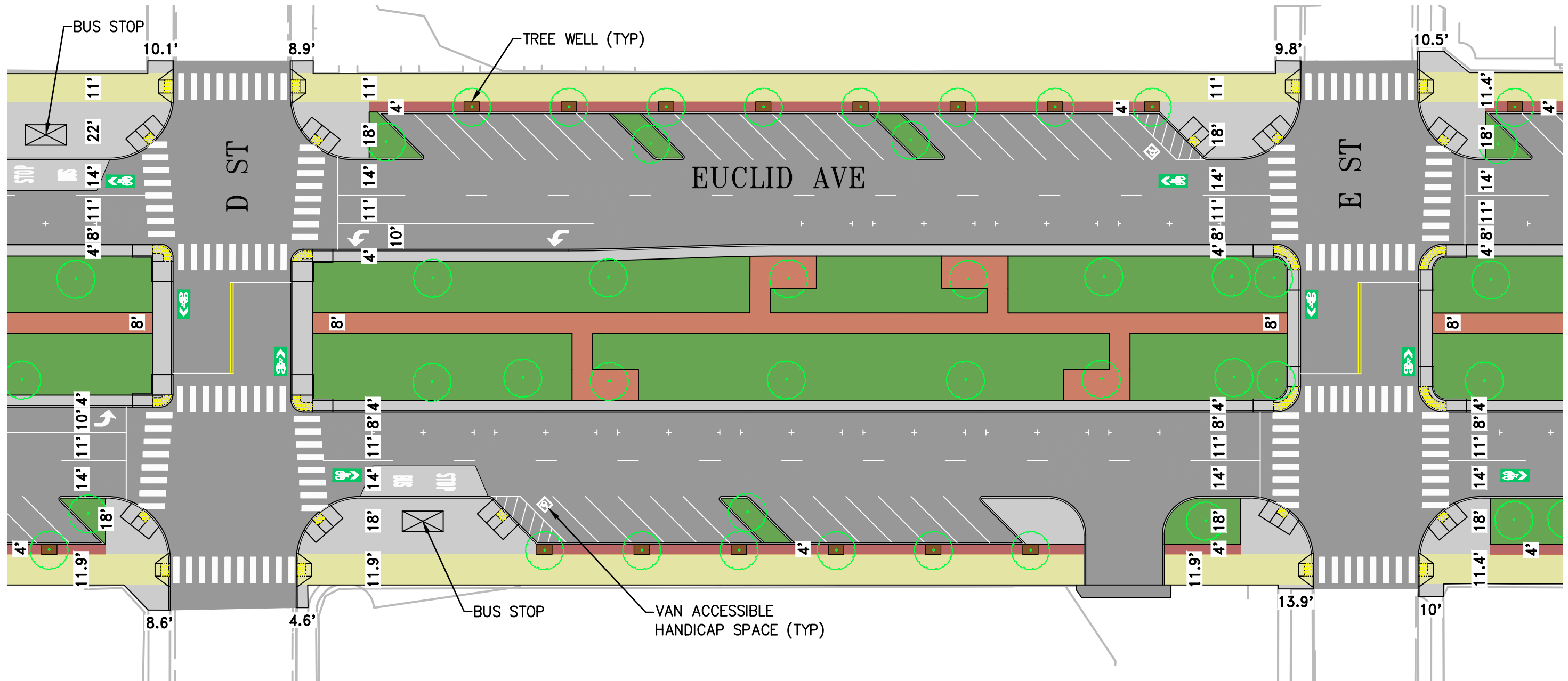
- STREET FURNITURE AREA
- EFFECTIVE SIDEWALK WIDTH



CORRIDOR CONCEPT EXHIBIT

DOWNTOWN EUCLID AVE CORRIDOR PROJECT

CITY OF ONTARIO
DECEMBER, 2025



ALTERNATIVE 3: CLASS III BIKE ROUTE (SHARROW)

LEGEND:

- STREET FURNITURE AREA
- EFFECTIVE SIDEWALK WIDTH



Minute Action

AGENDA ITEM: 12

Date: *May 13, 2026*

Subject:

Active Transportation Program - 20-Point Assignment Methodology for San Bernardino County

Recommendation:

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

Approve an update to the Active Transportation Program 20-point prioritization assignment methodology.

Background:

On September 26, 2013, Governor Jerry Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill (SB) 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing Federal and State active transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School (SRTS), into a single program with a focus on making California a national leader in active transportation.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

This program is administered by the California Transportation Commission (CTC) through a tiered process:

- Statewide competition (50%) – Projects are scored and ranked across California, with funding awarded to the highest-scoring applications.
- Regional Metropolitan Planning Organization (MPO) share (40%) – Remaining funds are distributed by region, with each county receiving a population-based share.
- Small urban/rural (10%) – Separate set-aside not applicable to San Bernardino County Transportation Authority (SBCTA).

All projects are first scored by evaluators coordinated by the CTC for the statewide competition. Applications that are not selected through the statewide competition are then evaluated through the regional MPO program, where county transportation commissions, like SBCTA, in coordination with the Southern California Association of Governments, may assign up to 20 additional points to augment the statewide score.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

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On March 20, 2026, the CTC adopted the 2027 (Cycle 8) ATP guidelines with \$275 million available through the statewide share. The anticipated share through the MPO for San Bernardino County is \$13,554,000.

While the MPO share provides a reliable funding source for the region, SBCTA's objective is to position well-developed, fully fundable, and implementation-ready projects to be competitive for the significantly larger statewide program, where funding availability far exceeds the region's formula allocation. To support this objective, the proposed methodology emphasizes three key factors: overall project quality, a complete and realistic funding strategy, and demonstrated readiness to deliver, including environmental clearance and right-of-way certification.

Historically, the SBCTA has added a full 20 points to the final scores assigned by ATP evaluators as part of its 20-point augmentation. However, this method lacks a structured framework that takes into account project readiness or alignment with plans. While this straightforward approach has been easy to implement, it has not consistently distinguished projects based on their readiness to meet the strict ATP timelines, their risk exposure during environmental clearance and design, or their alignment with regional and local planning priorities.

Over multiple ATP cycles, San Bernardino County has experienced several instances where awarded projects were not able to advance within program timelines, resulting in scope adjustments, delays, or, in some cases, relinquishment of funds. These challenges have often been associated with a combination of factors, including environmental clearance complexities identified later in project development, incomplete funding plans, delays in securing right-of-way certification, and incomplete project development at the time of application.

To better support successful project delivery and maximize the region's competitiveness, a more structured 20-point methodology is recommended. Staff recommends modifying SBCTA's existing approach to a two-part, 20-point framework that better aligns scoring with the factors most critical to successful project delivery, including complete funding, right-of-way readiness, and overall project quality, consistent with peer agency approaches as shown below:

Project Readiness / Deliverability	Max 16 Pts
Preliminary design completed ($\geq 30\%$) or plans substantially advanced	4
Right-of-way secured or minimal acquisition required	4
Environmental clearance and mitigation complete (CEQA/NEPA approved)	3
Construction funding strategy identified, and matching funds committed	2
The agency has demonstrated successful delivery of similar projects	2
Demonstrated ability to initiate construction within 2 years of award	1
Consistency with SBCTA Countywide ATP and Local Plans	Max 4 Pts
Project is identified in the SBCTA Countywide Active Transportation Plan project list or priority corridor (this will encourage member agencies to be responsive to our update requests, allowing us to improve subregional planning)	4 of 4
Project is included in a local Active Transportation Plan, Bicycle Master Plan, or Pedestrian Plan	1 of 4
Project is included in a safety plan (SRTS, LRSP, Vision Zero, etc.)	1 of 4
Project is included in another adopted planning document (General Plan circulation element, corridor study, multimodal plan, etc.)	1 of 4

* Where a criterion is not applicable to a project, full points will be awarded to avoid penalizing project types where certain steps are not required.

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May 13, 2026

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While environmental clearance is a critical milestone, the successful delivery of ATP projects also depends on having a complete funding plan and timely right-of-way certification. The proposed framework is intended to balance these factors to reduce the risk of delays after projects have received an award.

Key benefits of the revised approach include:

- Improves Deliverability and Reduces Risk – Prioritizing readiness helps ensure that funded projects can advance on schedule, reducing the likelihood of delays or forfeited funds.
- Encourages Earlier Project Development – Agencies are incentivized to advance environmental clearance, design, and funding strategies prior to application.
- Strengthens Regional Coordination – By rewarding consistency with SBCTA and local plans, the methodology encourages agencies to share planning updates with SBCTA, align projects with regional priorities, and support subregional and countywide connectivity.
- Enhances Competitiveness for Statewide Funding – Projects that are well-developed and plan-aligned are more likely to achieve higher CTC base scores, improving their ability to compete in the \$275 million statewide program, rather than relying solely on the \$13.6 million regional share.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

The contents of this item were reviewed by the Transportation Technical Advisory Committee on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Data and Analytics Program Manager

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 13

Date: May 13, 2026

Subject:

Development Mitigation Annual Report for Fiscal Year Ending June 30, 2025

Recommendation:

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2025.

Background:

Preparation of the Development Mitigation Annual Report (DMAR) is an ongoing requirement of the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP). The Valley and Victor Valley jurisdictions are required to provide information on development activity and the expenditure of development mitigation funds on projects contained in the Development Mitigation Nexus Study (Nexus Study) for Fiscal Year (FY) 2024/2025. The development fees collected are used by the jurisdictions as the local share of arterial, interchange, and railroad grade separation projects for which SBCTA provides the “public share.”

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

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

Based on the information provided to SBCTA by the jurisdictions submitting reports, \$39,803,227 in development mitigation fees for transportation projects was collected, and \$12,320,518 of development mitigation fees was expended on Nexus Study projects during the FY ending June 30, 2025. The expenditures for the year represented a 24.38% increase from the \$9,905,906 expended in the previous FY. Of the approximately \$39.8 million of transportation-related development impact fees collected by local jurisdictions, a portion of the fees is associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The \$39.8 million of development mitigation represented a decrease of 15.6% in development mitigation revenue from the \$47.2 million collected in FY 2023/2024, which was a decrease of 15.6% from the \$55.9 million collected in FY 2022/2023.

Since the implementation of the SBCTA CMP in FY 2006/2007, a total of \$731,538,187 has been collected, and a total of \$337,169,438 in development mitigation has been expended on projects contained in the SBCTA Development Mitigation Nexus Study. It should be noted that some data on development quantities (units and square footage) could not be included in the

Entity: San Bernardino County Transportation Authority

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table because they did not fit standard development-type categories. However, all of the fees for these developments were included.

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

Table 1
City/Town Development Mitigation Summary Table
For the Year Ending June 30, 2025

City/Town	# of SF Units Permitted	# of MF Units Permitted	Sq. Ft. of Commercial Permitted	Sq. Ft. of Office Permitted	Sq. Ft. of Industrial Permitted	Fees Collected in FY 24/25	Fees Expended on Nexus Projects in FY 24/25	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto	36	0	0	0	65	\$387,477	\$0	\$10,160,450	\$631,624
Apple Valley	67	11	95,450	16,770	0	\$1,180,618	\$0	\$15,958,940	\$8,981,193
Chino	0	16	42,500	0	19,091	\$703,148	\$2,053,744	\$90,708,217	\$16,403,564
Chino Hills	134	3	0	0	0	\$41,170	\$0	\$675,392	\$4,949,814
Colton*	9	25	0	17,990	68,580	\$381,581	\$75,736	\$9,992,181	\$412,302
Fontana*	494	593	6,481	0	968,685	\$5,303,731	\$951,267	\$108,381,488	\$55,636,515
Grand Terrace	0	0	0	0	0	\$0	\$0	\$2,089,742	\$288,968
Hesperia*	280	14	13,790	3,000	420,265	\$6,934,915	\$1,811,023	\$58,258,063	\$38,679,398
Highland	49	3	0	263,792	295,617	\$7,331,181	\$0	\$18,808,378	\$2,270,464
Loma Linda	47	47	1,769	105,000	1,020	\$1,236,642	\$0	\$14,307,044	\$2,660,076
Montclair	0	350	1,025	8,514	33,594	\$599,059	\$0	\$5,371,835	\$234,782
Ontario	517	1,163	87,890	0	932,740	\$2,214,518	\$6,008,186	\$69,991,942	\$74,305,390
Rancho Cucamonga*	36	206	0	3,210	0	\$1,941,924	\$0	\$86,211,410	\$7,901,709
Redlands*	91	0	7,674	8,341	0	\$560,836	\$0	\$18,497,086	\$9,351,686
Rialto*	312	66	5,794	1,400	461,501	\$2,508,985	\$1,210,875	\$56,102,940	\$23,772,541
San Bernardino*	217	0	0	34,146	101,464	\$779,457	\$0	\$32,959,038	\$14,802,541
Upland	37	17	159,370	0	0	\$335,864	\$0	\$23,818,675	\$4,404,234
Victorville	183	0	31,790	0	13,950	\$1,475,524	\$57,021	\$39,985,814	\$56,882,521
Yucaipa*	35	1	0	0	24,163	\$316,766	\$152,666	\$14,231,938	\$11,658,198
Total	2,544	2,515	453,533	462,163	3,340,735	\$34,233,396	\$12,320,518	\$676,510,572	\$334,227,520

*Unresolved discrepancies in Total Cumulative Development Mitigation Expenditures.

Notes:

1. May include fees from other sources not listed in the summary table.
2. Only includes revenue collected beginning FY 2006/2007.
3. Only includes expenditure of development mitigation fees.
4. Adelanto only tracks "residential" and "non-residential" development.

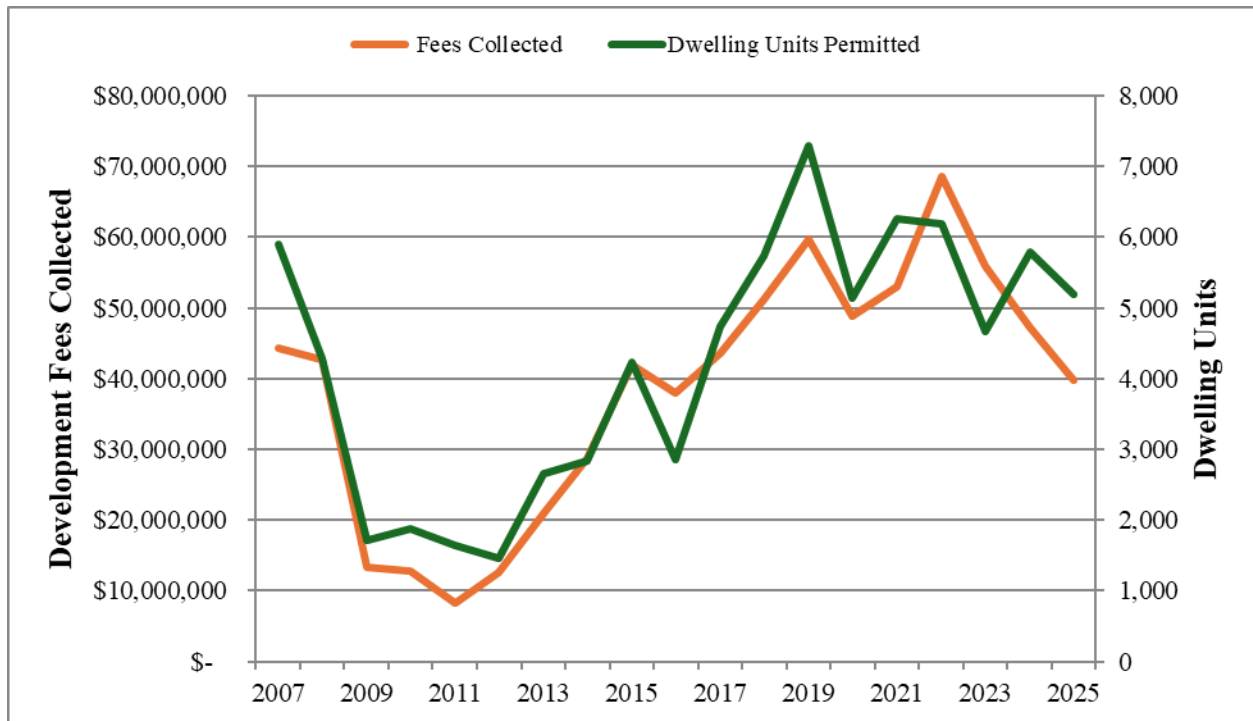
Table 2
San Bernardino County Development Mitigation Summary Table
For the Year Ending June 30, 2025

County Sphere/ Subarea	# of SF Units Permitted	# of MF Units Permitted	Sq. Ft. of Commercial Permitted	Sq. Ft. of Office Permitted	Sq. Ft. of Industrial Permitted	Fees Collected in FY 24/25	Fees Expended on Nexus Projects in FY 24/25	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Apple Valley Sphere	32	8	0	0	0	\$104,083	\$0	\$1,447,822	\$0
Chino Sphere	5	5	0	0	0	\$56,387	\$0	\$1,382,939	\$388
Colton Sphere	0	0	0	0	0	\$0	\$0	\$422,972	\$0
Devore/Glen Helen	0	1	0	0	0	\$3,335	\$0	\$216,917	\$44,540
Fontana Sphere	1	2	0	5,104	107	\$3,715,061	\$0	\$15,812,503	\$514,777
Hesperia Sphere	11	7	14,931	0	0	\$466,705	\$0	\$4,522,832	\$622,315
Loma Linda Sphere	0	0	0	0	0	\$0	\$0	\$254,700	\$0
Montclair Sphere	0	5	0	0	0	\$11,590	\$0	\$266,994	\$0
Redlands Sphere	0	3	0	0	0	\$19,141	\$0	\$1,405,702	\$0
Redlands Donut Hole	0	0	5,206	0	0	\$35,505	\$0	\$12,330,906	\$124,601
Rialto Sphere	0	0	31,797	87	1,572	\$929,518	\$0	\$12,859,645	\$1,635,297
San Bernardino Sphere	9	6	0	504	28,680	\$94,724	\$0	\$2,276,408	\$0
Upland Sphere	2	2	0	0	0	\$3,315	\$0	\$202,205	\$0
Victorville Sphere	24	3	0	270	0	\$130,468	\$0	\$1,625,069	\$0
Yucaipa Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Total County Sphere/Subarea	84	42	51,934	5,965	30,359	\$5,569,831	\$0	\$55,027,614	\$2,941,918
GRAND TOTAL	2,628	9,038	505,467	468,128	3,371,094	\$39,803,227	\$12,320,518	\$731,538,187	\$337,169,438

Notes:

1. May include fees from other sources not listed in the summary table.
2. Only includes revenue collected beginning FY 2006/2007.
3. Only includes expenditure of development mitigation fees.

**Figure 1
 Development Mitigation Trends**



Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

This item was assembled from data provided by members of the SBCTA Transportation Technical Advisory Committee (TTAC), or their designees, and provided for comments at the TTAC meeting on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Data and Analytics Program Manager

Approved
 General Policy Committee
 Date: May 13, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 14

Date: *May 13, 2026*

Subject:

2025 Update of the Development Mitigation Nexus Study and Network

Recommendation:

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

- A. Approve the 2025 Update to the SBCTA Development Mitigation Nexus Study.
- B. Approve revisions to the Nexus Network to:
 - i. Incorporate eligible Class I bicycle facilities; and
 - ii. Remove segments that do not function as arterial facilities; and
 - iii. Add eligible roadway segments identified by member agencies through the Nexus Update process.

Background:

Development Mitigation Nexus Study Update

State law requires the San Bernardino County Transportation Authority (SBCTA) to update the Congestion Management Program (CMP) every two years. The Development Mitigation Nexus Study (Nexus Study), included as Appendix G of the CMP (Attachment 2), is also updated biennially as part of this process. The Nexus Study is being updated so that jurisdictions have this information available for their transportation fee program in accordance with the established update cycles identified in the Nexus Study. Local jurisdictions in the Valley and Victor Valley collect development impact fees (DIF) for regional arterial, interchange, and rail/highway grade separation projects, and use those funds to match Measure I funding when these projects are developed and constructed. Appendix F of the CMP outlines the provisions and requirements of the Nexus Study, including the development and ongoing maintenance of project lists and associated cost estimates. Appendix F was first adopted by the SBCTA Board of Directors and incorporated into the CMP in 2005.

The Nexus Study Update has been underway since October 2025. Staff discussed the update with the Transportation Technical Advisory Committee (TTAC) and distributed a formal request for information to member jurisdictions. Jurisdictions were asked to update their arterial and interchange project lists, including additions or deletions of projects, modifications to project limits, and changes to project costs. SBCTA staff updated the interchange and arterial project tables in the Nexus Study based on jurisdictional input and updated cost information. A draft 2025 Update of Table 3: Interchange Improvements and 2025 Costs, including a comparison to 2023 Nexus Study Costs, and Nexus Study Arterial Projects by jurisdiction, was distributed to Valley and Victor Valley representatives of the TTAC in April 2025.

In addition, Table 6: Railroad Grade Crossing Projects on Nexus Study Network, is included within Appendix G, incorporating updated project cost information. Nexus Study arterial project updates to the SBCTA Nexus Study as of 2025 are being provided as Attachment 1. Modifications included adding or deleting projects, modifying project scope (including project limits), adjusting project costs, and updating the associated tables for each local jurisdiction.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

May 13, 2026

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The most important tables in the Nexus Study Update are Tables 7 and 8: Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for 2025, which documents the development share of total costs that need to be met or exceeded with the transportation DIF programs that are updated by the Valley and Victor Valley cities and the County of San Bernardino (County). For comparison purposes, Tables 7 and 8 from the 2023 Nexus Study Update are included in the attachment. The costs in Table 7 are for the cities, and the costs in Table 8 are for the County spheres of influence. The overall mitigation cost for the development share of the total increased by approximately 54.7 percent when compared to the 2023 Nexus Study. The 2023 change relative to 2021 was approximately an 11.4 percent increase. The significant increase is due to project cost escalations, including updates to projects that had not been comprehensively recalculated in over ten years and the addition of Class I bicycle paths. While not all costs are necessarily applicable (for example, a city may decide that the developer share for Class I bicycle paths is zero percent), this is the developer share that agencies should take into consideration when updating their DIFs.

A draft update of the Nexus Study Appendix G Tables 3 through 8, and updated cost estimates for local arterial projects have been included as attachments. Following approval of the updated Nexus Study, it will replace the public version currently available on SBCTA's website, and SBCTA will notify Valley and Victor Valley jurisdictions to update their fee programs in accordance with the schedule identified in Table 10: Local Jurisdiction Development Mitigation Program Update Schedule of the Nexus Study. Jurisdictions may defer any changes for one year following adoption of the 2025 Nexus Study Update.

Nexus Network Revisions

The CMP provides flexibility to update the Nexus Network over time to reflect changes in land use, transportation needs, and the evolution of the regional multimodal system. The Nexus Study defines eligible improvements broadly as "needed transportation facilities" and recognizes bicycle infrastructure as a component of the multimodal transportation system. In addition, CMP capital improvement guidance specifies that projects that increase multimodal capacity and enhance bicycle access and safety should be considered.

As part of the 2025 Nexus Study Update, SBCTA staff mapped all arterial projects submitted by member jurisdictions and conducted a comprehensive review of the existing Nexus Network to assess alignment with current and planned transportation facilities. This review included an evaluation of network continuity, functional role, and consistency with current land use and development patterns. Through this effort, staff identified several projects that have been included in local arterial project lists for many years but are not currently included in the Nexus Network (Appendix G, pages 5 and 6). Because these projects are not on the adopted Nexus Network, they are not eligible for expenditure of Measure I arterial funds. These projects are identified in Attachment 1 and occur within the following jurisdictions: Adelanto, Apple Valley, Fontana, Highland, Ontario, Rancho Cucamonga, Rialto, San Bernardino, and the County.

Based on this review, staff is recommending targeted revisions to the Nexus Network to ensure it more accurately reflects existing and planned regional transportation facilities. These revisions fall into three categories, as shown on the maps in Attachment 3:

- **Removals:** Certain segments are proposed for removal where previously planned arterial facilities are no longer feasible or appropriate due to changes in land use or development patterns. For example, in some locations, planned roadway segments have been precluded by built development, such as warehouse or industrial uses, and no longer function as part of a regional network.

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- **Addition of Roadway Segments:** Proposed additions include roadway segments identified by member jurisdictions that function as part of the regional transportation system but were not included in the original Nexus Network. In many cases, these segments complete gaps, extend existing corridors, or provide connectivity between arterial facilities. While not all segments are formally classified as arterials, they operate in a manner consistent with regional facilities and support network continuity.
- **Addition of Eligible Class I Bicycle Facilities:** Select Class I shared-use paths are also proposed for inclusion where they function as primary transportation corridors for bicyclists. Eligible facilities are those that operate independently from adjacent roadways (as parallel facilities are already eligible through roadway projects) and provide meaningful regional connectivity. This includes facilities that are at least one mile in length, or that connect to existing Class I facilities to form a continuous corridor of at least one mile.

Inclusion of a facility in the Nexus Network does not require a jurisdiction to include that facility on its arterial project list or in its DIF program. Jurisdictions retain full discretion over which projects are included in their fee programs and the associated development share. For example, a jurisdiction may include a Class I facility in its arterial project list with a development share of zero percent.

These updates are intended to ensure the Nexus Network remains consistent with current conditions, supports a multimodal transportation system, and continues to reflect regionally significant facilities, while maintaining local control over implementation and funding decisions.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

Reviewed By:

The contents of this item were reviewed by the Transportation Technical Advisory Committee on April 6, 2026. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Data and Analytics Program Manager

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

Attachment 1

Arterial Projects

(\$ in thousands)

ADELANTO

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	Final Project Cost	2025 Notes
Widen Adelanto Road from Holly to Air Expressway	6.1	\$2,699	\$5,946	F			
Widen Adelanto Road from Colusa to Oleander	6.0	\$3,728	\$8,213	F			
Widen Adelanto Road from El Mirage to Colusa	6.0	\$3,023	\$6,660	F			
Widen Adelanto Road from Air Expressway to El Mirage	6.0	\$2,212	\$4,873	F			
Widen Air Expressway from Richardson to Lessing	6.0	\$8,555	\$18,848	F			
Widen Air Expressway from Aster to Richardson	6.0	\$8,029	\$17,690	F			
Widen Air Expressway from US-395 to Aster	4.5	\$6,346	\$13,982	F			
Widen Air Expressway from Cobalt Rd to US-395	10.3	\$3,603	\$7,938	F			
Widen Amethyst from Holly to Rancho	6.0	\$3,691	\$8,132	F			
Widen Aster from Air Expressway to El Mirage	6.0	\$4,421	\$9,742	F			
Widen Aster from Palmdale to Air Expressway	11.3	\$9,313	\$20,518	F			
Widen Aster from El Mirage to Colusa	6.0	\$7,934	\$17,481	F			
Widen Aster from Colusa to Desert Flower	3.0	\$3,691	\$8,132	F			
Widen Bartlett from US-395 to Aster	4.0	\$2,737	\$6,030	F			
Widen Bartlett from Aster to Richardson	3.5	\$7,178	\$15,814	F			
Widen Bartlett from Adelanto to US-395	2.1	\$1,243	\$2,738	F			
Widen Beaver from Villa to Victor	0.5	\$352	\$775	F			
Widen Beaver from Air Expressway to El Mirage	4.8	\$3,495	\$7,701	F			
Widen Beaver from Cactus to Air Expressway	5.1	\$3,656	\$8,054	F			
Widen Beaver from Palmdale to Villa	1.5	\$1,569	\$3,457	F			
Widen Bellflower from Air Expressway to Chamberlaine	4.5	\$1,316	\$2,899	D			
Widen Bellflower from Palmdale to Mojave	6.0	\$1,405	\$3,096	F			
Widen Bellflower from Cactus to Air Expressway	11.2	\$5,048	\$11,121	F			
Widen Cassia from Caughlin Road to Hwy 395 (gap at solar field)	8.4	\$12,891	\$28,401	F			
Widen Caughlin from Air Expressway to Bartlett	1.5	\$1,781	\$3,925	F			
Widen Caughlin from Mojave to Air Expressway	9.4	\$15,632	\$34,441	F			
Widen Caughlin from Palmdale to Villa	2.3	\$2,512	\$5,534	F			
Widen Chamberlaine from US-395 to Aster	3.8	\$6,288	\$13,855	D			
Widen Chamberlaine from Adelanto to US-395	3.0	\$1,882	\$4,148	F			
Widen Chamberlaine from Aster to Richardson	6.0	\$10,525	\$23,189	F			
Widen Colbalt Road from Air Express to Rancho	3.0	\$2,782	\$6,129	F			
Widen Colusa from Richardson to highway 395	3.0	\$3,178	\$7,002	F			
Widen Colusa from Aster to Richardson	6.0	\$8,957	\$19,736	F			
Widen Colusa from Mesa to Adelanto	1.9	\$973	\$2,143	F			
Widen Desert Flower from Higway 395 to Bellflower Street	2.0	\$3,306	\$7,285	F			
Widen Desert Flower from Richardson to Highway 395	6.0	\$12,091	\$26,639	F			
Widen Desoto from US-395 to Aster	1.9	\$3,289	\$7,246	F			
Widen Desoto from Aster to Richardson	6.0	\$10,138	\$22,337	F			
Widen Desoto from Adelanto to US-395	4.1	\$4,510	\$9,937	F			
Widen El Mirage Road from US-395 to Aster	4.7	\$8,410	\$18,530	D			
Widen El Mirage Road from Koala Road to US-395	8.4	\$7,813	\$17,213	F			
Widen El Mirage Road from Aster to Richardson	14.7	\$8,486	\$18,698	F			
Widen Emerald (Adelanto Airport Rd) from Rancho to Air	6.1	\$2,057	\$4,533	D			
Widen Highway 395 from Air Expressway to Calleja	18.2	\$6,927	\$15,262	F			
Widen Highway 395 from Palmdale to Air Expressway	26.8	\$7,597	\$16,738	F			
Widen Holly Road from Aster to Richardson	5.6	\$10,342	\$22,785	F			
Widen Holly Road from Amethyst to US-395	6.0	\$6,860	\$15,114	F			
Widen Holly Road from Richardson to Caughlin	2.6	\$3,709	\$8,173	F			
Widen Holly Road from US-395 to Aster	6.0	\$7,350	\$16,195	F			
Widen Koala from Cactus to Air Expressway	7.7	\$4,015	\$8,846	F			
Widen Koala from Air Expressway to El Mirage	6.0	\$4,611	\$10,159	F			
Widen Koala from Palmdale to Villa	2.3	\$1,229	\$2,709	F			
Widen Koala from El Mirage to Desoto	3.0	\$2,793	\$6,155	F			
Widen Lessing from Rancho to Bartlett	4.5	\$2,064	\$4,547	F			
Widen Mojave Drive from El Privelegio to Richardson	1.3	\$1,377	\$3,035	F			
Widen Mojave Drive from US-395 to Aster	10.0	\$6,772	\$14,920	F			
Widen Mojave Drive from Richardson to Lessing	10.0	\$6,234	\$13,736	F			
Widen Oleander from Honeysuckle Avenue to Silver Mountain Rd	3.0	\$3,691	\$8,132	F			
Widen Palmdale Rd from US-395 to Aster	14.0	\$9,383	\$20,674	F			
Widen Palmdale Rd from Richardson to Caughlin	7.0	\$3,070	\$6,763	F			
Widen Palmdale Rd from Aster to Richardson	14.0	\$8,845	\$19,488	F			
Widen Raccoon from Cactus to Rancho	3.0	\$6,451	\$14,213	F			
Widen Raccoon from Palmdale to Villa	1.5	\$3,190	\$7,028	F			
Widen Rancho Road from Aster to Richardson	4.5	\$7,150	\$15,754	F			
Widen Rancho Road from Amethyst to US-395	6.8	\$7,535	\$16,602	F			
Widen Rancho Road from Richardson to Lessing	6.8	\$9,545	\$21,031	F			
Widen Rancho Road from US-395 to Aster	5.3	\$4,020	\$8,857	F			
Widen Richardson from El Mirage to Colusa	6.0	\$4,195	\$9,242	F			
Widen Richardson from Air Expressway to El Mirage	6.0	\$7,405	\$16,314	F			
Widen Richardson from Mojave to Air Expressway	7.3	\$9,186	\$20,240	F			
Widen Richardson from Palmdale to Victor	3.0	\$3,178	\$7,002	F			
Widen Seneca Rd from US-395 to Aster	6.0	\$4,399	\$9,693	F			
Widen Seneca Rd from Aster to Richardson	6.0	\$7,054	\$15,541	F			
Widen Seneca Rd from Richardson to Caughlin	3.0	\$3,178	\$7,002	F			

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Widen Verbena from Cactus to Air Expressway	5.0	\$6,317	\$13,919	F			
Widen Verbena from Palmdale to Mojave	3.0	\$1,353	\$2,981	F			
Improvement of Air Expressway From US Hwy 395 to Koala Rd	2.5	\$4,000	\$4,000	F			
Improvement of Delicious Street From Air Expressway Way to	0.5	\$500	\$500	F			
Improvement of Auburn Avenue From US Hwy 395 to Koala Rd	2.0	\$4,000	\$4,000	F			
Adelanto Total	454.3	\$412,273	\$898,113				

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

Attachment 1
Arterial Projects
 (\$ in thousands)

APPLE VALLEY

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Apple Valley Rd from Bear Valley Rd to Yucca Loma Rd from 2 to 4 lanes	4.0	\$11,385	\$34,897	C	2009	
Widen Apple Valley Rd from Ohna to Falchion from 0 to 2 lanes	4.0	\$980	\$2,363	C	2007	
Widen Apple Valley Rd from Yucca Loma Rd to SR-18 from 2 to 4 lanes	8.0	\$13,734	\$14,570	F		
Widen Bear Valley Rd from Kiowa Rd to Navajo Rd from 4 to 6 lanes	2.0	\$3,712	\$3,938	F		
Widen Bear Valley Rd from Navajo Rd to Joshua Rd from 2 to 4 lanes	2.0	\$7,423	\$7,875	F		
Widen Bear Valley Rd from Apple Valley Rd to Kiowa Rd from 4 to 6 lanes	2.0	\$7,423	\$7,875	F		
Widen Central Rd from Bear Valley Rd to Waalew Rd from 2 to 4 lanes	4.0	\$22,271	\$23,627	D		
Widen Corwin Rd from SR-18 to Dale Evans Pkwy from 2 to 4 lanes	8.0	\$14,104	\$14,963	F		
Widen Dale Evans Pkwy from Thunderbird Rd to I-15 from 2 to 4 lanes	16.0	\$29,694	\$31,502	F		
Widen Deep Creek Rd from Bear Valley Rd to Sittingbull Rd from 0 to 4 lanes	4.0	\$14,846	\$15,750	F		
Widen Deep Creek Rd from Tussing Rach Rd to Bear Valley Rd from 2 to 4 lanes	4.0	\$7,423	\$7,875	F		
Widen Del Oro Rd from Deep Creek Rd to Central Rd from 0 to 2 lanes	6.8	\$22,716	\$24,100	F		
Widen Falchion Rd from I-15 to Apple Valley Road from 0 to 2 lanes	1.0	\$245	\$591	C	2007	
Widen Falchion Rd from Apple Valley Road to Dale Evans Pkwy from 0 to 2 lanes	7.0	\$12,990	\$13,781	F		
Widen Falchion Rd from Dale Evans Pkwy to Navajo Rd from 0 to 6 lanes	6.0	\$10,393	\$11,026	F		
Widen Kiowa Rd from Bear Valley Rd to Yucca Loma Rd from 2 to 4 lanes	4.0	\$7,423	\$7,875	F		
Widen Kiowa Rd from Ocotillo Rd to Bear Valley Rd from 2 to 4 lanes	4.0	\$7,423	\$7,875	F		
Widen Navajo Rd from SR-18 to Thunderbird Rd from 2 to 4 lanes	4.0	\$7,423	\$7,875	F		
Widen Rancharias Rd from Rincon Rd to Corwin Rd from 2 to 4 lanes	6.0	\$10,392	\$11,025	F		
Widen Sitting Bull Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	4.0	\$11,135	\$11,813	F		
Widen Thunderbird Rd from Rancharias Rd to Central Rd from 2 to 4 lanes	6.0	\$11,135	\$11,813	F		
Widen Waalew Rd from Corwin Rd to Central Rd from 2 to 4 lanes	6.0	\$10,022	\$10,632	F		
Widen Yucca Loma Rd (Mojave Br) from Yates Rd to W. Town Limits from 0 to 4 lanes	0.5	\$36,192	\$57,984	C	2016	
Widen Yuca Loma Rd from West Town Limits to Apple Valley Rd from 2 to 4 lanes	1.4	\$10,996	\$17,508	C	2017	
Widen Yuca Loma Rd from Apple Valley Rd to Rincon Rd from 2 to 4 lanes	2.0	\$6,000	\$4,000	D		west 1200' constructed, remaining 2026/2027
Widen Yuca Loma Rd from Rincon Rd to SR-18 from 2 to 4 lanes	4.6	\$10,000	\$13,500	F		Phase 1, widen 2-3 lanes to be constructed
Widen and rehabilitate Bear Valley bridge (over Mojave River)	3.0	\$37,547	\$43,758	D		
Widen and realign Apple Valley Rd and SR-18 intersection	2.8	\$10,524	\$15,454	C	2022	
Apple Valley Total	127.1	\$355,550	\$435,845			

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**Escalated costs at 3% per year

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1

Arterial Projects

(\$ in thousands)

CHINO

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Central Ave from Riverside Dr to SR-71 from 4 to 6 lanes	3.50	\$8,200	\$18,067	F		DIF TR-034 Central (Philadelphia to Walnut)
Widen Central Ave from Francis Ave to Riverside Dr from 6 to 8 lanes	1.50	\$3,407	\$7,506	F		Not in DIF Nexus Study
Widen Chino Ave from SR-71 to East End Ave from 4 to 6 lanes	0.50	\$1,473	\$3,244	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave from Fern Ave to Euclid Ave from 2 to 4 lanes	0.40	\$1,371	\$3,020	C		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave from 600' e/o Monte Vista Rd to Sixth St from 2 to 4 lanes	0.15	\$800	\$1,764	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave from Sixth St to Central Ave from 2 to 4 lanes	0.35	\$249	\$549	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave from Mountain Ave to Fern Ave from 2 to 4 lanes	1.25	\$1,418	\$3,123	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave at Monte Vista Rd; North, South and West leg 600' each direction	0.25	\$1,309	\$2,884	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Ave from Central Ave to Mountain Ave from 2 to 4 lanes	0.70	\$3,102	\$6,835	F		DIF TR-032 Chino (Pipeline to Euclid)
Widen Chino Hills Pkwy from Ramona Ave to Chino Creek Bridge from 4 to 6 lanes	0.50	\$447	\$985	F		Not in DIF Nexus Study
Widen Edison Ave from Ramona Ave to Central Ave from 4 to 6 lanes	0.50	\$8,370	\$10,382	F		DIF TR-033(a)
Widen Edison Ave from Pipeline Ave to Ramona Ave from 4 to 6 lanes	0.50	\$3,250	\$7,160	F		DIF TR-033(a)
Widen Edison Ave from Central Ave to Euclid Ave from 2 to 6 lanes	2.20	\$12,407	\$18,830	D		DIF TR-033(b) Partially Complete - Built by Development
Widen El Prado Rd from Central Ave to Pine Ave from 2 to 4 lanes	2.35	\$5,345	\$4,451	D		DIF TR-031 - Partially Complete - Built by Development
Widen Euclid Ave (SR-83) from Merrill Ave to Kimball Ave from 2 to 4 lanes	1.00	\$1,371	\$3,020	F		Not in DIF Nexus Study - Relinquishment Pending 2026
Widen Euclid Ave (SR-83) from Pine Ave to SR-71 from 2 to 8 lanes	1.75	\$15,758	\$34,719	F		Not in DIF Nexus Study - Relinquishment Pending 2026
Widen Euclid Ave (SR-83) from Kimball Ave to Pine Ave from 4 to 8 lanes	1.00	\$3,329	\$7,335	F		Not in DIF Nexus Study - Relinquishment Pending 2026
Widen Francis Ave from WCL to 600' e/o Concord Ct from 2 to 4 lanes (S. Side Only)	0.25	\$1,214	\$2,675	F		Not in DIF Nexus Study
Widen Francis Ave from 600' e/o Snyder to Benson Ave from 2 to 4 lanes	0.75	\$567	\$1,249	F		Not in DIF Nexus Study
Widen Kimball Ave from Euclid Ave to Hellman Ave from 2 to 4 lanes	2.50	\$41,881	\$17,813	C	phased - multi-year	TR-121 - Built by Development
Widen Merrill Ave from Euclid Ave to Carpenter from 2 to 4 lanes (South Side Only)	2.50	\$2,583	\$17,900	C	phased - multi-year	TR-176 - Built by Development
Widen Mountain Ave from Philadelphia St to Riverside Dr from 4 to 6 lanes	1.00	\$2,463	\$5,426	F		Not in DIF Nexus Study
Widen Philadelphia St from LA County Line to Central Ave from 2 to 4 lanes	0.49	\$1,000	\$8,862	F		Not in DIF Nexus Study
Widen Pine Ave from Euclid Ave to El Prado Rd from 2 to 4 lanes	1.00	\$8,525	\$14,778	D		TR-029 - Ongoing - Pine Bridge/Connection CIP Project ST-261
Widen Pine Ave from Hellman Ave to Euclid Ave from 2 to 6 lanes	2.50	\$42,249	\$16,205	D		TR-122 - Ongoing Phased Construction Development Built
Widen Pine Ave from El Prado Rd to SR-71 from 2 to 4 lanes	0.50	\$39,292	\$61,576	D		TR-035 - Ongoing - Pine Bridge/Connection CIP Project ST-261
Widen Riverside Dr from Central Ave to Mountain Av from 4 to 6 lanes	1.25	\$5,219	\$11,498	F		TR-042 - Future, GPU Modified Requirement
Widen Riverside Dr from Mountain Ave to Fern Ave from 2 to 6 lanes	0.75	\$4,612	\$10,161	F		TR-042 - Future, GPU Modified Requirement
Widen Riverside Dr from WCL to 800' e/o Reservoir Ave from 4 to 6 lanes (N. Side)	1.25	\$742	\$1,634	F		TR-042 - Future, GPU Modified Requirement
Widen Riverside Dr from Pipeline Ave to Central Ave from 4 to 6 lanes	1.50	\$6,675	\$14,707	F		TR-042 - Future, GPU Modified Requirement
Widen Riverside Dr from Fern Ave to Euclid Ave from 2 to 6 lanes (South Side Only)	0.20	\$1,064	\$2,345	F		TR-042 - Future, GPU Modified Requirement
Widen Schaefer Ave from Benson Ave to Euclid Ave from 2 to 4 lanes	1.70	\$4,186	\$9,223	D		Not in DIF Nexus
Construct a Traffic Signal at the Intersection of El Prado and Kimball	N/A	\$509	\$277	D	2006	Under Old Nexus Study - Built by Development
Construct a Traffic Signal at the Intersection of Eucalyptus and Mountain	N/A	\$481	\$296	C	td	DIF TR-009 - Built by Development
Construct a Traffic Signal at the Intersection of Fern and Riverside	N/A	\$512	\$277	C	2007	Under old Nexus Study - Built by Development
Construct a Traffic Signal at the Intersection of Kimball and Main	N/A	\$608	\$321	C	2013	DIF TR-159 - Built by Development
Construct a Traffic Signal at the Intersection of Kimball and Hellman Ave	N/A	\$361	\$303	C	td	DIF TR-131 - Built by Development (50% Eastvale)
Construct a Traffic Signal at the Intersection of Kimball and Mill Creek Rd	N/A	\$491	\$249	C	2008	DIF TR-174 - Built by Development
Construct a Traffic Signal at the Intersection of Kimball and Flight	N/A	\$361	\$618	C	td	DIF TR-148 - Built by Development
Construct a Traffic Signal at the Intersection of Merrill and Bon View	N/A	\$481	\$309	C	2026	DIF TR-152 - Built by Development
Construct a Traffic Signal at the Intersection of Merrill and Flight	N/A	\$361	\$235	C	phased - multi-year	DIF TR-154 - Built by Development
Construct a Traffic Signal at the Intersection of Pine Ave and Sullana (Mayhew)	N/A	\$481	\$802	F		DIF TR-142 - Future Development Project
Construct a Traffic Signal at the Intersection of Pine Ave and El Prado Rd	N/A	\$481	\$602	F		DIF TR-024; CIP - PINE BRIDGE PROJECT ST-261; currently in preliminary
Construct a Traffic Signal at the Intersection of Pine Ave and Euclid Ave	N/A	\$481	\$802	F		DIF TR-130 Future CIP project
Construct a Traffic Signal at the Intersection of Pine Ave and Rincon Meadows	N/A	\$481	\$802	D		DIF TR-141 - N/S Complete; S/S Future Development - Built by Development
Construct a Traffic Signal at the Intersection of Pine Ave and Chino-Corona Rd	N/A	\$481	\$802	D		Not in DIF Nexus Study - City will add
Construct a Traffic Signal at the Intersection of Pine Ave and SR-71	N/A	\$481	\$802	D		Not in DIF Nexus Study (in Design)
Construct a Traffic Signal at the Intersection of Pine Ave and Main St	N/A	\$481	\$802	D		TR-123 (Replaces TR-140) - Partially Complete - Built by Development
Construct a Traffic Signal at the Intersection of Pine Ave and East Preserve Loop	N/A	\$481	\$481	C		TR-139 - Built by Development
Construct a Traffic Signal at the Intersection of Pine Ave and Hellman	N/A	\$1,130	\$481	C	2010	TR-132 - Built by Development
Construct a Traffic Signal at the Intersection of Pine Ave and West Preserve Loop	N/A	\$481	\$802	D		TR-173 - Partially Complete - Built by Development
Chino Total	34.0	\$245,208	\$339,988			

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Attachment 1
Arterial Projects
(\$ in thousands)
CHINO HILLS

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Peyton Dr from Eucalyptus to Chino Hills Pkwy from 2 to 4 lanes	0.995	\$8,900	\$14,231	C	2018	SBCTA entered draft escalated cost formula using index & completion year
Ph1: Widen Peyton Dr from Grand to English from 4 to 6 lanes	0.72	\$6,236	\$16,917	C	2007	SBCTA entered draft escalated cost formula using index & completion year
Ph2: Widen Peyton Dr from English to Eucalyptus from 4 to 6 lanes	1.96	\$6,690	\$21,319	C	2012	SBCTA entered draft escalated cost formula using index & completion year
Soquel Canyon Pkwy/Peyton Drive Connection - construct a 2-lane east-west corridor between the current west terminus of Soquel Canyon Pkwy to the south terminus of Peyton Drive at Woodview Road	2	\$16,000	\$16,000	F		
Widen Pine Ave from SR-71 to Chino Creek (north side only)	0.91	\$4,201	\$4,201	D		
Chino Hills Total	6.6	\$42,027	\$72,669			

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Attachment 1
Arterial Projects
(\$ in thousands)

COLTON

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	Final Project Cost	2025 Notes
Widen Agua Mansa Rd from Rancho Ave to Rialto Channel from 2 to 4 lanes	6.40	\$6,637	\$7,680	D			
Widen Agua Mansa Rd from Riverside Ave to Rialto Channel from 2 to 4 lanes	1.80	\$1,684	\$6,624	D			
Widen Barton Rd from S. City Limits to Washington Ave from 2 to 4 lanes	1.74	\$2,226	\$2,576	F			
Barton Rd from La Cadena Dr to Grand Terrace city limit replace existing two-lane bridge over BNSF track with new four-lane bridge with sidewalk and bikelane.	0.20	NA	\$30,000	D			
Widen C St from City Limits w/o Rancho Ave to Pennsylvania Ave from 2 to 4 lanes	1.70	\$2,178	\$2,520	F			
Widen Fairway Dr from Sperry Dr to City Limits from 2 lanes to 4 lanes	3.52	\$7,379	\$8,538	F			
Improvement of La Cadena Dr from Rancho Ave to Litton Ave including bridge replacement at Santa Ana River	3.40	\$5,839	\$6,757	D			
Improvement at La Cadena Dr from Palm Ave to Iowa Ave incl. installation of signal at Laloma intersection (see 2023 notes)	2.40	\$4,828	\$5,586	D			Traffic Signal at La Loma is completed already, other improvement are not completed yet.
Widen and realign Reche Cnyn Rd from Washington St (Hunts Ln) to City Limits from 2 to 4 lanes	1.29	\$6,782	\$7,848	D			
Widen Reche Cnyn Rd from S. Crystal Ridge to Riverside County Line from 2 to 4 lanes	1.97	\$4,319	\$4,997	D			
Widen Riverside Ave from Riv. County Line to Santa Ana River from 4 to 6 lanes	1.90	\$4,789	\$5,542	F			
Widen Riverside Ave from Santa Ana River to Agua Mansa Rd from 4 to 6 lanes	2.47	\$3,042	\$3,520	F			
Widen San Bernardino Ave/Olive St. from Pepper Ave to County Limit (west county line) from 2 lanes to 4 lanes	2.01	\$3,136	\$3,628	F			
Widen Olive St. from County Limit (east County line) to Rancho Ave from 2 to 4 lanes	0.17	\$260	\$301	F			
Extend Washington St from Aqueduct to La Cadena Dr from 0 to 2 lanes (see 2023 notes)	1.86	\$10,028	\$11,604	D			The project will extend Washington St. to La Cadena Dr. by constructing a new road.
Widen Washington St from Waterman to I-215 from 4 to 6 lanes	9.60	\$9,478	\$10,967	F			
Widen South Mt. Vernon Ave. from I-10 to Cooley Drive from 2 to 4 Lanes	1.80	\$4,800	\$5,554	D			
Colton Total	44.23	\$77,405	\$124,243				

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1 Arterial Projects (\$ in thousands) **FONTANA**

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Alder Ave from Baseline Ave to Foothill Blvd from 2 to 4 lanes	2.00	\$4,219	\$5,485	F		
Widen Arrow Blvd from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$3,227	\$4,195	F		
Widen Arrow Highway from Almeria Ave to Citrus Ave from 2 to 4 lanes	1.00	\$2,033	\$2,643	F		
Widen Baseline Ave from Sierra Ave to Mango Ave from 4 to 6 lanes	1.00	\$2,604	\$5,989	C	2009	
Widen Baseline Ave from Mango Ave to Maple Ave from 2 to 6 lanes	6.00	\$12,656	\$16,453	F		
Widen Baseline Ave from Citrus Ave to Sierra Ave from 2 to 6 lanes	4.00	\$11,167	\$25,685	C	2009	
Widen Beech Ave from Miller Ave to Foothill Blvd from 2 to 4 lanes	2.00	\$7,441	\$9,673	F		
Widen Beech Ave from Valley Blvd to Fontana Ave from 2 to 4 lanes	0.50	\$1,338	\$1,740	F		
Widen Casa Grande from Lylte Creek Rd to Mango Ave from 0 to 4 lanes	8.00	\$16,875	\$25,322	C	2021	
Widen Cherry Ave from So. Highland Ave to I-15 from 2 to 6 lanes	3.00	\$4,821	\$6,267	D		
Widen Cherry Ave from Valley Blvd to Andel Dr from 4 to 6 lanes	0.37	\$1,089	\$2,123	F		
Widen Cherry Ave from Jurupa Ave to Slover Ave from 2 to 6 lanes	4.00	\$6,667	\$15,335	C	2009	
Widen Cherry Ave from Baseline Ave to So. Highland Ave from 4 to 6 lanes	3.50	\$5,625	\$7,313	D		
Widen Citrus Ave from San Bernardino Ave to Foothill Blvd from 2 to 4 lanes	4.00	\$8,438	\$4,464	C	2006	
Widen Citrus Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$9,370	\$12,181	F		
Widen Citrus Ave from Summit Ave to I-15 from 2 to 4 lanes	1.00	\$4,219	\$5,485	F		
Widen Citrus Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$2,108	\$3,433	C	2006	
Widen Citrus Ave from Baseline Ave to So. Highland Ave from 2 to 4 lanes	2.00	\$8,520	\$15,409	C	2007	
Widen Citrus Ave from So. Highland Ave to SR-210 from 4 to 6 lanes	0.25	\$1,195	\$5,220	F		
Widen Cypress Ave from So. Highland Ave to Sierra Lakes Pkwy from 0 to 4 lanes	1.00	\$16,071	\$6,686	F		
Widen Cypress Ave from Slover Ave to Valley Blvd from 0 to 4 lanes (I-10 Overcrossing)	2.00	\$59,095	\$134,550	C	2010	
Widen Cypress Ave from Slover Ave to Jurupa Ave from 2 to 4 lanes	2.00	\$4,015	\$3,134	D		
Cypress Ave from Duncan Canyon Rd to Citrus Ave from 0 to 4 lanes	3.00	\$5,143	\$6,686	F		
Widen Duncan Canyon Rd from Citrus Ave to Sierra Ave from 0 to 4 lanes	4.00	\$8,438	\$10,969	D		
Widen Duncan Canyon Rd from I-15 to Citrus Ave from 0 to 4 lanes	1.50	\$2,411	\$2,777	C	2023	
Widen Etiwanda Ave from Riverside County Line to I-10 from 4 to 6 lanes	4.66	\$7,232	\$9,402	F		
Widen Foothill Blvd from Cherry Ave to Hemlock Ave from 4 to 6 lanes	1.50	\$8,250	\$18,975	C	2009	
Widen Foothill Blvd from East Ave to Cherry Avd from 2 to 3 lanes on eastbound side	1.50	\$11,770	\$27,072	C	2009	
Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes	5.50	\$11,601	\$15,081	F		
Widen Foothill Blvd from Hemlock to Almeria from 4 to 6 lanes	2.00	\$16,522	\$21,479	D		
Citrus Ave from Duncan Canyon Rd to Cypress Ave from 0 to 4 lanes	4.00	\$12,656	\$16,453	F		
Widen Jurupa Ave from Etiwanda Ave to Sierra Ave from 2 to 6 lanes	6.40	\$39,316	\$51,111	F		
Widen Jurupa Ave from Tamarind Ave to Alder Ave from 2 to 4 lanes	0.50	\$1,540	\$2,002	F		
Widen Live Oak Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$4,219	\$5,485	F		
Widen Lylte Creek from Summit Ave to Duncan Ave from 0 to 4 lanes	3.00	\$12,054	\$15,670	F		

Attachment: Attachment 1 - Nexus25 - All Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Widen Lytle Creek from Duncan Ave to Sierra Ave from 0 to 4 lanes	8.00	\$12,857	\$16,714	D		
Widen Merrill Ave from Catawba Ave to Fontana Ave from 2 to 4 lanes	1.00	\$2,108	\$2,740	F		
Widen Merrill Ave from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$3,319	\$4,315	F		
Widen Mulberry Ave from Jurupa Ave to Santa Ana Ave from 2 to 4 lanes	1.00	\$1,607	\$2,089	D		
Widen Poplar Ave from Slover Ave to Valley Blvd from 0 to 4 lanes (10 Overcrossing)	2.00	\$48,214	\$62,678	F		
Widen Randall Ave from Alder Ave to Maple Ave from 2 to 4 lanes	1.50	\$2,756	\$3,583	F		
Widen San Sevaine Rd from Baseline Ave to Summit Ave from 2 to 4 lanes	4.00	\$8,438	\$10,969	F		
Santa Ana Avenue from Sierra Avenue to Mulberry Widen from 2 to 4 lanes	8.00	\$12,857	\$16,714	F		
Santa Ana at Railroad Crossing East of Live Oak Ave At Grade	0.00	\$4,018	\$5,223	F		
Widen Sierra Ave from Foothill Blvd to Baseline Ave from 4 to 6 lanes	2.00	\$14,377	\$21,272	C	2024	
Widen Sierra Ave from San Bernardino Ave to Foothill Blvd from 4 to 6 lanes	4.00	\$15,043	\$19,556	F		
Widen Sierra Ave from Valley Blvd to San Bernardino Ave from 4 to 6 lanes	1.00	\$4,537	\$8,682	C	2011	
Widen Sierra Ave from Slover Ave to Valley Blvd from 3 to 4 lanes on west side	1.00	\$2,108	\$2,740	F		
Widen Sierra Ave from Baseline Ave to Walnut Ave from 4 to 6 lanes	1.00	\$6,922	\$26,925	C	2007	
Widen Sierra Ave from Summit Av to I-15 Widen from 2 to 6 lanes	8.00	\$12,857	\$16,714	F		
Widen Sierra Lakes Pkwy from Cherry Ave to Beech Ave from 2 to 4 lanes	2.00	\$15,819	\$20,565	F		
Widen Sierra Lakes Pkwy from Beech Ave to Citrus Ave from 2 to 4 lanes	2.00	\$6,895	\$8,964	F		
Widen Slover Ave from Tamarind Ave to E. City Limits from 4 to 6 lanes	0.50	\$1,088	\$1,414	F		
Widen Slover Ave from Etiwanda Ave to 800' e/o Etiwanda from 2 to 4 lanes	0.50	\$9,643	\$12,536	D		
Widen So. Highland Ave from Cherry Ave to Citrus Ave from 2 to 4 lanes	4.00	\$8,438	\$10,969	F		
Widen So. Highland Ave from Sierra Ave to Palmetto Ave from 2 to 4 lanes	1.00	\$2,723	\$3,540	D		
Widen Valley Blvd from Cherry Ave to Beech Ave from 2 to 4 lanes	2.00	\$3,887	\$5,053	F		
Widen Valley Blvd from Beech Ave to Citrus Ave from 4 to 6 lanes	2.00	\$3,887	\$5,053	F		
Widen Valley Blvd from Citrus Ave to Sierra Ave from 4 to 6 lanes	2.00	\$3,887	\$5,053	F		
Widen Valley Blvd from Sierra Ave to Alder Ave from 4 to 6 lanes	2.00	\$3,887	\$5,053	F		
Widen Walnut Ave from Almeria to Sierra Ave from 2 to 4 lanes	3.00	\$4,536	\$14,497	C	2007	
Widen Walnut Ave/Victoria Ave from I-15 to San Servaine from 2 to 4 lanes	3.00	\$5,806	\$7,548	D		
Widen Slover Ave from Mulberry Ave to Sierra Ave from 4 lanes to 6 lanes	8.00	\$12,858	\$16,715	F		
Fontana Total	167.68	\$569,317	\$859,823			

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

Attachment 1

Arterial Projects

(\$ in thousands)

GRAND TERRACE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Barton Rd Bridge Removal and Roadway Reconstruction Project	0.21	\$2,481	\$3,127	F		
Extend Commerce Wy from 900' n/o DeBerry Rd to Main St from 0 to 4 lanes	0.66	\$6,185	\$7,157	F		
Extend Commerce Wy from Michigan to Barton Rd	0.11	\$2,306	\$2,675	C	2021	
Widen Main St (w.b.) from SFRR to SPRR from 2 to 4 lanes	0.02	\$450	\$522	C	2003	
Widen Mt Vernon Ave from Barton Rd 700' n/o Minona St from 2 lanes to 4 lanes	0.24	\$706	\$819	C	2009	
Widen Barton Rd at I-215 Overcrossing from 2 to 4 lanes	0.08	\$1,600	\$1,856	C	2021	
Grand Terrace Total	1.25	\$13,728	\$16,156			

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Attachment: Attachment 1 - Nexus25 _All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
HESPERIA

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen 7th Ave from Ranchero Rd to Bear Valley Rd from 2 to 4 lanes	12.0	\$26,238	\$35,400	F		Revised Description
Widen Bear Valley Rd from I-15 To Mojave River (south side)	5.0	\$5,803	\$8,850	F		
Widen Danbury Ave. from Ranchero Rd. to Arrowhead Lake Rd. from 2 to 4 lanes	6.6	\$14,524	\$18,810	F		Revised Description
Widen E St from Sultana St to I St from 2 to 4 lanes	5.8	\$14,912	\$18,560	F		Revised Description
Widen Eucalyptus St from I-15 To Peach Ave from 2 to 4 lanes and construct railroad crossing	10.4	\$21,391	\$63,280	F		Revised Description
Widen Hesperia Rd from-Sultana St. to Main St. from 2 to 4 lanes	0.1	\$2,162	\$3,200	F		Revised Description
Widen Hesperia Rd from Bear Valley Rd to Main St from 2 to 4 lanes	4.6	\$14,697	\$14,720	F		Revised Description
Widen "I" Ave from Ranchero Rd to Main St from 2 to 4 lanes	5.2	\$11,323	\$16,900	F		Revised Description
Widen "I" Ave from Main St. To Bear Valley Rd from 2 to 4 lanes	7.4	\$16,167	\$23,680	F		Revised Description
Widen Main St from Escondido Ave To 11Th Ave from 4 to 6 lanes, including aqueduct	5.6	\$40,434	\$36,660	D		
Widen Main St from Highway 395 to Mesa Linda Rd from 4 lanes to 6 lanes	1.1	\$2,378	\$15,824	F		
Widen Main St from 11th St to 9th St from 4 to 6 lanes	0.5	\$540	\$1,944	F		
Widen Maple Av from Mariposa to Ranchero from 2 to 4 lanes including aqueduct bridge widening	5.6	\$34,550	\$46,280	F		Revised Description
Widen Mauna Loa from 7th Ave to Lemon St from 2 to 4 lanes	5.4	\$15,980	\$18,900	F		Revised Description
Widen Mauna Loa from Maple Ave to 7th Ave from 2 to 4 lanes	4.0	\$8,515	\$14,400	F		
Widen Mojave St from I-15 to Maple Ave from 0 to 4 lanes	5.0	\$12,867	\$11,750	F		Revised Description
Widen Rancho Rd from Mariposa Rd. to UP RR Crossing from 2 to 4 lanes with RR X-ing	1.1	\$3,983	\$4,604	D		Revised Description
Widen Rancho Road from Topaz Ave. to 7th Ave. from 2 to 4 lanes, including aqueduct bridge widening	4.0	\$43,000	\$43,000	D		Revised Description
Widen Rancho Rd from 7th Ave to Danbury Rd from 2 to 4 lanes	2.5	\$42,354	\$31,735	C	2013	25 Est. includes Escalation per Index
Widen Rancho Rd from Danbury to-I Ave. from 2 to 4 lanes	2.5	\$5,772	\$8,946	D		Revised Description
Widen Rancho Rd. from I Ave. to Arrowhead Lake Rd. add 2-way turn pocket and bike lane	1.7	\$719	\$9,240	F		
Widen Rock Springs Rd from Arrowhead Lake Rd to Glendale City Limits from 2 to 4 lanes	0.7	\$1,733	\$7,159	C	2009	25 Est. includes Escalation per Index
Widen Rock Springs Rd from Glendale Ave to east City Limits from 2 to 4 lanes	0.4	\$1,655	\$1,430	F		
Widen Muscatel St from Mariposa Rd to Vincent from 0 to 4 lanes	0.4	\$1,517	\$2,596	F		
Widen Escondido Ave form Main St to Mariposa Rd. from 0 to 4 lanes with new Aqueduct Bridge	2.4		\$22,026	F		
Widen Rock Springs Rd from Arrowhead Lake Rd to Glendale City Limits add Bike Lane and Sidewalk	0.7		\$1,407	F		
Hesperia Total	115.4	\$350,580	\$481,301			

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Highlighted projects are eligible contingent upon SBCTA Board approval of a Nexus Network revision.

Attachment 1

Arterial Projects

(\$ in thousands)

HIGHLAND

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen 3rd St from Palm Ave to 5th St from 2 to 3 lanes	0.27	\$4,437	\$4,760	D		escalated using Municipal Cost Index
Widen 3rd St from Tippecanoe Ave to 200' e/o Shirley Ave from 2 to 6 lanes	0.69	\$6,195	\$6,647	D		escalated using Municipal Cost Index
Widen 3rd St from Victoria Ave to Palm Ave (no additional lanes)	1.00	\$11,069	\$11,876	C	2019	
Widen 5th St from Tippecanoe Ave to Del Rosa Dr from 2 to 4 lanes	0.56	\$11,094	\$11,903	D		escalated using Municipal Cost Index
Widen 5th St from Del Rosa Dr to Palm Ave from 2 to 4 lanes and from Church Ave to SR 210 from 4 to 6 lanes (including fwy undercrossing)	3.04	\$30,662	\$32,897	D		escalated using Municipal Cost Index
Widen 9th St from Victoria Ave to Cunningham with 3 lanes and bike lanes	0.25	\$602	\$646	C	2016	
Widen 9th St from 160' e/o of Drummond Ave to Palm Ave with 3 lanes and bike lanes	0.06	\$794	\$852	C	2016	
Widen 9th St from Lillian Ln to 160' e/o Drummond Ave with 3 lanes and bike lanes	0.19	\$465	\$499	C	2016	
Widen 9th St from Central Ave to Lillian Ln with 3 lanes and bike lanes	0.25	\$707	\$759	C	2016	
Widen 9th St from Cunningham St to Hillview St from 2 to 4 lanes	0.07	\$253	\$271	C	2016	
Widen 9th St from Del Rosa Dr to Victoria Ave from 2 to 4 lanes	1.52	\$8,750	\$9,388	F		escalated using Municipal Cost Index
Widen 9th St from Hillview St to Central Ave from 2 to 4 lanes	0.18	\$1,125	\$1,207	C	2016	
Widen 9th St from Tippecanoe Ave to 145' e/o Fairfax Ln from 2 to 4 lanes	0.25	\$542	\$582	F		escalated using Municipal Cost Index
Widen Base Line from Palm Ave to Boulder Ave from 4 to 6 lanes (excluding freeway bridge)	1.28	\$6,354	\$6,817	F		escalated using Municipal Cost Index
Widen Base Line from Boulder Ave to Church St (including bridge at City Creek) (no additional lanes)	1.25	\$5,739	\$6,157	D		escalated using Municipal Cost Index
Widen Base Line from W. City Limit to Palm Ave (no additional lanes)	1.99	\$14,352	\$15,398	D		escalated using Municipal Cost Index
Widen Base Line from 510' e/o Fairwood Ln to Brookwood Ln from 2 to 4 lanes	0.39	\$2,284	\$2,451	C	2022	
Widen Boulder Ave from Highland Ave to 5th St from 2 lanes to 4 lanes (including bridge)	2.10	\$8,514	\$9,135	D		SBCTA entered draft escalated cost using 2011 index
Widen Boulder Ave/Orange St from 5th St to S. City Limits from 2 to 4 lanes (including 2 bridges)	0.68	\$24,594	\$26,387	F		SBCTA entered draft escalated cost using 2011 index
Widen Del Rosa Dr from 3rd St to 5th St (no additional lanes)	0.26	\$1,164	\$1,249	D		SBCTA entered draft escalated cost using 2011 index
Widen Del Rosa Dr from 5th St to Base Line (no additional lanes) - Removed sections in San Bernardino 9th to 6th & Baseline to Warm Creek	0.38	\$1,380	\$1,481	F		SBCTA entered draft escalated cost using 2011 index
Widen Greenspot Rd from SR-210 to Boulder Ave from 2 to 6 lanes	0.86	\$8,714	\$9,349	C	2014	
Widen Greenspot Rd from Boulder Ave to Valencia Ct from 2 to 4 or 6 lanes	0.54	\$3,684	\$3,953	C	2000	
Widen Greenspot Rd from Valencia Ct to 145' w/o Weaver St (no additional lanes)	0.63	\$663	\$711	F		escalated using Municipal Cost Index
Widen Greenspot Rd from 145' w/o Weaver St to 1250' e/o Weaver Street St (no additional lanes)	0.39	\$1,674	\$1,796	F		escalated using Municipal Cost Index
Widen Greenspot Rd from 1250' e/o Weaver Street St to 560' e/o Santa Paula St (no additional lanes)	1.70	\$8,434	\$9,049	F		escalated using Municipal Cost Index
Extend Greenspot Rd from 560' e/o Santa Paula St to East City Limit (including bridge at Santa Ana River)	4.95	\$32,626	\$35,004	D		escalated using Municipal Cost Index
Widen Highland Ave from Olive St to 800' w/o Victoria Ave (no additional lanes)	0.40	\$1,819	\$1,952	F		escalated using Municipal Cost Index
Widen Highland Ave from Boulder Ave to 200' w/o Denair Ave (no additional lanes)	0.39	\$1,456	\$1,562	F		escalated using Municipal Cost Index
Widen Highland Ave from Church St to Boulder Ave from 2 to 4 lanes	1.34	\$6,209	\$6,662	F		escalated using Municipal Cost Index
Widen Palm Ave/Alabama St from S. City Limit to Base Line from 2 to 4 lanes	1.31	\$8,697	\$9,331	C	2000	
Widen Palm Ave from Pacific St to Atlantic Ave from 2 to 4 lanes	0.20	\$833	\$894	D		escalated using Municipal Cost Index
Widen Sterling Ave from S. City Limits to Pacific Ave (no additional lanes)	1.35	\$8,407	\$9,020	F		escalated using Municipal Cost Index
Widen Tippecanoe Ave from 3rd St to 9th St (no additional lanes)	0.80	\$6,724	\$7,214	D		escalated using Municipal Cost Index
Widen Victoria Ave from 6th St to 660' n/o 6th St (no additional lanes)	0.13	\$885	\$950	D		escalated using Municipal Cost Index
Widen Victoria Ave from n/o 6th St to N. City Limits (no additional lanes)	1.70	\$9,630	\$10,332	F		escalated using Municipal Cost Index
Widen Victoria Ave from 3rd St to 6th St (no additional lanes)	0.25	\$6,549	\$7,026	F		escalated using Municipal Cost Index
Widen Lankershim Ave from 5th St to 1200' north of 9th St (no additional lanes)	0.76	\$1,355	\$1,454	D		escalated using Municipal Cost Index
Widen Greenspot Rd from Santa Ana River to south city limits	0.60	\$2,731	\$2,930	F		escalated using Municipal Cost Index
Widen Palm Ave from Base Line to Pacific St (no additional lanes)	0.50	\$3,403	\$3,651	F		escalated using Municipal Cost Index
Widen 5th St from Tippecanoe Ave to 845' e/o Shirley from 2 to 4 lanes	NA	\$6,965	\$7,473	F		escalated using Municipal Cost Index
Highland/Redlands Regional Connector Gap Project			\$5,739	C/D	2027	SBCTA led project on behalf of both cities
Highland Total	35.46	\$262,534	\$287,412			

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 **Did not provide input.

Attachment: Attachment 1 - Nexus25 - All Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1**Arterial Projects**
(\$ in thousands)**LOMA LINDA**

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen California St from Barton Rd to Redlands Blvd from 2 to 6 lanes	4.00	\$4,100	\$7,347	D		Escalated cost using 2017 index
Widen Evans St from I-10 to Barton Rd from 0 to 4 lanes	5.00	\$77,000	\$137,984	F		Escalated cost using 2017 index
Widen Mountain View Ave from Van Leuvan to Prospect Ave from 2 to 4 lanes	0.80	\$7,126	\$13,628	C	2010	
Intersection Improvements at Mound St and Anderson St	NA	\$1,000	\$1,684	D		Escalated cost using 2017 index
Loma Linda Total	9.80	\$89,226	\$160,644			

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**Did not provide input.

Attachment 1
Arterial Projects
(\$ in thousands)
MONTCLAIR

Arterial Description	Lane-Miles	2023 Cost Estimate**	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Monte Vista Ave from San Bernardino St to Arrow Hwy from 4 to 6 lanes	2.04	\$5,000	\$12,000	D		SBCTA entered draft escalated cost using 2013 index
Widen San Bernardino St from LA County Line to Benson Ave from 4 to 6 lanes	3.54	\$5,000	\$18,000	F		SBCTA entered draft escalated cost using 2013 index
Montclair Total	5.58	\$10,000	\$30,000			

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**Did not provide input.

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
ONTARIO

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	Final Cost	2025 Notes
Railroad-highway grade separation on Campus Ave at UPRR Alhambra and Los Angeles lines	0.6	\$24,905	\$69,219	F	\$69,219	
Railroad-highway grade separation on San Antonio Ave at UPRR Alhambra and Los Angeles lines	0.6	\$24,905	\$69,219	F	\$69,219	
Spot widen Benson Ave from Mission to Philadelphia from 2 to 4 lanes	3.0	\$899	\$2,499	F	\$2,499	
Widen Mountain Ave from Sixth Street to s/o Holt Blvd	3.3	\$2,631	\$7,312	D	\$7,312	
Spot widen Bon View Ave from Holt Blvd to Belmont St	0.8	\$1,833	\$5,095	F	\$5,095	
Widen Turner Ave from Inland Empire Boulevard to Fourth St from 2 to 4 lanes	1.0	\$741	\$2,059	F	\$2,059	
Widen Archibald Avenue from Inland Empire Blvd to Fourth St from 4 to 6 lanes	1.0	\$1,994	\$5,542	F	\$5,542	
Widen west 1/2 Milliken/Hammer from SR60 to Riverside Dr from 4 to 6 lanes	0.5	\$396	\$1,101	F	\$1,101	
Widen west 1/2 Etiwanda Ave from n/o Airport Dr to south of Airport Dr	0.5	\$2,375	\$6,601	F	\$6,601	
Spot widen Eighth St from West Cucamonga Channel to Grove Ave from 2 to 4 lanes	0.5	\$162	\$450	F	\$450	
Widen Guasti Rd from Holt Blvd to Archibald Ave from 2 to 4 lanes	1.5	\$967	\$2,688	F	\$2,688	
Widen State St from Benson Ave to Grove Ave from 2 to 4 lanes	3.0	\$4,796	\$13,330	F	\$13,330	
Widen Phillips St from Benson Ave to Mountain Ave from 2 to 4 lanes	2.2	\$557	\$1,548	F	\$1,548	
Spot widen Acacia St from Baker Ave to Vineyard Ave from 2 to 4 lanes	0.5	\$73	\$203	F	\$203	
Widen a bridge on Grove Ave over West Cucamonga Cr	0.0	\$941	\$2,615	F	\$2,615	
Widen a bridge Philadelphia St over Cucamonga Cr	0.0	\$2,142	\$5,953	F	\$5,953	
Widen 4th St from Campus Ave to Cucamonga Ave from 2 to 4 lanes	1.5	\$1,016	\$2,824	F	\$2,824	
Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes	0.3	\$20,758	\$57,693	F	\$57,693	
Widen 4th St from Vineyard Ave to Archibald Avenue from 4 to 6 lanes, Including W. Cuc. Creek Bridge	1.2	\$655	\$1,820	F	\$1,820	
Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Stover	0.8	\$8,733	\$24,272	F	\$24,272	
Widen a bridge on Archibald Ave over Upper Deer Creek Spillway (Approximately 1,400 feet south of Fourth Street)	0.0	\$1,760	\$4,892	D	\$4,892	
Widen a bridge on Archibald Ave over Upper Deer Creek (Approximately 730 feet south of Fourth Street)	0.0	\$1,258	\$3,496	D	\$3,496	
Widen a bridge on Eighth St over Cucamonga Creek	0.0	\$1,925	\$5,350	F	\$5,350	
Spot Widen Francis Ave from Benson Ave to Campus Ave from 2 to 4 lanes	0.8	\$4,497	\$12,499	F	\$12,499	
Widen a bridge on Francis St over West Cucamonga Creek	0.0	\$225	\$625	F	\$625	
Widen a bridge on Francis St over Cucamonga Creek	0.0	\$1,875	\$5,211	F	\$5,211	
Widen Grove Ave from I-10 Fwy. to State St from 4 to 6 lanes, Including W. Cuc. Creek Bridge	2.5	\$37,894	\$105,320	D	\$105,320	
Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes	7.7	\$50,898	\$141,463	D	\$141,463	
Widen a bridge on Holt Blvd over West Cucamonga Creek	0.0	\$250	\$695	F	\$695	
Widen a bridge on Holt Blvd over Cucamonga Creek	0.0	\$2,794	\$7,765	F	\$7,765	
Widen Jurupa St from Turner Ave to Archibald Ave from 2 to 6 lanes	1.7	\$763	\$2,121	D	\$2,121	
Widen Mission Blvd from Cypress Ave to Milliken Ave from 4 to 6 lanes	14.5	\$16,322	\$45,364	D/F	\$45,364	
Widen a bridge on Mission Blvd over West Cucamonga Creek	0.0	\$700	\$1,946	F	\$1,946	
Widen a bridge on Mission Blvd over Cucamonga Creek	0.0	\$2,050	\$5,698	D	\$5,698	
Spot Widen Philadelphia St from Campus Ave to 750' e/o Grove Ave from 2 to 4 lanes	0.9	\$848	\$2,357	F	\$2,357	
Widen Philadelphia St from Vineyard Ave to Cucamonga Creek from 2 to 4 lanes, including Bridge over Cucamonga Creek	1.3	\$524	\$1,456	F	\$1,456	
Widen a bridge on Riverside Dr over Cucamonga Creek	0.0	\$1,094	\$3,041	F	\$3,041	
Widen a bridge on Sixth St over Cucamonga Creek	0.0	\$1,537	\$4,272	F	\$4,272	
Widen Airport Dr under the I-15 Freeway	0.0	\$3,005	\$8,352	F	\$8,352	
Widen Vineyard Ave from Riverside Dr to Merrill Ave from 0 to 6 lanes	15.0	NA	\$78,913	D	\$78,913	Estimate based on construction estimate for segment from Riverside Drive to Chino Avenue.
Ontario Total	70.2	\$232,070	\$722,879			

*C = Completed, D = In Development, F = Future, R = Removed
**Did not provide input.

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
RANCHO CUCAMONGA

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen 6th St from Hyssop Dr to 2500' e/o Hyssop Dr from 0 to 2 lanes	0.95	\$2,756	\$4,047	C	2010	
Widen Banyan St from East Ave to Wardman/Bullock (new alignment)	1.89	\$18,111	\$26,596	C	2007	
Widen Banyan St from Etiwanda to East Ave, north side only	N/A	\$2,332	\$3,424	C	2013	
Widen Cherry Ave From S. City Limits to Wilson Ave from 1 to 2 lanes	0.53	\$2,098	\$2,428	F		Updated cost.
Widen Church Ave from Archibald to Haven from 2 to 4 lanes with buffered bike lanes.	1.83	\$2,247	\$2,600	F		Change in project scope: Widen Church from Archibald to
Widen East Ave from I-15 to Victoria Ave from 2 to 4 lanes	0.75	\$1,437	\$1,663	F		
Widen East Ave from Wilson to North Rim Way (new) 0 lanes to 2	1.00	\$771	\$1,987	F		
Widen East Ave from Fire Station to Wilson Ave from 2 to 4 lanes	0.38	\$2,281	\$2,639	F		
Widen Etiwanda Ave from existing terminus to North Rim Wy (new) 0 lanes to 2	1.00	\$925	\$1,070	F		
Widen Etiwanda Ave from Banyan to Wilson	N/A	\$1,636	\$1,893	F		
Widen Etiwanda Ave from 6th to Arrow Route from 2 to 4 lanes	1.76	\$7,265	\$8,407	F		
Widen Etiwanda Ave from Miller to 850' n/o Miller, east side only	N/A	\$497	\$575	F		
Widen Foothill Blvd from Archibald to Hermosa from 4 to 6 lanes with buffered bike lanes	1.00	\$3,450	\$3,992	F		Change in project scope: Widen Foothill Blvd from
Widen Grove Ave from 8th To Tapia Via (east side) from 1 to 2 lanes	0.67	\$1,891	\$2,188	F		
Widen Grove Ave from San Bernardino Rd to Foothill Blvd (east side) from 1 to 2 lanes	0.12	\$1,164	\$1,347	F		
Widen Haven from Baseline to I-210 (west side) from 2 to 3 lanes	0.95	\$28,571	\$41,956	C	2006	
Widen Milliken Ave from 5th St to 700' south (west side)	N/A	\$1,262	\$1,853	C	2010	
Widen Victoria Ave from EHS to I-15	N/A	\$554	\$813	C	2015	
Widen Wilson Ave from East Ave to Wardman/Bullock from 0 to 4 lanes	3.00	\$10,567	\$9,011	C	2016	Inputed completion year and final project cost.
Widen Wilson Ave from Milliken to west of Day Creek Blvd from 0 to 4 lanes	4.67	\$12,018	\$13,906	F		
Widen Wilson Ave from Etiwanda Ave to East Ave from 0 to 2 lanes	1.00	\$995	\$1,987	F		
Widen 6th St at Cucamonga Creek Channel (50% RC, 50% Ontario) from 2 to 4 lanes	0.20	\$3,610	\$5,625	F		
Widen Arrow Route at Etiwanda Ditch from 2 to 4 lanes	0.20	\$1,680	\$7,594	F		
Construct new bridge at Banyan Street and the Etiwanda Creek Channel	0.20	\$2,533	\$3,719	C	2007	
Construct new bridge at Wilson Ave and Etiwanda Creek Channel 4 lanes	0.40	\$8,577	\$6,583	C	2016	Completion year inputed.
Construct new bridge at Wilson and Day Creek Channel 4 lanes	0.40	\$2,168	\$2,509	F		
Construct Signal Interconnect and Provide Signal Coordination on Nexus Study Arterials Along Foothill, Haven, Day Creek, Milliken, Rochester, and Arrow	N/A	\$13,560	\$15,691	D		Phase 1 complete, project cost (design + con) \$1,750,000; Phase 2 currently in construction.
Construct a Traffic Signal Roundabout at the Intersection of Spruce and Red Oak	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal Roundabout at the Intersection of Ridgeline and Wilson	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Day Creek and Wilson	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Spruce and Elm	N/A	\$1,038	\$571	C	2004	Based on 2007 Estimate
Construct a Traffic Signal at the Intersection of Hermosa and Church	N/A	\$926	\$1,359	C	2011	
Construct a Traffic Signal Roundabout at the Intersection of Spruce and Mountainview	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal Roundabout at the Intersection of Terra Vista and Town Center	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Church and Elm	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Church and Mayten	N/A	\$745	\$1,095	C	2014	
Construct a Traffic Signal Roundabout at the Intersection of Church and Ramona	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Church and Terra Vista	N/A	\$959	\$1,409	C	2012	
Construct a Traffic Signal Roundabout at the Intersection of Civic Center and Red Oak	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Rochester and Jersey	N/A	\$481	\$707	C	2018	
Construct a Traffic Signal Roundabout at the Intersection of Terra Vista and Spruce	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of 4th and Richmond	N/A	\$812	\$1,193	C	2006	
Construct a Traffic Signal at the Intersection of 4th and Utica	N/A	\$812	\$1,193	C	2006	
Construct a Traffic Signal at the Intersection of 6th and Hellman	N/A	\$617	\$1,762	C	2022	
Construct a Traffic Signal at the Intersection of 6th and Utica	N/A	\$539	\$792	C	2017	
Construct a Traffic Signal at the Intersection of 6th and Santa Anita	N/A	\$617	\$825	F		
Construct a Traffic Signal at the Intersection of 6th and Rochester	N/A	\$481	\$707	C	2018	
Construct a Traffic Signal at the Intersection of 6th and Pittsburgh	N/A	\$617	\$825	F		
Construct a Traffic Signal at the Intersection of 6th and Etiwanda	N/A	\$617	\$714	F		
Construct a Traffic Signal at the Intersection of 6th and Cleveland	N/A	\$1,038	\$1,363	C	2010	Final cost inputed.
Construct a Traffic Signal at the Intersection of 6th and Buffalo	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Archibald and Banyan	N/A	\$817	\$1,199	C	2007	
Construct a Traffic Signal at the Intersection of Archibald and San Bernardino	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Archibald and Victoria	N/A	\$617	\$825	F		
Construct a Traffic Signal at the Intersection of Archibald and Wilson	N/A	\$617	\$825	F		
Construct a Traffic Signal at the Intersection of Arrow and Center	N/A	\$817	\$693	C	2009	Based on 2008 Estimate
Construct a Traffic Signal Roundabout at the Intersection of Banyan and Rochester	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Banyan and Wardman Bullock	N/A	\$817	\$1,199	C	2007	
Construct a Traffic Signal at the Intersection of Base Line and Shelby	N/A	\$1,038	\$693	C	2009	Based on 2008 Estimate
Construct a Traffic Signal at the Intersection of Base Line and San Carmela	N/A	\$543	\$797	C	2016	
Construct a Traffic Signal at the Intersection of Camelian and Banyan	N/A	\$539	\$792	C	2017	
Construct a Traffic Signal at the Intersection of Camelian and Wilson	N/A	\$817	\$1,199	C	2007	
Construct a Traffic Signal at the Intersection of East and Miller	N/A	\$481	\$707	C	2018	
Construct a Traffic Signal Roundabout at the Intersection of East and Highland	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Etiwanda and Whittram	N/A	\$663	\$974	C	2015	
Construct a Traffic Signal at the Intersection of Etiwanda and Garcia	N/A	\$959	\$1,409	C	2012	
Construct a Traffic Signal at the Intersection of Foothill and Malachite	N/A	\$617	\$825	F		
Construct a Traffic Signal at the Intersection of Foothill and East	N/A	\$1,038	\$1,525	C	2010	
Construct a Traffic Signal at the Intersection of Foothill and Cornwall	N/A	\$817	\$1,199	C	2007	
Construct a Traffic Signal at the Intersection of Haven and Trademark	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Haven and Wilson	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Haven and Valencia	N/A	\$837	\$1,228	C	2013	
Construct a Traffic Signal at the Intersection of Hellmen and 8th	N/A	\$507	\$744	C	2019	
Construct a Traffic Signal Roundabout at the Intersection of Milliken and Wilson	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Milliken and 5th	N/A	\$481	\$707	C	2018	
Construct a Traffic Signal at the Intersection of Wilson and Wardman Bullock	N/A	\$817	\$1,199	C	2007	
Construct a Traffic Signal Roundabout at the Intersection of Wilson and Etiwanda	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal Roundabout at the Intersection of Wilson and East	N/A	\$617	\$2,250	F		Update project scope: Project changed to a roundabout.
Construct a Traffic Signal at the Intersection of Wilson and San Seavine	N/A	\$872	\$1,280	C	2008	
Construct a Traffic Signal at the Intersection of Day Creek and Madrigal	N/A	\$841	\$1,235	C	2005	
Rancho Cucamonga Total	22.9	\$173,440	\$246,553			

*C = Completed, D = In Development, F = Future, R = Removed
**Completed project cost represents cost at completion in year of completion dollars

Attachment 1
Arterial Projects
(\$ in thousands)

REDLANDS

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen California St from Redlands Blvd to I-10 from 5 to 6 lanes	1.41	\$1,500	\$4,400	D		
Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes	1.99	\$1,500	\$1,500	D		
Highland/Redlands Regional Connector Gap Project	1.00		\$3,100	C		Project Added and completed 2021
Citrus Avenue & Redlands High School Underpass Project	0.25		\$7,000	F		Project Added
University Street Improvements from Park Ave to Brockton Ave	1.00		\$5,200	F		Project Added
Orange Street Improvements Project from Pioneer Ave to Redlands City limit 2 to 4 lanes	2.00		\$10,000	F		Project Added
Widen Pioneer Ave from Furlow Dr to Texas St from 2 to 4 lanes	0.45		\$3,000	F		Project Added
Widen Orange St from Delaware Ave to San Bernardino Ave 2 to 4 lanes	0.25		\$1,150	F		Project Added
Widen Cypress Ave from I-10 to Citrus Av from 2 lanes to 4 lanes	0.49	\$1,500	\$1,700	F		Project Added
Widen Redlands Blvd at intersections of Alabama St and Colton Ave	3.28	\$8,656	\$12,711	C	2016	SBCTA entered draft escalated co
Widen San Bernardino Ave from SR-210 to Orange St from 2 to 4 lanes	4.14	\$3,000	\$3,400	F		
Widen Wabash Ave from I-10 to 5th Ave from 0/2 to 4 lanes	4.15	\$6,600	\$7,000	F		
Construct a Traffic Signal at the Intersection of Pioneer Ave and Orange St	NA	\$367	\$539	C	2019	SBCTA entered draft escalated co
Construct a Traffic Signal at the Intersection of Wabash Ave and 5th Ave	NA	\$885	\$956	F		
Construct a Traffic Signal at the Intersection of Wabash Ave and I-10	NA	\$870	\$1,050	F		
Construct a Traffic Signal at the Intersection of Ford St and I-10 EB	NA	\$870	\$1,100	F		
Construct a Traffic Signal at the Intersection of Dearborn St and Citrus Ave	NA	\$800	\$970	F		
Construct a Traffic Signal at the Intersection of Ford St and I-10 WB	NA	\$870	\$1,100	F		
Construct a Traffic Signal at the Intersection of Sixth St and I-10 WB off-ramp	NA	\$870	\$1,158	F		
Construct a Traffic Signal at the Intersection of Wabash Ave and Citrus Ave	NA	\$870	\$956	F		
Construct a Traffic Signal at the Intersection of University St and Colton Ave	NA	\$870	\$900	D		
Construct a Traffic Signal at the Intersection of Cypress Ave and Cajon St	NA	\$870	\$731	F		
Construct a Traffic Signal at the Intersection of San Bernardino Ave and Church St	NA	\$870	\$950	F		
Redlands Total	20.4	\$31,768	\$70,571			

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

Attachment: Attachment 1 - Nexus25 - All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Highlighted projects are eligible contingent upon SBCTA Board approval of a Nexus Network revision.

Attachment 1
Arterial Projects
(\$ in thousands)

RIALTO

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes	1.80	\$9,022	\$13,248	C	2020	SBCTA entered draft escalated cost using index
Widen Ayala Dr from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes	1.80	\$7,554	\$11,092	C	2018	SBCTA entered draft escalated cost using index
Widen Renaissance Parkway/Easton from West City Limits to east of Ayala/Cactus Basins	5.50	\$5,283	\$7,758	C	2017	SBCTA entered draft escalated cost using index
Widen Baseline Rd from Palmetto/City limits to Cactus Av/Ayala Rd from 3 to 4 lanes	1.00	\$1,743	\$2,560	C	2022	SBCTA entered draft escalated cost using index
Widen Baseline Rd from Linden to Cactus Av/Ayala Rd from 3 to 4 lanes	1.00	\$3,509	\$5,153	C	2012	SBCTA entered draft escalated cost using index
Widen Casmalia Ave from Alder to Locust from 2 to 4 lanes	1.00	\$1,424	\$2,552	C	2017	SBCTA entered draft escalated cost using index
Widen Casmalia Ave from West City Limits to Alder from 2 to 4 lanes	1.00	\$5,122	\$7,521	C	2014	SBCTA entered draft escalated cost using index
Widen Casmalia Ave from Locust to Ayala Dr from 2 to 4 lanes	1.00	\$3,274	\$3,514	C	2023	SBCTA entered draft escalated cost using index
Widen Foothill Blvd from West to East City Limits from 4 to 6 lanes	6.00	\$2,865	\$2,990	F		
Construct Linden Ave from Baseline to Miro Way to 4 lanes	0.25	\$488	\$717	C	2017	SBCTA entered draft escalated cost using index
Construct Linden Ave from Baseline to Renaissance Pkwy to 4 lanes	2.55	\$4,558	\$6,693	C	2017	SBCTA entered draft escalated cost using index
Construct Locust Ave from Baseline to North Walnut to 4 lanes	1.30	\$2,441	\$3,584	C	2017	SBCTA entered draft escalated cost using index
Construct Locust Ave from North Walnut to Renaissance Pkwy to 4 lanes	2.20	\$4,818	\$7,075	C	2017	SBCTA entered draft escalated cost using index
Widen Merrill Ave from West City Limits to Lilac Ave from 2 to 4 lanes	3.00	\$3,236	\$3,920	F		
Construct Pepper Ave from N. Terminus to Highland Ave to 4 lanes	2.60	\$25,098	\$36,857	C	2014	SBCTA entered draft escalated cost using index
Widen Pepper Ave from Baseline Rd to 400 ft S. of Foothill Blvd. from 3 to 4 lanes	0.50	\$1,734	\$2,546	C	2017	SBCTA entered draft escalated cost using index
Widen Randall Ave from West City limits to Cactus from 2 to 4 lanes	2.50	\$4,902	\$3,907	C	2021	SBCTA entered draft escalated cost using index
Widen Randall Ave from Cactus to Willow from 2 to 4 lanes	1.00	\$0	\$800	F		
Widen Randall Ave from Willow to Riverside Avenue from 2 to 4 lanes	0.50	\$745	\$3,907	C	2021	SBCTA entered draft escalated cost using index
Widen Riverside Ave from Sierra Ave to Locust Ave from 3 to 6 lanes	5.70	\$17,643	\$22,080	F		
Widen Riverside Ave from Locust Ave to Ayala Dr from 3 to 4 lanes	1.30	\$2,402	\$6,320	F		
Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes	0.72	\$1,505	\$2,210	C	2017	SBCTA entered draft escalated cost using index
Widen San Bernardino from Lilac Ave to East City Limits from 2 to 4 lanes	1.50	\$4,283	\$6,290	C	2017	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Baseline and Tamarind with intersection improvements	N/A	\$697	\$1,000	F		
Construct a Traffic Signal at the Intersection of Riverside and Linden with intersection improvements	N/A	\$792	\$1,163	C	2017	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Riverside and Locust	N/A	\$553	\$811	C	2009	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Sycamore and Merrill	N/A	\$184	\$566	C	2011	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Sycamore and Randall with intersection improvements	N/A	\$0	\$1,000	F		
Construct a Traffic Signal at the Intersection of Valley and Lilac	N/A	\$748	\$1,099	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Cactus and Walnut	N/A	\$725	\$1,063	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Cactus and Randall	N/A	\$725	\$1,063	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Merrill and Willow	N/A	\$725	\$1,063	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Riverside and Alder	N/A	\$725	\$1,063	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Valley and Cactus	N/A	\$659	\$969	C	2012	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Willow and Bloomington	N/A	\$725	\$1,063	C	2007	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Baseline and Fitzgerald with Intersection Improvements	N/A	\$752	\$850	F		
Construct a Traffic Signal at the Intersection of Baseline and Alder with Intersection Improvements	N/A	\$490	\$720	C	2018	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Valley and Willow with Intersection Improvements	N/A	\$732	\$1,075	C	2017	SBCTA entered draft escalated cost using index
Construct a Traffic Signal at the Intersection of Valley and Spruce with Intersection Improvements	N/A	\$697	\$1,024	C	2022	SBCTA entered draft escalated cost using index
Construct a Traffic Signal Intersection of Highland Ave. and Easton with Intersection Improvements	N/A	\$676	\$992	C	2013	SBCTA entered draft escalated cost using index
Traffic Signal Modifications and Intersection Improvements Foothill Blvd. Corridor from Pepper to Maple	N/A	\$872	\$1,060	F		
Widen Cactus Av from Valley Bl to Foothill Bl from 3 to 4 lanes	0.20	\$774	\$1,136	C	2020	SBCTA entered draft escalated cost using index
Widen Valley Bl from Cactus Av to Spruce St from 3 to 4 lanes	0.50	\$2,303	\$3,382	C	2020	SBCTA entered draft escalated cost using index
Widen Riverside Ave from South City Limit to Slover Ave. from 4 lanes to 6 lanes.	5.00	\$15,456	\$64,630	F		
Widen Locust Avenue between Riverside Avenue and Casmalia street from 2 lanes to 4 lanes	8.50	\$18,000	\$20,150	D		
Construct a Traffic Signal at the Intersection of Miro and Alder with Intersection Imprvements	N/A	\$697	\$807	C	2023	SBCTA entered draft escalated cost using index
Rialto Total	59.9	\$161,659	\$271,042			

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
SAN BERNARDINO

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	2025 Notes
Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes	1.0	\$5,992	\$6,292	D	
Widen 5th St from Warm Creek to Pedley from 2 to 4 lanes	2.0	\$7,127	\$7,483	D	
Widen 5th St from Sterling to Victoria from 2 to 6 lanes	6.0	\$1,069	\$1,122	F	
Widen Alabama St from 3rd St to City Limits from 2 to 4 lanes	1.0	\$3,564	\$3,742	F	
Campus Pkwy (Pepper-Linden) north of University Pkwy from Kendall to I-215/Hallmark Pkwy from 0 to 4 lanes	1.3	\$10,691	\$11,126	F	
Widen Central Ave (Palm Meadows) from Tippecanoe Av to Mt View Ave from 2 to 4 lanes	3.7	\$17,727	\$26,032	C	
Widen Colston Ave from Tippecanoe to Mt. View from 2 to 4 lanes	4.1	\$8,277	\$8,691	F	
Build a connector road between 3rd St and 5th St from 0 to 4 lanes	1.0	\$7,525	\$7,901	F	
Widen Del Rosa Ave from 6th St to 9th St from 2 to 4 lanes	1.6	\$10,889	\$15,991	C	
Widen Electric Ave from Mt View Ave to Northpark Blvd from 2 to 4 lanes	4.3	\$7,525	\$7,901	F	
Widen "G" St from Mill St to Rialto Ave from 2 to 4 lanes	2.5	\$3,763	\$3,951	F	
Widen "H" St from Kendall Dr to 40th St from 2 to 4 lanes	0.8	\$2,371	\$2,490	D	
Widen Kendall Dr from Cambridge Ave to Pine Ave from 2 to 4 lanes	5.0	\$27,865	\$40,919	C	
Widen Lena Rd from Mill to Orange Show from 0 to 4 lanes	3.5	\$15,049	\$15,801	F	
Widen Little League Dr from Palm Ave to I-215 Frontage Rd from 2 to 4 lanes	3.7	\$5,644	\$5,926	F	
Widen Little League Dr from I-215 Frontage Rd to Belmont Ave from 2 to 4 lanes	1.2	\$3,763	\$3,951	F	
Widen Little Mountain Rd from Devil Creek Channel to 48th St from 2 to 4 lanes	0.6	\$2,039	\$2,995	C	
Widen Mill from Pepper to Meridian from 2 to 4 lanes	1.0	\$1,881	\$1,975	F	
Reconstruct Mt Vernon Bridge to 4 lanes (local match)	1.0	\$19,525	\$20,501	D	almost competed - SBCTA Lead
Widen Mt View Ave from Thompson Pl to Electric Ave from 2 to 4 lanes	0.4	\$1,505	\$1,580	F	
Widen Mt View Ave Bridge At Mission Creek Channel/Zanja channel north of I-10 fwy	0.2	\$2,709	\$2,844	D	
Widen Mt View Ave from I-10 to San Bernardino Ave from 2 to 4 lanes	2.9	\$2,822	\$2,963	D	
Widen Mt View Ave from Riverview to Central from 0 to 2 lanes	0.7	\$16,254	\$17,067	D	Completed by IVDA
Widen Mt View Ave at railway crossing from 2 to 4 lanes, including gate improvements	0.1	\$565	\$593	D	Completed by IVDA/SBCTA
Widen Palm Ave from Cajon Blvd to I-215 from 2 to 4 lanes	1.0	\$2,525	\$3,709	C	
Widen Perris Hill Park Rd from 21st St to Pacific St from 2 to 4 lanes	1.8	\$3,010	\$3,161	F	
Widen Rancho from Colton City Limits to 5th St from 2 to 4 lanes	4.4	\$5,267	\$5,530	F	
Widen Rialto Ave from Lena Rd to Tippecanoe Ave from 2 to 4 lanes	1.9	\$3,763	\$3,951	F	
Widen Rialto Ave from Sierra Wy to Waterman Ave from 2 to 4 lanes	1.5	\$5,644	\$5,926	F	
Widen State Street from 16th St to Baseline Street from 0 to 4 lanes	2.3	\$8,479	\$8,903	D	almost competed - City lead
Widen State Street from 16th St to Foothill Blvd from 0 to 4 lanes	6.7	\$53,499	\$56,174	F	
Widen/New State St from Foothill Blvd at Rancho Ave to I-215 from 2 to 4 lanes	6.7	\$18,812	\$19,753	F	
Widen Tippecanoe from Mill St to Harriman from 4 to 6 lanes	10.7	\$13,714	\$14,400	F	
Widen University Pkwy from Hallmark Pkwy to BNSF Grade Separation from 2 to 4 lanes	1.4	\$10,132	\$14,878	C	
Widen Waterman Ave from 5th St to Base Line Rd from 4 to 6 lanes	5.4	\$13,545	\$14,222	F	
Install Class I Bike Path on Electric Ave from 40th to just north of Northpark Blvd	0.9	NA	\$4,788	D	
San Bernardino Total	94.3	\$324,532	\$375,232		

*C = Completed, D = In Development, F = Future, R = Remove
**Did not provide input.

Attachment 1

Arterial Projects

(\$ in thousands)

UPLAND

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Arrow Hwy from County Line to Central Ave from 2 to 4 lanes	2.9	\$4,000	\$5,000	F		
Widen Arrow Hwy from San Antonio Ave to E. City Limit from 2 to 4 lanes	1.9	\$12,000	\$14,000	F		
Widen Central Ave from S. City Limits to Arrow Route from 4 to 6 lanes.	1.1	\$5,000	\$5,000	F		
Widen Foothill Blvd from County Line to Central Ave from 2 to 6 lanes (Completed)	2.7	\$14,412	\$16,676	C	2013	SBCTA entered draft escalated cost using index
Widen Foothill Blvd from Benson Ave to East City Limit from 4 to 6 lanes	12.7	\$20,000	\$20,000	F		
Widen Campus Ave from 19th Street to 20th St from 0 to 4 lanes (Completed)	1.2	\$4,991	\$5,775	C	2005	SBCTA entered draft escalated cost using index
Widen Campus Ave from 16th St to 18th St from 2 to 4 lanes (Completed)	2	\$2,572	\$2,976	C	2005	SBCTA entered draft escalated cost using index
16th Street Rehabilitation & Capacity Enhancements (West City Limit to East City Limit)	16	N/A	\$15,000	F		New Project
Upland Total	24.5	\$62,974	\$84,427			

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

**Did not provide input.

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
YUCAIPA

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen 14th St from Yucaipa Blvd to Oak Glen Rd from 2 to 4 lanes	1.11	\$8,087	\$8,273	F		
Widen 5th St from Oak Glen Rd to Yucaipa Bl from 2 to 4 lanes	0.81	\$3,711	\$5,450	C	2022	SBCTA entered draft escalated cost using index
Widen 5th St from Yucaipa Bl to County Line Rd from 2 to 4 lanes	2.07	\$8,059	\$8,244	F		
Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes	3.33	\$26,968	\$27,588	F		
Widen Bryant St from North City Limit to County Line Rd from 2 to 4 lanes.	5.56	\$16,008	\$16,376	F		
Widen California St from Yucaipa Blvd to County Line Rd from 2 to 4 lanes	2.17	\$4,522	\$4,626	F		
Widen Calimesa Bl from Oak Glen Rd to County Line Rd from 2 to 4 lanes.	2.26	\$4,804	\$4,914	F		
Widen County Line Rd from I-10 to Calimesa Blvd from 2 to 4 lanes	0.19	\$699	\$715	F		
Widen County Line Rd from Calimesa Blvd to Bryant St from 2 to 4 lanes	1.60	\$5,152	\$7,565	C	2013	SBCTA entered draft escalated cost using index
Widen Live Oak Canyon Rd from Outer Hwy 10 South to I-10 from 2 to 4 lanes.	0.18	\$3,139	\$3,211	D		
Widen Oak Glen Rd from Colorado St to Bryant St from 2 to 4 lanes	3.89	\$39,248	\$57,636	C	2008	SBCTA entered draft escalated cost using index
Widen Oak Glen Rd from Bryant St to Casa Blanca Ave from 2 to 4 lanes	1.21	\$2,030	\$2,077	F		
Widen Wildwood Cyn Rd from Colorado St to Holmes from 2 to 4 lanes	2.23	\$22,285	\$22,798	F		
Widen Wildwood Cyn Rd from Calimesa Bl to Colorado St from 2 to 4 lanes.	1.00	\$3,171	\$3,244	F		
Widen Yucaipa Bl from I-10 to 15th St from 4 to 6 lanes	1.30	\$20,248	\$20,714	F		
Widen Yucaipa Bl from 15th St. to Bryant St. from 4 to 6 lanes	3.68	\$56,870	\$83,513	F/D	2013	SBCTA entered draft escalated cost using index
Yucaipa Total	32.6	\$225,001	\$276,945			

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

Attachment 1
Arterial Projects
(\$ in thousands)
VICTORVILLE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Green Tree Blvd from Hesperia to Ridgecrest from 0 to 4 lanes (includes bridge over BNSF Railroad)	4.40	\$43,920	\$50,821	C	2023	
Widen National Trails Hwy from I-15 to 0.1 mi. north of Air Expressway from 2 to 4 lanes	3.60	\$22,540	\$26,082	F		
Widen Nisqualli Rd from Balsam Rd to Hesperia Rd from 2 to 4 lanes	4.50	\$35,301	\$40,848	C	2009	
Widen Monte Vista (Aster Rd) from Palmdale Rd to Bear Valley Rd from 0 to 2 lanes	5.00	\$8,257	\$9,554	C	2006	
Widen Monte Vista (Aster Rd) from Palmdale Rd to Bear Valley Rd from 2 to 4 lanes	5.00	NA	\$5,050	F		
Bear Valley Rd. from Industrial Blvd. to 555 ft. east of Ridgecrest Rd	0.45	\$10,409	\$12,045	C	2023	
Victorville Total	23.0	\$120,427	\$144,400			

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Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1

Arterial Projects

(\$ in thousands)

APPLE VALLEY SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Rock Springs Rd from 0.25 miles e/o Glendale Ave to Kiowa Rd from 2 lanes to 4 lanes	3.72	\$10,350	\$28,766	D		
Install traffic signal on Bear Valley Cutoff @ SR-18	N/A	\$601	\$800	F		
Apple Valley Sphere Total	3.72	\$38,303	\$29,566			

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Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
CHINO SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen East End Ave from Chino Ave to Walnut Ave from 2 to 4 lanes	1.90	\$3,663	\$10,181	F		
Widen East End Ave from .13 m s/o Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	1.74	\$2,067	\$12,000	F		
Widen Francis Ave from .11 m w/o East End to .13 m e/o Telephone Ave from 2 to 4	3.92	\$4,503	\$8,000	F		
Widen Philadelphia Ave from Los Angeles County Line to East End Ave from 2 to 4	0.44	\$753	\$2,093	F		
Widen Philadelphia Ave from East End Ave to e/o Norton Ave from 2 to 4 lanes	1.52	\$1,106	\$3,075	F		
Widen Philadelphia Ave from Ramona Ave to .13 m w/o Monte Vista Rd from 2 to 4	0.68	\$756	\$2,102	F		
Widen Phillips Blvd from Yorba Ave to Benson Ave from 2 to 4 lanes	2.54	\$3,831	\$10,648	F		
Widen Pipe Line Ave from Chino Ave to Riverside Dr from 2 to 4 lanes	1.00	\$1,100	\$3,057	F		
Widen Pipe Line Ave from Riverside Dr to .28 m s/o Walnut Ave from 2 to 4 lanes	0.40	\$1,039	\$2,887	F		
Widen Pipe Line Ave from .04m s/o Philadelphia Ave to Phillips Blvd from 2 to 4 lanes	1.94	\$3,293	\$9,153	F		
Widen Ramona Ave from Philadelphia to Phillips Blvd from 2 to 4 lanes	1.78	\$2,788	\$7,749	F		
Widen Walnut Ave from .10 m w/o Roswell Ave to Roswell Ave from 2 to 4 lanes	0.20	\$347	\$964	F		
Install traffic sigal on Francis Ave @ East End Ave	N/A	\$598	\$800	F		
Install traffic sigal on Francis Ave @ Pipe Line Ave	N/A	\$598	\$800	F		
Install traffic sigal on Philadelphia Ave @ East End Ave	N/A	\$449	\$800	F		
Install traffic sigal on Phillips Blvd @ East End Ave	N/A	\$598	\$800	F		
Install traffic sigal on Phillips Blvd @ Pipe Line Ave	N/A	\$299	\$400	F		
Install traffic sigal on Phillips Blvd @ Ramona Ave	N/A	\$750	\$1,000	F		
Install traffic sigal on Walnut Ave @ East End Ave	N/A	\$299	\$400	F		
Chino Sphere Total	18.06	\$28,837	\$76,908			

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

Attachment 1

Arterial Projects

(\$ in thousands)

COLTON SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Agua Mansa Rd from .80M W, Rancho Ave E .73M From 2 to 4 lanes	1.46	\$723	\$2,011	F		
Widen C Street from .07M W, Jackson E/.07M E, Tejon Ave from 2 to 4 lanes	1.00	\$1,710	\$4,752	F		
Widen Olive Street from .07M W, Jackson E/.03M W, Rancho Ave from 2 to 4 lanes	1.02	\$1,613	\$4,483	F		.03M W, Rancho Ave from 2 to 4 lanes
Widen Reche Cryn Rd from 1.2m s/o Barton Rd to .78m North from 2 to 4	1.56	\$2,388	\$6,636	F		
Colton Sphere Total	5.56	\$6,952	\$17,881			

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Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1

Arterial Projects

(\$ in thousands)

DEVORE/GLEN HELEN SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Devore Rd from I-215 to Kenwood Dr from 2 to 4 lanes	1.78	\$3,513	\$9,765	F		
Widen Devore Rd from Kenwood Dr to Foothill Dr from 2 to 4 lanes	0.32	\$620	\$1,723	F		
Widen Glen Helen Pkwy from Lytle Creek to Nely/Cajon Blvd from 2 to 4 lanes	7.20	\$11,756	\$34,044	D		
Widen Glen Helen Rd from Glen Helen Pkwy to NW/END from 2 to 4 lanes	1.80	\$1,801	\$5,004	F		
Devore/Glen Helen Total	11.10	\$17,690	\$50,536			

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Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1

Arterial Projects

(\$ in thousands)

HESPERIA SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Rancho Road from 0.3 mi E/O Mariposa Road east to Hesperia CL from 2 to 4 lanes	5.61	\$4,729	\$9,056	C	2025	Included entire project limits for SB County: Rancho Road from 0.3 mi E/O Mariposa Road east to Hesperia CL
Widen Rancho Rd from 0.94 mi e/o Mariposa Rd to Escondido Ave from 2 to 4 lanes	3.00	\$11,038	\$30,678	C	2025	
Widen Rancho Rd from Escondido Ave to Hesperia City Limits from 2 to 4 lanes	2.00	\$4,513	\$12,543	C	2025	
Ph 1: Widen Rancho Rd at Escondido Ave (Ph 1 of Widen Rancho Escondido to	0.80	\$5,067	\$14,083	C	2025	
Widen Summit Valley Rd from SH-138 to 1.88 mi n/o SH-138 from 2 to 4 lanes	3.76	\$6,404	\$17,799	F		
Widen Summit Valley Rd from 1.88 mi n/o SH-138 to 4.06 mi n/o SH-138 from 2 to 4	4.36	\$4,805	\$13,355	F		
Widen Summit Valley Rd from 4.31 mi n/o SH-138 to 5.51 mi n/o SH-138 from 2 to 4	2.40	\$4,046	\$11,245	F		
Install a traffic signal on Summit Valley Rd @ SH-138	N/A	\$601	\$800	F		
Hesperia Sphere Total	21.93	\$41,203	\$109,559			

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Attachment: Attachment 1 - Nexus25 - All Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)
FONTANA SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Alder Ave from Taylor St to Valley Blvd from 2 lanes to 4	0.36	\$222	\$617	F		
Widen Alder Ave from Valley Blvd to San Bernardino Ave from 2 lanes to 4	1.00	\$430	\$1,196	F		
Widen Arrow Route from Hickory Ave to Almeria Ave from 2 to 4 lanes	6.28	\$8,519	\$23,677	D		Modified extend to exclude Almeria to Tokay which is not in Unincorp.
Widen Banana Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$1,652	\$4,590	F		
Widen Beech Ave from Valley to Randall Ave from 2 to 4 lanes	2.00	\$1,760	\$4,893	F		
Widen Beech Ave from Randall Ave to Arrow Route from 2 to 4 lanes	2.06	\$2,147	\$5,967	F		
Widen Beech Ave from Arrow Route to Foothill Blvd from 2 to 4 lanes	1.02	\$1,326	\$3,686	F		
Widen Calabash Ave from Whittram Ave to N/Foothill Blvd from 2 to 4 lanes	1.64	\$1,846	\$5,130	F		
Widen Cherry Ave Bridge from Merrill Ave to Whittram from 4 to 6 lanes	0.50	\$10,200	\$31,371	F		
Widen Fontana Ave from Valley Blvd to Lime Ave from 2 to 4 lanes	1.76	\$960	\$2,667	F		
Widen Live Oak Ave from Valley to Randall from 2 to 4 lanes	2.00	\$1,928	\$5,358	F		
Widen Live Oak Ave from Randall to Merrill Ave from 2 to 4 lanes	1.02	\$871	\$2,419	F		
Widen Live Oak Ave from Arrow Route to Foothill from 2 to 4 lanes	1.00	\$649	\$1,804	F		
Widen Merrill Ave from Cherry Ave to Catawba from 2 to 4 lanes	3.58	\$4,277	\$11,888	F		
Widen Mulberry Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes	2.00	\$601	\$1,670	F		
Widen Mulberry Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$868	\$2,413	F		
Widen Randall Ave from Cherry Ave to Poplar Ave from 2 to 4 lanes	3.00	\$2,874	\$7,988	F		
Widen Randall Ave from Alder Ave to Locust Ave from 2 to 4 lanes	1.00	\$543	\$1,510	F		
Widen San Bernardino Ave from Alder Ave to Laurel Ave from 2 to 4 lanes	0.60	\$538	\$1,496	F		
Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes	1.26	\$16,000	\$16,000	D		
Widen Santa Ana Ave from Mulberry Ave to Almond Ave from 2 to 4 lanes	1.56	\$3,737	\$10,386	F		
Widen Valley Blvd from 0.4 miles e/o Commerce Dr to Banana Ave from 5 to 6 lanes	0.91	\$557	\$1,547	F		
Widen Valley Blvd from Cherry Ave to Hemlock Ave from 5 to 6 lanes	0.75	\$305	\$849	F		
Install traffic signal on Arrow Route @ Calabash Ave	N/A	\$598	\$800	D		
Install traffic signal on Arrow Route @ Live Oak Ave	N/A	\$598	\$800	F		
Install traffic signal on Fontana Ave @ Beech Ave	N/A	\$299	\$920	D		
Install traffic signal on Merrill Ave @ Beech Ave	N/A	\$598	\$800	D		
Install traffic signal on Merrill Ave @ Live Oak Ave	N/A	\$598	\$800	F		
Install traffic signal on Arrow Route @ Cottonwood Ave	N/A	\$598	\$800	F		
Install traffic signal on Arrow Route @ Mulberry Ave	N/A	\$598	\$800	F		
Install traffic signal on Randall Ave @ Alder Ave	N/A	\$150	\$461	F		
Install traffic signal on Randall Ave @ Beech Ave	N/A	\$598	\$800	F		
Install traffic signal on Randall Ave @ Live Oak Ave	N/A	\$598	\$800	F		
Install traffic signal on Randall Ave @ Locust Ave	N/A	\$150	\$461	F		
Install traffic signal on San Bernardino Ave @ Mulberry Ave	N/A	\$598	\$800	F		
Install traffic signal on Santa Ana Ave @ Banana Ave	N/A	\$598	\$800	F		
Install traffic signal on Santa Ana Ave @ Calabash Ave	N/A	\$598	\$800	F		
Install traffic signal on Valley Blvd @ Mulberry Ave	N/A	\$598	\$800	F		
Fontana Sphere Total	38.30	\$70,585	\$160,564			

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1

Arterial Projects

(\$ in thousands)

MONTCLAIR SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Benson Ave from 0.18 mi n/o Howard St to State St from 2 to 4 lanes	0.68	\$502	\$1,394	F		
Widen Benson Ave from Phillips Blvd to 0.06 mi n/o Howard St from 2 to 4 lanes	0.66	\$576	\$1,602	F		
Widen East End Ave from Phillips Blvd to 0.03 mi s/o Grand Ave from 2 to 4 lanes	0.44	\$330	\$916	F		
Widen Mission Blvd from LA County Line to 0.26 mi e/o Pipe Line from 2 to 6 lanes	0.76	\$903	\$2,510	F		
Widen Mission Blvd from 0.07 mi w/o Central to Benson from 4 to 6 lanes	1.14	\$1,168	\$3,247	F		
Widen Monte Vista Ave from Phillips Blvd to State St from 2 to 4 lanes	0.80	\$834	\$2,319	F		
Widen Phillips Blvd from LA County Line to East End Ave from 2 to 4 lanes	0.02	\$103	\$287	F		
Widen Phillips Blvd from East End Ave to Roswell Ave from 2 to 4 lanes	0.50	\$346	\$962	F		
Widen Phillips Blvd from Roswell Ave to Yorba Ave from 2 to 4 lanes	2.00	\$2,986	\$8,299	F		
Widen Pipe Line Av from Phillips Blvd to Mission Blvd from 2 to 4 lanes	1.64	\$2,808	\$7,805	F		
Install traffic signal on Phillips Blvd @ Benson Ave	N/A	\$150	\$461	F		
Install traffic signal on Phillips Blvd @ Monte Vista Ave	N/A	\$375	\$800	F		
Install traffic signal on Phillips Blvd @ Pipe Line Ave	N/A	\$299	\$800	F		
Install traffic signal on Phillips Blvd @ Ramona Ave	N/A	\$375	\$800	F		
Montclair Sphere Total	8.64	\$11,756	\$32,202			

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

Attachment 1

Arterial Projects

(\$ in thousands)

REDLANDS DONUT HOLE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Install traffic signal on Lugonia @ Nevada St	N/A	\$299	\$600	F		
Install traffic signal on Palmetto Ave @ Alabama St	N/A	\$598	\$1,662	C	2013	
Install traffic signal on Palmetto Ave @ Nevada St	N/A	\$449	\$600	F		
Install traffic signal on Palmetto Ave @ California St	N/A	\$150	\$461	F		
Redlands Donut Hole Total		\$1,496	\$3,323			

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Attachment 1
Arterial Projects
(\$ in thousands)

REDLANDS SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Ph 1: Widen Colton Ave from Wabash Ave to King/Agate Ave from 2 to 4 lanes	1.52	\$575	\$575	\$1,768	C	2011	
Ph 2: Widen Colton Ave from King/Agate Ave to Crafton Ave from 3 to 4 lanes	0.25	\$442	\$442	\$1,228	D		
Widen Crafton Hills Parkway from Overcrest to Tennessee from 0 to 2 lanes	1.02	\$6,507	\$6,507	\$18,085	F		
Widen Fifth Ave from Wabash Ave to Crafton Ave from 2 to 4 lanes	2.06	\$2,978	\$2,978	\$8,277	F		
Widen Florida St from Greenspot Rd to Garnet St from 2 to 4 lanes	1.50	\$3,068	\$3,068	\$8,527	F		
Widen Garnet St from SR-38 to 0.57 mi s/o Newport Ave from 2 to 4 lanes	0.26	\$371	\$371	\$1,030	F		
Widen Garnet St from 0.29 mi s/o Newport Ave to Florida St from 2 to 4 lanes	1.20	\$1,974	\$1,974	\$5,486	F		
Widen Garnet St from 0.08 m s/o Mentone Ave to Mentone Ave from 2 to 4 lanes	0.16	\$267	\$267	\$741	F		
Widen Garnet St from Mentone Ave to SR 38 from 2 to 4 lanes	0.24	\$423	\$423	\$1,174	F		
Widen Greenspot Rd from 0.19 m n/o Florida St to Florida St from 2 to 4 lanes	0.34	\$387	\$387	\$1,076	F		
Widen San Bernardino Ave from Wabash Ave to Opal Ave from 2 to 4 lanes	0.60	\$749	\$749	\$2,081	F		
Widen Wabash Ave from 0.30 mi s/o Seventh St to 0.13 mi n/o Seventh St from 2 to 4	0.86	\$1,007	\$1,007	\$2,800	F		
Widen Wabash Ave from 6th Ave to 5th Ave from 2 to 4 lanes	0.50	\$312	\$312	\$867	F		
Widen Wabash Ave from SR-38 to San Bernardino Ave from 2 to 4 lanes	1.00	\$552	\$552	\$1,696	F		
Install traffic signal on Colton Ave @ Wabash Ave	0.00	\$299	\$299	\$920	F		
Install traffic signal on Crafton Hills Pkwy @ Wabash Ave	0.00	\$598	\$598	\$800	F		
Install traffic signal on Fifth Ave @ Wabash Ave	0.00	\$150	\$150	\$460	F		
Install traffic signal on Florida St @ Garnet St	0.00	\$598	\$598	\$800	F		
Install traffic signal on Garnet St @ SR-38	0.00	\$299	\$299	\$920	F		
Install traffic signal on San Bernardino Ave @ Wabash Ave	0.00	\$150	\$150	\$460	F		
Redlands Sphere Total	11.51	\$21,705	\$21,705	\$59,199			

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

Attachment 1
Arterial Projects
(\$ in thousands)

RIALTO SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Alder Ave from Jurupa Ave to .12M north from 2 to 4 lanes	0.24	\$388	\$500	F		
Widen Alder Ave from .12m n. Jurupa to Slover Ave from 2 to 4 lanes	1.80	\$2,459	\$6,834	F		
Widen El Rivino Rd from Cedar Av to Agua Mansa Rd from 2 to 4 lanes	2.26	\$2,016	\$5,603	F		
Widen Jurupa Ave from Locust Ave to Cedar Ave from 2 to 5 lanes	2.34	\$1,999	\$5,555	F		
Widen Jurupa Ave from Lilac Ave to 0.09 mi w/o Willow Ave from 2 to 5 lanes	0.51	\$819	\$2,275	F		
Widen Jurupa Ave from Tamarind Ave to Alder Ave from 0 to 5 lanes	0.78	\$896	\$2,489	F		
Widen Jurupa Ave from Cedar Ave to Lilac Ave from 2 to 5 lanes	3.00	\$3,639	\$6,000	F		
Widen Locust Ave from Seventh St to Eleventh St from 2 to 4 lanes	0.54	\$524	\$1,457	F		
Widen Locust Ave from Jurupa Ave to Santa Ana Ave from 2 to 4 lanes	1.04	\$1,991	\$5,535	F		
Widen Locust Ave from Santa Ana Ave to Slover Ave from 2 to 4 lanes	0.96	\$1,570	\$4,363	F		
Widen Locust Ave from San Bernardino Ave to Randall Ave from 2 to 4 lanes	1.00	\$1,623	\$4,511	F		
Widen Locust Ave from Valley Blvd to San Bernardino Ave from 2 to 4 lanes	1.00	\$1,330	\$3,698	F		
Widen Randall Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	1.50	\$737	\$2,047	F		
Widen San Bernardino Ave from Laurel Ave to Rialto City Limits from 2 to 4 lanes	2.64	\$2,826	\$7,854	F		
Widen Santa Ana Ave from Locust Ave to Cedar Ave from 2 to 4 lanes	1.50	\$1,590	\$4,418	F		
Widen Santa Ana Ave from Cedar Ave to 0.12 mi e/o Cactus Ave from 2 to 4 lanes	1.76	\$2,077	\$5,772	F		
Widen Santa Ana Ave from Tamarind to Locust Ave from 2 to 4 lanes	1.52	\$2,481	\$6,896	F		
Ph 1: Widen Slover Ave from Cedar Ave to Larch Ave from 2 to 4 lanes	0.50	\$349	\$1,459	C	2010	Estimate will be automatically calculated by index when final cost is entered
Ph A: Widen Slover Ave from Alder Ave to Linden Ave from 2 to 4 lanes	2.00	\$4,976	\$13,466	C	2015	Estimate will be automatically calculated by index when final cost is entered
Ph B: Widen Slover Ave from Tamarind Ave to Alder Ave & from Linden Ave to Cedar Ave from 2 to 4 lanes	1.00	\$5,327	\$7,510	C	2017	Estimate will be automatically calculated by index when final cost is entered
Ph C: Widen Slover Ave from Larch Ave to Cactus Ave from 2 to 4 lanes	1.00	\$2,036	\$6,262	F		
Install traffic signal on Jurupa Ave @ Alder Ave	N/A	\$299	\$920	F		
Install traffic signal on Jurupa Ave @ Locust Ave	N/A	\$299	\$920	F		
Install traffic signal on Randall Ave @ Locust Ave	N/A	\$150	\$461	F		
Install traffic signal on Santa Ana Ave @ Alder Ave	N/A	\$598	\$800	F		
Install traffic signal on Santa Ana Ave @ Locust Ave	N/A	\$598	\$800	F		
Rialto Sphere Total	28.89	\$43,596	\$108,406			

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

Attachment: Attachment 1 - Nexus25 - All Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
 (\$ in thousands)

SAN BERNARDINO SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	Final Project Cost	2025 Notes
Widen Del Rosa Ave from Del Rosa Dr to San Bernardino City Limits from 2 to 4 lanes	0.16	\$83	\$83	\$230	F			
Widen Fifth St from Waterman Ave to Pedley Rd from 2 lanes to 4 lanes	0.90	\$1,160	\$1,160	\$3,224	F			
Widen Fifth St from Pedley Rd to Tippecanoe Ave from 2 lanes to 4 lanes	0.74	\$765	\$765	\$2,127	F			
Widen Kendall Dr from Palm Ave to Cajon Blvd from 2 lanes to 4 lanes	3.18	\$4,669	\$4,669	\$12,977	F			
Widen Slate St from Adams St N/Nolan St from 2 lanes to 4 lanes	2.00	\$6,750	\$6,750	\$18,761	D			
San Bernardino Sphere Total	6.98	\$13,427	\$13,427	\$37,319				

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
 (\$ in thousands)

UPLAND SPHERE

Arterial Description	Lane-Miles	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Euclid Ave from 24th St to Mountain Ave from 2 lanes to 4 lanes	1.92	\$2,641	\$7,339	F		
Widen Mountain Ave from 23rd St to Euclid Ave from 2 lanes to 4 lanes	2.44	\$3,522	\$9,789	F		
Widen San Antonio Ave from 23rd to 24th from 2 lanes to 4 lanes	0.52	\$290	\$807	F		
Widen San Antonio Crescent East from 24th St to San Antonio Crescent West	0.12	\$102	\$285	F		
Install traffic signal on Mountain Ave @ Euclid Ave	N/A	\$598	\$800	F		
Upland Sphere Total	5.00	\$7,154	\$19,020			

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
(\$ in thousands)

VICTORVILLE SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	2025 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Yates Rd from 0.24M n/o Chinquapin Dr to Fortuna Rd from 2 to 4 lanes	2.46	\$11,089	\$11,089	\$11,987	C	2023	
Widen Baldy Mesa Rd from Mesa St to Duncan Rd from 2 to 4 lanes	3.00	\$3,398	\$3,398	\$9,443	F		
Widen/Pave Baldy Mesa Rd from Duncan Rd to Palmdale (SH 18), pave 2 lanes/widen 2 to 4 lanes	3.00	\$3,595	\$3,595	\$9,993	F		
Pave Duncan Road from Caughlin Rd to Baldy Mesa Rd	4.00	\$2,012	\$2,012	\$5,591	F		
Widen Duncan Road from Caughlin Rd to Monte Vista from 2 to 4 lanes	5.88	\$6,617	\$6,617	\$18,390	F		
Victorville Sphere Total	18.34	\$26.711	\$26.711	\$55.404			

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and

Attachment 1
Arterial Projects
 (\$ in thousands)

YUCAIPA SPHERE

Arterial Description	Lane-Miles	2021 Cost Estimate	2023 Cost Estimate	2023 Cost Estimate	Status (C, D, F, or R)*	If C, year of completion	2025 Notes
Widen Bryant St from Juniper Ave to SR-38 from 2 to 4 lanes	0.30	\$583	\$583	\$1,620	F		
Install traffic signal on Bryant @ SR-38	0.00	\$299	\$299	\$920	F		
Yucaipa Sphere Total	0.30	\$882	\$882	\$2,540			

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

Attachment: Attachment 1 - Nexus25_All_Arterials with Highlights (12065 : 2025 Update of the Development Mitigation Nexus Study and



San Bernardino County Transportation Authority

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

Development Mitigation Nexus Study

Appendix G

of the

SBCTA Congestion Management Program

prepared by the

San Bernardino County Transportation Authority (SBCTA)

2025

Attachment: Attachment 2 - Nexus25_All_AppendixG (12065 : 2025 Update of the Development Mitigation Nexus Study and Network)

Preface to the SBCTA Development Mitigation Nexus Study

The SBCTA Development Mitigation Nexus Study was originally approved by the San Bernardino Associated Governments (SBCTA), acting as the San Bernardino County Congestion Management Agency (CMA), on October 5, 2005. It has been revised based on amendments approved by the SBCTA Board of Directors (Board) on the following dates:

- July 5, 2006,
- October 4, 2006,
- November 1, 2006,
- January 10, 2007,
- March 7, 2007,
- November 7, 2007,
- November 4, 2009,
- November 2, 2011,
- November 6, 2013,
- February 3, 2016,
- July 11, 2018,
- July 10, 2019,
- September 9, 2020,
- June 1, 2022, and
- April 3, 2024.

The Nexus Study has been incorporated into the SBCTA Congestion Management Program (CMP) as **Appendix G**. SBCTA serves as the CMA responsible for implementing and maintaining the CMP. This update includes a complete revision of project cost estimates, superseding prior updates that generally involved the use of escalation factors. This document serves as the final version for the 2023 update to the Nexus Study, which is required by the Development Mitigation Program implementation language included in **Appendix F** of the CMP and the Measure I 2010-2040 Strategic Plan. This update reflects comments from members of the Transportation Technical Advisory Committee (TTAC), as presented to the SBCTA General Policy Committee on May 13, 2026, and subsequently to the SBCTA Board on June 3, 2026.

Background

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

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

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

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

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

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

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

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

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

Overview of the Nexus Study

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

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

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

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

The Nexus Study does not dictate how local jurisdictions develop and implement their development mitigation programs to achieve the development contribution levels specified in this report. Local jurisdictions have substantial flexibility in their program approach. In addition,

the SBCTA Nexus Study does not dictate per-unit contribution levels (or development fees) by land use type. Each jurisdiction must develop its own schedule of fees or other per-unit mitigation levels that can be demonstrated to achieve the development contribution levels specified in this Nexus Study by facility type. **Appendix F** of the CMP also indicates that cities and the County may make arrangements to combine the required development contribution levels for each jurisdiction and its sphere and to develop a unified development mitigation program for the city and the sphere. For example, if a city is using a development impact fee (DIF) program to meet the SBCTA requirements, a common fee structure for the city and sphere could be established. The City and County would need to establish the appropriate legal agreements and administrative processes to manage such a joint program. The information in the SBCTA Nexus Study allows for either separate or joint city/County programs. If a joint program is pursued, the city and County would add the development contribution levels for both the city and sphere area.

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

The Regional Transportation System

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

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

Figure 1. Nexus Network—Valley

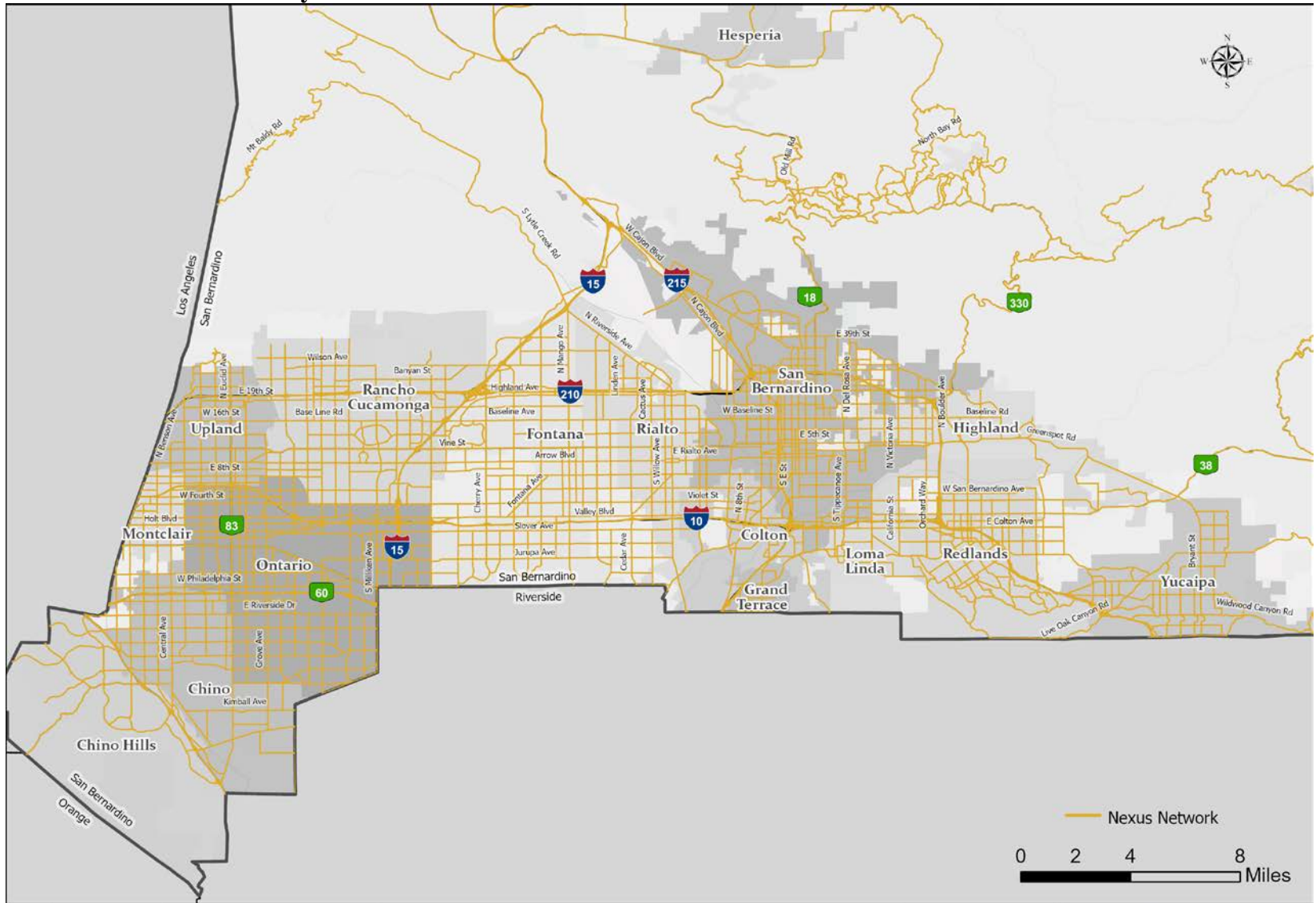
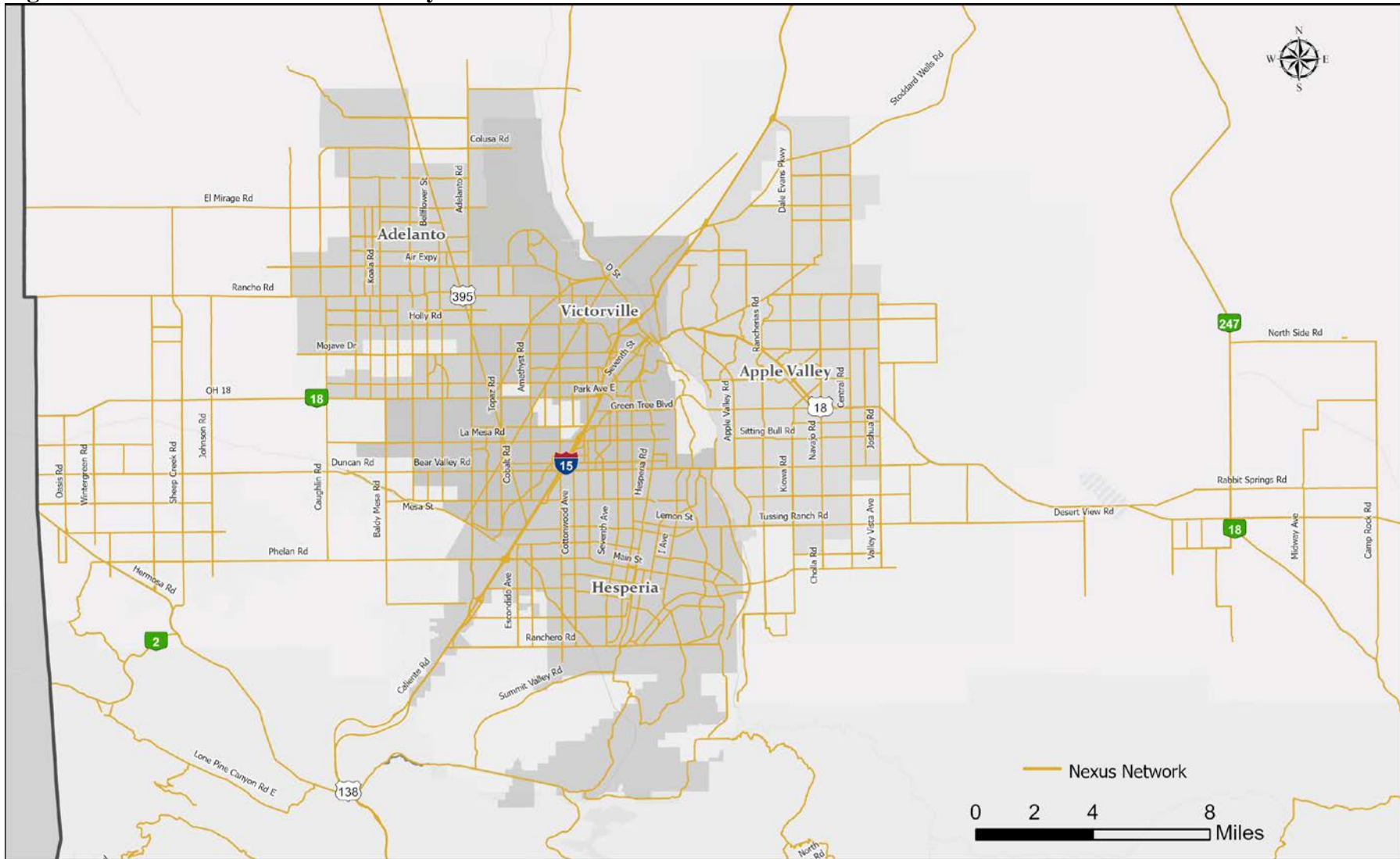


Figure 2. Nexus Network—Victor Valley



Forecast Growth by Jurisdiction

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

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

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

Table 1. Summary of Growth Data for Cities

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

Table 2. Summary of Growth Data for Spheres of Influence

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

Costs of Arterial, Interchange, and Railroad Grade Crossing Improvements

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



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

arterials may not be constructed by 2040 but rather may still be constructed subsequent to the current Measure I, using an as-yet unidentified public funding source.




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

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

Table 3
Interchange Improvements and 2025 Costs,
Including a Comparison to 2023 Nexus Study Costs

Interchange	Lead Agency	2023 Estimate (\$Millions)	2025 Estimate (\$Millions)	Federal Earmark/State Buy-Down (\$Millions)	Source of Cost Estimate	Year Estimate Prepared	
	Ramona	Chino	\$30.00	\$30.00		SBCTA	2011
	Central	SBCTA	\$36.62	\$38.61		SBCTA-CON	2025
	Mountain	Ontario/	\$15.00	\$15.00		Ontario DIF	2012
	Euclid:						
	- Phase 1 (Widen WB exit)	Caltrans	\$0.52	\$0.52	\$0.26	Ontario DIF & SBCTA	2015
	- Phase 2 (Widen EB exit)	Ontario	\$0.69	\$0.69			2015
	- Phase 3 (Widen EB/	Ontario	\$9.39	\$9.39			2015
	Grove	Ontario	\$50.81	\$50.81		Ontario DIF	2012
	Vineyard	Ontario	\$50.81	\$50.81		Ontario DIF	2012
	Archibald	SBCTA	\$27.70	\$27.70		SBCTA	2020
	Monte Vista	Montclair	\$33.15	\$33.15		SBCTA	2020
	Euclid	Upland	\$8.97	\$8.97		SBCTA	2020
	Grove/4th	Ontario	\$21.57	\$21.57	\$3.83	Ontario	2020
	Vineyard	Ontario	\$3.01	\$3.01		SBCTA	2020
	Cherry*	SBCTA	\$116.27	\$125.57	\$1.46	SBCTA	2017
	Beech	Fontana	\$114.00	\$114.00		Fontana	2011
	Citrus*	SBCTA	\$90.57	\$97.82		SBCTA	2013
	Alder	Fontana	\$99.00	\$99.00		Fontana	2011
	Cedar	County	\$112.67	\$132.81		SBCTA-CON	2025
	Riverside						
	- Phase 1 (Ramps)*	SBCTA	\$52.70	\$52.70		SBCTA/ SBCTA	2014
	- Phase 2 (Bridge)	Rialto	\$37.95	\$37.95	\$8.80		2020
	Pepper:						
	- Pepper/Valley*	Colton/	\$17.23	\$17.23	\$7.10	PAA	2011
	- Ramps/Bridge*	Colton/	\$9.93	\$9.93		SBCTA	2019
	Mt. Vernon	Colton	\$81.48	\$89.42		SBCTA-	2025
	Tippecanoe*	SBCTA	\$79.14	\$79.14	\$35.30	SBCTA	2015
	Mountain View	Loma Linda	\$25.45	\$25.45		SBCTA	2015
	California	Redlands	\$58.50	\$58.50		SBCTA	2011
	Alabama	SBCTA	\$14.49	\$13.57		SBCTA-CON	2025
	University	Redlands	\$6.61	\$6.61		SBCTA	2023
	Wabash	County	\$40.00	\$40.00		County	2013
	Live Oak*	SBCTA	\$17.94	\$17.94		PAA	2011
Wildwood	Yucaipa	\$1.75	\$1.75		Yucaipa	2020	

SBCTA Development Mitigation Nexus Study
Appendix G
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	6th/Arrow	Rancho	\$91.30	\$91.30		FTIP	2013
	Baseline*	Rancho	\$48.97	\$48.97	\$31.00	SBCTA	2016
	Duncan Canyon*	Fontana	\$39.53	\$39.53	\$2.10	Fontana	2013
	Sierra	Rialto	\$13.89	\$13.89		SBCTA	2011
	Ranchero*	Hesperia	\$64.26	\$64.26	\$7.80	Hesperia	2015
	Muscotel	Hesperia	\$71.00	\$71.00		Project DB	2011
	Eucalyptus	Hesperia	\$61.00	\$61.00		FTIP	2013
	Bear Valley	Victorville	\$25.00	\$25.00		Victorville	2009
	La Mesa/Nisqualli*	Victorville	\$121.50	\$121.50	\$9.40	Victorville	2015
	University	SB City	\$23.14	\$26.62		SBCTA-CON	2025
	Campus	SB City	\$60.00	\$60.00		SB City	2015
	Palm	SB City	\$11.60	\$145.00		SB City	2015
	Waterman	SB City	\$8.63	\$10.17		SBCTA-CON	2025
	Del Rosa	SB City	\$38.00	\$40.00		SBCTA	2025
	Baseline	SBCTA	\$32.07	\$30.23		SBCTA	2025
	5th	Highland	\$15.83	\$15.83		Highland	2020

*Completed Project: Escalated Cost

Definitions

PSR – Project Study Report

PPR – Project Programming Request provided by local jurisdiction or SBCTA

PAA – Project Advancement Agreement

FTIP – Federal Transportation Improvement Program

DRAFT

Methodology for Estimating the Proportion of Costs Attributable to New Development

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

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

Methodology for Arterial Project Fair Share

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

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

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

Methodology for Interchange Project Fair Share

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

Figure 3. Traffic Sheds Valley

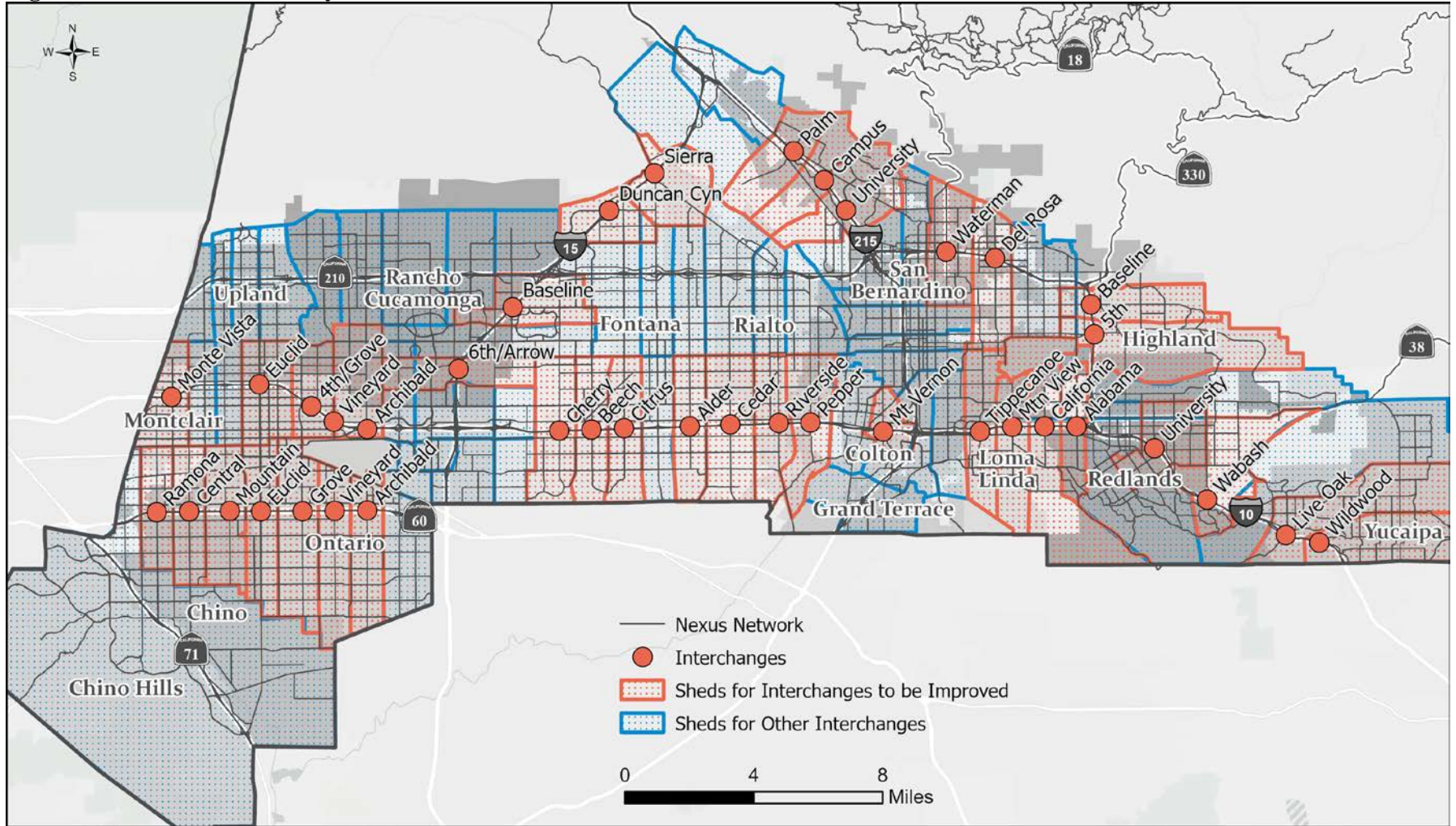
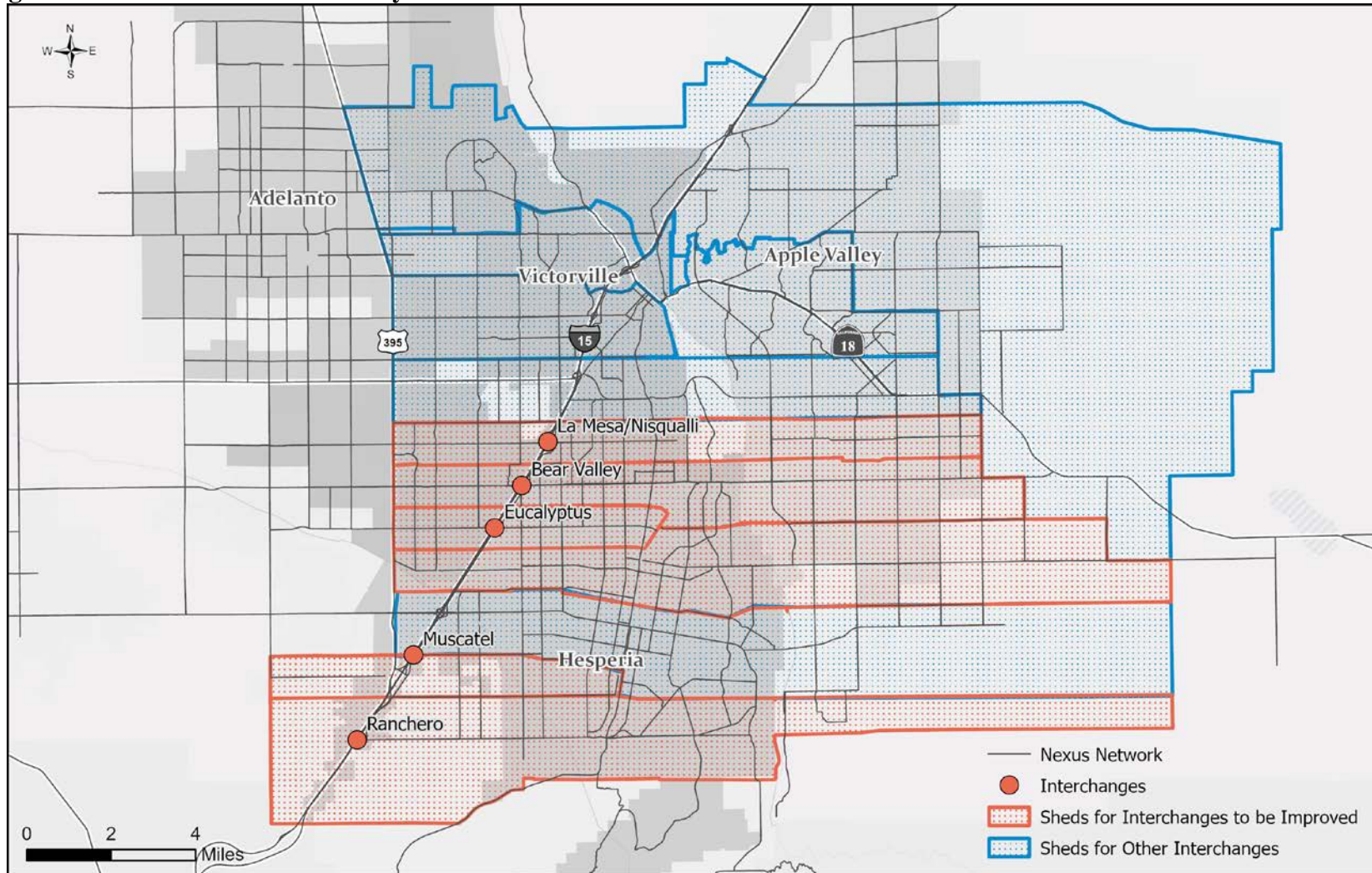


Figure 4. Traffic Sheds Victor Valley



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

Methodology for Railroad Grade Crossing Project Fair Share

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

Estimated Development Contribution Levels by Jurisdiction and Sphere Area

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

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

Fwy.	Interchange	Fair Share %	2025 Cost (\$mill)	Buy Down	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	San Bernardino Sphere	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	Apple Valley	Apple Valley Sphere			
SR-60	Ramona	31.3%	\$30.00		53.6%	16.7%	7.7%	22.0%																													
	Central	58.8%	\$38.61		91.8%	0.9%	0.6%	6.7%																													
	Mountain	46.2%	\$15.00		49.6%						50.4%																										
	Euclid	44.5%	\$10.60	(\$0.26)	43.0%						57.0%																										
	Grove	48.3%	\$50.81		1.2%						98.8%																										
	Vineyard	60.3%	\$50.81		6.7%						93.3%																										
Archibald	66.1%	\$27.70								100.0%																											
I-10	Monte Vista	24.1%	\$33.15				73.5%			26.5%																											
	Euclid	17.4%	\$8.97						60.0%		40.0%																										
	Grove/4th	17.1%	\$21.57	(\$3.83)					13.7%		63.7%			22.6%																							
	Vineyard	60.0%	\$3.01								100.0%																										
	Cherry*	35.4%	\$125.57	(\$1.46)								36.0%	64.0%																								
	Beech	50.0%	\$114.00									69.9%	30.1%																								
	Citrus*	38.4%	\$97.82									99.4%	0.6%																								
	Alder	50.0%	\$99.00									71.2%																									
	Cedar	30.0%	\$132.81									11.9%				19.5%	68.6%																				
	Riverside, Phase I*	27.4%	\$52.70	(\$8.8)												65.9%	7.9%	26.2%																			
	Riverside, Phase II	27.4%	\$37.95													65.9%	7.9%	26.2%																			
	Pepper, Phase I*	34.0%	\$17.23														1.8%	91.9%	2.2%	4.1%																	
	Pepper, Phase II	34.0%	\$9.93	(\$7.1)													1.8%	91.9%	2.2%	4.1%																	
	Mt. Vernon	5.1%	\$89.42															100.0%																			
	Tippecanoe*	34.6%	\$79.14	(\$35.3)																50.0%		50.0%															
	Mountain View	37.8%	\$25.45																	20.0%		70.0%	6.1%	3.9%													
	California	47.8%	\$58.50																			37.9%	22.4%	14.6%	25.2%												
Alabama	50.5%	\$13.57																						34.9%	65.1%												
University	17.9%	\$6.61																					100.0%														
Wabash	35.8%	\$40.00																						12.5%		87.5%											
Live Oak*	37.0%	\$17.94																						1.0%				99.0%									
Wildwood	50.0%	\$1.75																										100.0%									
I-15	6th/Arrow	50.0%	\$91.30										10.0%	90.0%																							
	Baseline*	50.0%	\$48.97	(\$13.0)								33.4%		66.6%																							
	Duncan Canyon*	77.3%	\$39.53	(\$2.1)								99.1%	0.9%																								
	Sierra	80.3%	\$13.89									27.9%	1.4%			64.6%	6.1%																				
	Ranchero*	57.5%	\$64.26	(\$7.8)																																0.9%	
	Joshua/Muscatel	58.7%	\$71.00																																		
	Eucalyptus	57.4%	\$61.00																																		
Bear Valley	31.3%	\$25.00																																			
La Mesa*	50.0%	\$121.50	(\$9.4)																																		
I-215	University	15.8%	\$26.62	(\$0.7)												2.2%				42.9%	54.9%																
	Pepper/Linden	50.0%	\$60.00																	100.0%																	
	Palm	35.7%	\$145.00																	50.0%	50.0%																
SR-210	Waterman	18.2%	\$10.17																	100.0%																	
	Del Rosa	32.8%	\$40.00																	63.0%	9.0%																
	Baseline	41.9%	\$30.23																																		
5th	44.1%	\$15.83																						1.4%													
Total			\$1,567.09	(\$89.7)																																	

* Interchange has been completed and project cost has been escalated.

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

Fwy.	Interchange	Fair Share %	2025 Cost (\$mill)	Buy Down	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	San Bernardino Sphere	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	Apple Valley	Apple Valley Sphere	
SR-60	Ramona	31.3%	\$30.00		\$5.03	\$1.57	\$0.72	\$2.07																											
	Central	58.8%	\$38.61		\$20.84	\$0.20	\$0.14	\$1.52																											
	Mountain	46.2%	\$15.00		\$3.44						\$3.49																								
	Euclid	44.5%	\$10.60	(\$0.26)	\$1.98						\$2.62																								
	Grove	48.3%	\$50.81		\$0.29						\$24.25																								
	Vineyard	60.3%	\$50.81		\$2.05						\$28.59																								
I-10	Archibald	66.1%	\$27.70							\$18.31																									
	Monte Vista	24.1%	\$33.15				\$5.87			\$2.12																									
	Euclid	17.4%	\$8.97						\$0.94		\$0.62																								
	Grove/4th	17.1%	\$21.57	(\$3.83)					\$0.42		\$1.93		\$0.69																						
	Vineyard	60.0%	\$3.01								\$1.80																								
	Cherry*	35.4%	\$125.57	(\$1.46)								\$15.82	\$28.12																						
	Beech	50.0%	\$114.00									\$39.84	\$17.16																						
	Citrus*	38.4%	\$97.82									\$37.34	\$0.23																						
	Alder	50.0%	\$99.00									\$35.24					\$14.26																		
	Cedar	30.0%	\$132.81									\$4.74			\$7.77	\$27.33																			
	Riverside, Phase I*	27.4%	\$52.70	(\$8.8)											\$7.92	\$0.95	\$3.15																		
	Riverside, Phase II	27.4%	\$37.95												\$6.85	\$0.82	\$2.73																		
	Pepper, Phase I*	34.0%	\$17.23													\$0.11	\$5.38	\$0.13	\$0.24																
	Pepper, Phase II	34.0%	\$9.93	(\$7.1)												\$0.02	\$0.88	\$0.02	\$0.04																
	Mt. Vernon	5.1%	\$89.42														\$4.56																		
	Tippecanoe*	34.6%	\$79.14	(\$35.3)																\$7.59		\$7.59													
	Mountain View	37.8%	\$25.45																	\$1.92		\$6.73	\$0.59	\$0.38											
	California	47.8%	\$58.50																			\$10.59	\$6.26	\$4.08	\$7.04										
	Alabama	50.5%	\$13.57																				\$2.39	\$4.46											
	University	17.9%	\$6.61																				\$1.18												
Wabash	35.8%	\$40.00																				\$1.79	\$12.53												
Live Oak*	37.0%	\$17.94																				\$0.07					\$6.57								
Wildwood	50.0%	\$1.75																									\$0.88								
I-15	6th/Arrow	50.0%	\$91.30										\$4.57	\$41.09																					
	Baseline*	50.0%	\$48.97	(\$13.0)								\$6.01		\$11.98																					
	Duncan Canyon*	77.3%	\$39.53	(\$2.1)								\$28.70	\$0.26																						
	Sierra	80.3%	\$13.89									\$3.11	\$0.16		\$7.20	\$0.68																			
	Ranchero*	57.5%	\$64.26	(\$7.8)																									\$30.24	\$1.91				\$0.29	
	Joshua/Muscadel	58.7%	\$71.00																										\$39.59	\$2.09					
	Eucalyptus	57.4%	\$61.00																										\$18.63		\$16.39				
	Bear Valley	31.3%	\$25.00																										\$1.17		\$4.15		\$2.43	\$0.08	
La Mesa*	50.0%	\$121.50	(\$9.4)																									\$44.16	\$0.90		\$10.98				
I-215	University	15.8%	\$26.62	(\$0.7)												\$0.09			\$1.76	\$2.24															
	Pepper/Linden	50.0%	\$60.00																\$30.00																
	Palm	35.7%	\$145.00																\$25.88	\$25.88															
SR-210	Waterman	18.2%	\$10.17																\$1.85																
	Del Rosa	32.8%	\$40.00																\$8.27	\$1.18						\$3.67									
	Baseline	41.9%	\$30.23																							\$12.67									
	5th	44.1%	\$15.83																\$0.36				\$0.05			\$6.52									
Total																																			
				\$1,567.09	(\$89.7)	\$33.64	\$1.77	\$6.73	\$3.59	\$1.35	\$2.12	\$81.62	\$170.81	\$50.48	\$53.75	\$29.74	\$44.26	\$16.71	\$0.15	\$77.91	\$29.31	\$24.91	\$6.84	\$9.93	\$11.50	\$12.53	\$22.86	\$7.45	\$89.63	\$4.00	\$64.70	\$0.90	\$0.00	\$13.41	\$0.37

* Interchange has been completed and project cost has been escalated.

Table 6. Railroad Grade Crossing Projects on Nexus Study Network

Description	Location	Local Share	Ratio Train Growth to 2030	Buy Down	Buy Down 2015-2025 Escalation	2023 Cost Allocation to Development (\$1000s)	2025 Cost Allocation to Development (\$1000s)
Olive Street in Colton on the San Bernardino Line	Colton	0.0%	55%			\$0	\$0
Valley Boulevard in Colton on the San Bernardino Line	Colton	0.0%	55%			\$0	\$0
Laurel Street in Colton (Replaces Valley)	Colton	19.6%	55%	(\$10,334)	(\$22,768)	\$9,861	\$21,727
Fogg Street in Colton (Replaces Olive)	Colton	19.6%	55%			\$4,836	\$10,655
Widen Mount Vernon Avenue grade separation in Colton on the Alhambra Line	Colton	0.0%	55%			\$0	\$0
In Fontana on Citrus Avenue At Santa Fe Railroad, Construct Undercrossing For Existing 4 Lanes	Fontana	0.0%	55%			\$0	\$0
Main Street in Grand Terrace on the San Bernardino Line	Grand Terrace	18.0%	55%			\$5,220	\$11,502
In Hesperia on Rancho Road 7th Avenue To Danbury, Realign Road, Construct Railroad Undercrossing	Hesperia	26.5%	55%	(\$9,070)	(\$19,983)	\$6,084	\$13,406
Mauna Loa/Lemon and BNSF Grade Separation (costs from feasibility study)	Hesperia	26.5%	55%			\$15,906	\$35,044
Eucalyptus Road in Hesperia on the BNSF Line	Hesperia	0.0%	55%			\$0	\$0
Beaumont Avenue in Loma Linda on the Yuma Line	Loma Linda	17.5%	55%			\$4,352	\$9,588
Monte Vista Avenue in Montclair at the UPRR Crossing	Montclair	8.5%	55%	(\$2,090)	(\$4,605)	\$2,502	\$5,512
Widen Central Avenue grade separation in Montclair on the Alhambra and Los Angeles Lines	Montclair	0.0%	55%			\$0	\$0
Archibald Avenue in Ontario on the Los Angeles Line	Ontario	20.0%	55%			\$11,881	\$26,177
North Milliken Avenue in Ontario on the Alhambra Line	Ontario	20.0%	55%	(\$7,161)	(\$15,777)	\$6,683	\$14,724
South Milliken Avenue in Ontario on the Los Angeles Line	Ontario	20.0%	55%	(\$2,482)	(\$5,468)	\$12,254	\$26,998
Vineyard Avenue in Ontario on the Alhambra Line	Ontario	20.0%	55%	(\$2,074)	(\$4,570)	\$8,609	\$18,969
Haven Avenue in Rancho Cucamonga at Metrolink Crossing	Rancho	12.9%	55%			\$2,721	\$5,994
Railroad crossing safety improvements at San Timoteo Road in Redlands on the Yuma Line	Redlands	10.4%	55%			\$204	\$449
Palm Avenue in San Bernardino on the Cajon Line	San Bernardino	14.6%	55%	(\$7,130)	(\$15,709)	\$2,410	\$5,310
Rialto Avenue in San Bernardino on the San Bernardino Line	San Bernardino	14.6%	55%			\$3,760	\$8,284
Hunts Lane in San Bernardino/Colton on the Yuma Line	S. Bern./Colton	17.1%	55%	(\$9,499)	(\$20,929)	\$3,309	\$7,291
Glen Helen Parkway in San Bernardino County on Cajon Line	County	28.0%	55%	(\$2,320)	(\$5,112)	\$8,021	\$17,673

**Table 7. Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for Cities (through year 2030)
 Cost in Millions of 2025 dollars**

Previous:

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

Update:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Development Share %)	2025					
		Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto	63.5%	\$898.11	\$570.32	\$327.79	\$0.00	\$0.00	\$570.32
Apple Valley	55.0%	\$435.84	\$239.89	\$195.96	\$13.41	\$0.00	\$253.30
Chino	35.2%	\$339.99	\$119.53	\$220.46	\$33.64	\$0.00	\$153.16
Chino Hills	13.7%	\$72.67	\$9.95	\$62.72	\$0.00	\$0.00	\$9.95
Colton	43.6%	\$124.24	\$54.12	\$70.13	\$16.71	\$32.38	\$103.21
Fontana	32.1%	\$859.82	\$276.14	\$583.68	\$170.81	\$0.00	\$446.95
Grand Terrace	39.9%	\$16.16	\$6.45	\$9.70	\$0.00	\$11.50	\$17.95
Hesperia	58.9%	\$481.30	\$283.63	\$197.67	\$89.63	\$48.45	\$421.71
Highland	46.4%	\$287.41	\$133.39	\$154.02	\$22.86	\$0.00	\$156.25
Loma Linda	38.8%	\$160.64	\$62.38	\$98.26	\$24.91	\$9.59	\$96.88
Montclair	18.9%	\$30.00	\$5.68	\$24.32	\$6.73	\$5.51	\$17.92
Ontario	44.4%	\$722.88	\$320.84	\$402.04	\$81.62	\$86.87	\$489.33
Rancho Cucamonga	28.7%	\$246.55	\$70.75	\$175.80	\$53.75	\$5.99	\$130.50
Redlands	23.1%	\$70.57	\$16.31	\$54.26	\$9.93	\$0.45	\$26.69
Rialto	40.9%	\$271.04	\$110.74	\$160.30	\$29.74	\$0.00	\$140.48
San Bernardino	32.4%	\$370.44	\$119.96	\$250.48	\$77.91	\$13.59	\$211.47
Upland	39.4%	\$84.43	\$33.27	\$51.15	\$1.35	\$0.00	\$34.63
Victorville	49.0%	\$144.40	\$70.80	\$73.60	\$64.70	\$0.00	\$135.50
Yucaipa	30.9%	\$276.94	\$85.57	\$191.38	\$7.45	\$0.00	\$93.01
Total		\$5,893.45	\$2,589.72	\$3,303.73	\$705.16	\$214.34	\$3,509.22

Attachment: Attachment 2 - Nexus25_All_AppendixG (12065 : 2025 Update of the Development Mitigation Nexus Study and Network)

**Table 8. Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for Sphere Areas (through 2030)
Costs in Millions of 2025 dollars**

Previous:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	2023					
		Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto Sphere	63.0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$38.30	\$21.89	\$16.41	\$0.37	\$0.00	\$22.26
Chino Sphere	36.7%	\$28.84	\$10.57	\$18.26	\$1.76	\$0.00	\$12.34
Colton Sphere	37.2%	\$6.95	\$2.59	\$4.37	\$0.15	\$0.00	\$2.74
Devore/Glen Helen	62.2%	\$17.69	\$11.00	\$6.69	\$0.00	\$0.00	\$11.00
Fontana Sphere	41.7%	\$70.58	\$29.47	\$41.12	\$48.36	\$0.00	\$77.83
Hesperia Sphere	41.5%	\$41.20	\$17.11	\$24.09	\$4.00	\$0.00	\$21.12
Loma Linda Sphere	72.3%	\$0.00	\$0.00	\$0.00	\$6.84	\$0.00	\$6.84
Montclair Sphere	36.6%	\$11.76	\$4.30	\$7.45	\$3.51	\$0.00	\$7.81
Redlands Sphere	35.5%	\$21.71	\$7.71	\$14.00	\$12.53	\$0.00	\$20.24
Redlands Donut Hole	62.0%	\$1.50	\$0.93	\$0.57	\$11.80	\$0.00	\$12.73
Rialto Sphere	37.6%	\$43.60	\$16.41	\$27.18	\$40.48	\$0.00	\$56.89
San Bernardino Sphere	23.1%	\$13.43	\$3.11	\$10.32	\$5.14	\$0.00	\$8.24
Upland Sphere	38.7%	\$7.15	\$2.77	\$4.39	\$2.12	\$0.00	\$4.88
Victorville Sphere	17.8%	\$26.71	\$4.74	\$21.97	\$0.90	\$0.00	\$5.64
Yucaipa Sphere	39.5%	\$0.88	\$0.35	\$0.53	\$0.00	\$0.00	\$0.35
Total		\$330.30	\$132.95	\$197.34	\$137.96	\$0.00	\$270.91

Update:

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	2025					
		Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto Sphere	63.0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$29.57	\$16.90	\$12.67	\$0.37	\$0.00	\$17.27
Chino Sphere	36.7%	\$76.91	\$28.20	\$48.70	\$1.77	\$0.00	\$29.98
Colton Sphere	37.2%	\$17.88	\$6.65	\$11.23	\$0.15	\$0.00	\$6.80
Devore/Glen Helen	62.2%	\$50.54	\$31.43	\$19.11	\$0.00	\$0.00	\$31.43
Fontana Sphere	41.7%	\$160.56	\$67.03	\$93.53	\$50.48	\$0.00	\$117.52
Hesperia Sphere	41.5%	\$109.56	\$45.51	\$64.05	\$4.00	\$0.00	\$49.51
Loma Linda Sphere	72.3%	\$0.00	\$0.00	\$0.00	\$6.84	\$0.00	\$6.84
Montclair Sphere	36.6%	\$32.20	\$11.79	\$20.41	\$3.59	\$0.00	\$15.38
Redlands Sphere	35.5%	\$59.20	\$21.02	\$38.18	\$12.53	\$0.00	\$33.55
Redlands Donut Hole	62.0%	\$3.32	\$2.06	\$1.26	\$11.50	\$0.00	\$13.56
Rialto Sphere	37.6%	\$108.41	\$40.81	\$67.59	\$44.26	\$0.00	\$85.07
San Bernardino Sphere	23.1%	\$37.32	\$8.64	\$28.68	\$29.31	\$0.00	\$37.94
Upland Sphere	38.7%	\$19.02	\$7.36	\$11.66	\$2.12	\$0.00	\$9.48
Victorville Sphere	17.8%	\$55.40	\$9.84	\$45.57	\$0.90	\$0.00	\$10.73
Yucaipa Sphere	39.5%	\$2.54	\$1.00	\$1.54	\$0.00	\$0.00	\$1.00
Total		\$762.43	\$298.24	\$464.19	\$167.82	\$0.00	\$466.06

Table 9. Valley Subarea Jurisdiction Equitable Share

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

Update of Local Jurisdiction Fee Programs

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

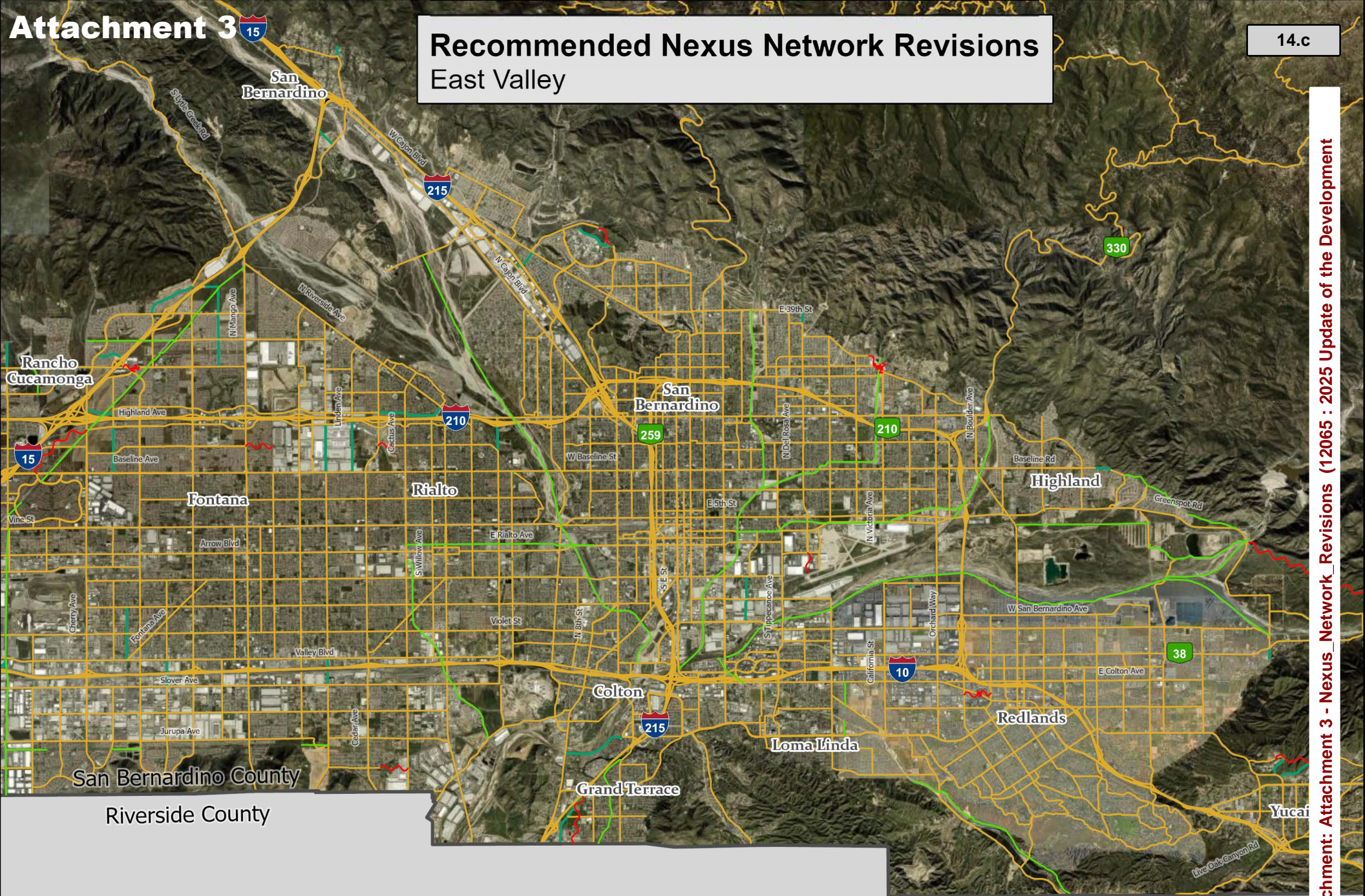
Local jurisdictions must biennially adopt adjustments to their development mitigation programs to reflect the SBCTA Board's adopted changes to the Nexus Study. The adjustment must be approved by the city council/Board of Supervisors by resolution on or before either January 1 or July 1, depending on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

Table 10. Local Jurisdiction Development Mitigation Program Update Schedule





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

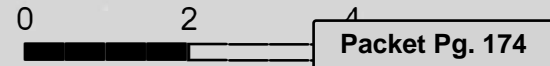
* Jurisdiction did not respond to the request for a development mitigation program update timeline. These jurisdictions are assumed to update their fees on a fiscal year basis.

Recommended Nexus Network Revisions East Valley



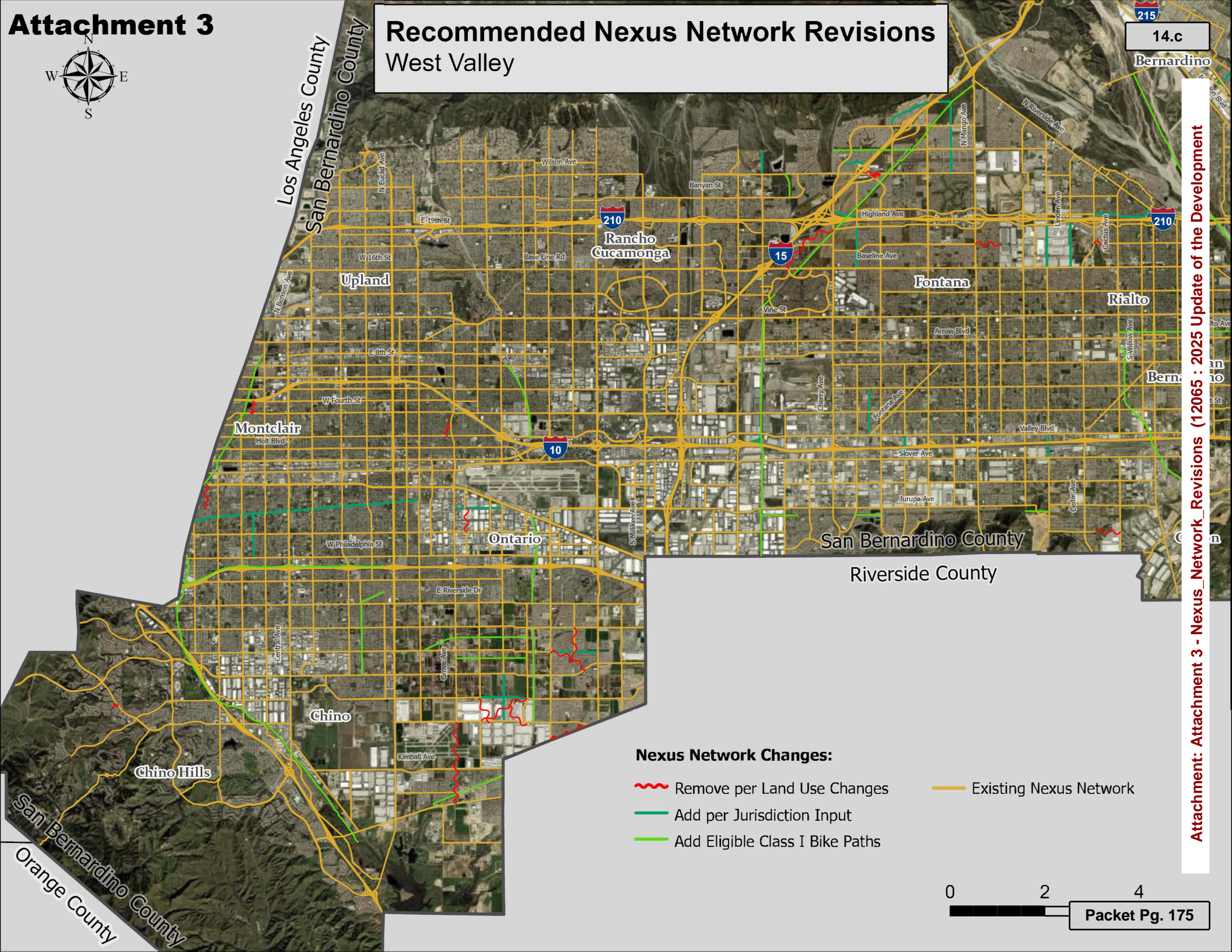
Nexus Network Changes:

-  Remove per Land Use Changes
-  Add per Jurisdiction Input
-  Existing Nexus Network
-  Add Eligible Class I Bike Paths



Attachment 3 - Nexus Network Revisions (12065 : 2025 Update of the Development





Recommended Nexus Network Revisions West Valley

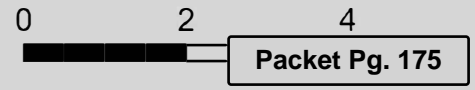


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Attachment: Attachment 3 - Nexus Network Revisions (12065) : 2025 Update of the Development

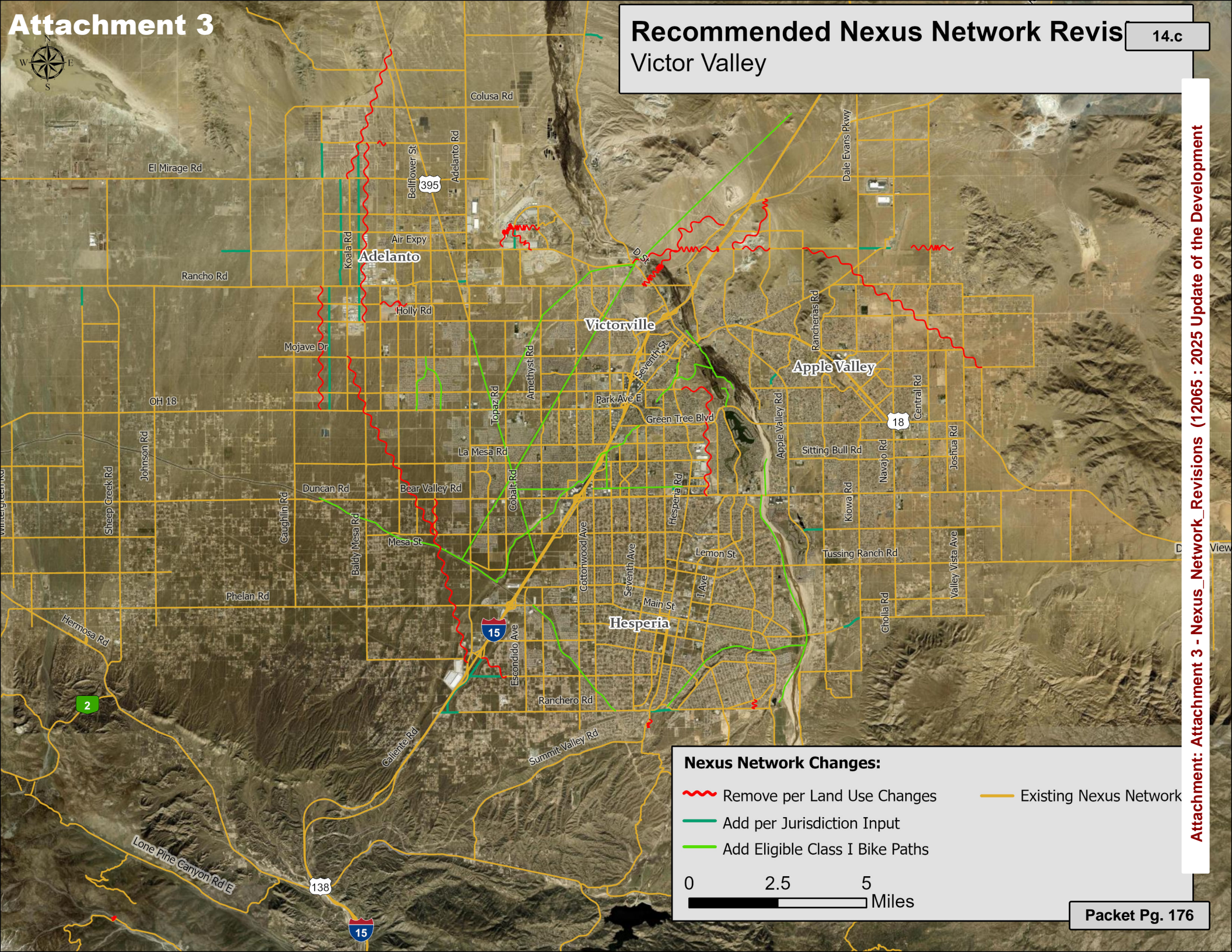
Nexus Network Changes:

-  Remove per Land Use Changes
-  Add per Jurisdiction Input
-  Add Eligible Class I Bike Paths
-  Existing Nexus Network





Recommended Nexus Network Revis Victor Valley



Nexus Network Changes:

- Remove per Land Use Changes
- Add per Jurisdiction Input
- Add Eligible Class I Bike Paths
- Existing Nexus Network

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Attachment: Attachment 3 - Nexus_Network_Revisions (12065 : 2025 Update of the Development

Minute Action

AGENDA ITEM: 15

Date: May 13, 2026

Subject:

San Bernardino Regional Housing Trust Update, Fund, Task and Program Approval, and Pooling of Funds

Recommendation:

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

- A. Receive an update on the San Bernardino Regional Housing Trust (SBRHT).
- B. Approve creation of new Fund (8310), Program (83), and Task (8301) for the SBRHT.
- C. Authorize pooling SBRHT funds with SBCTA/SBCOG funds, to be invested in accordance with SBCTA's Investment Policy No. 20100.

Background:

The San Bernardino Council of Governments (SBCOG) has continued to advance the formation of the San Bernardino Regional Housing Trust (SBRHT) as a collaborative, multi-jurisdictional initiative designed to expand housing production and preservation across the region. Established as a Joint Powers Authority (JPA), the SBRHT is intended to provide a flexible and scalable framework for aligning local and regional resources in support of affordable and workforce housing.

The region has made substantial progress toward formalizing this effort. To date, 15 jurisdictions have adopted the JPA Agreement, including the Cities of Adelanto, Chino, Chino Hills, Fontana, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, the Town of Yucca Valley, and the County of San Bernardino. This level of participation reflects a strong and geographically diverse commitment to a coordinated regional approach to addressing housing needs and positions the SBRHT as a meaningful platform for collaboration.

As of the writing of this report, JPA adoption is now largely complete among initial members, and the SBRHT is transitioning from formation into early implementation. Foundational governance structures are being established, and preparations are underway to initiate formal operations. A significant milestone in this transition will occur on Wednesday, May 13, 2026, when the SBRHT Board of Directors (Board) convenes for its inaugural meeting. This meeting will formally seat the Board and initiate the governance and administrative framework necessary to begin operations. Early actions are expected to focus on adopting core organizational documents, establishing administrative and staffing approaches, and initiating discussions on funding strategies and program priorities that will guide SBRHT's work.

Following the inaugural meeting, SBRHT is expected to move deliberately into operational development. Initial efforts will focus on establishing the administrative infrastructure necessary to support program delivery, while concurrently identifying and pursuing funding opportunities at the state, federal, and regional levels. As these efforts advance, SBRHT will begin shaping its programmatic approach, with an emphasis on priorities, programs, and tools that can accelerate

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

General Policy Committee Agenda Item

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housing production, support project feasibility, and preserve existing affordable units. Coordination with member jurisdictions will be essential during this phase to identify a pipeline of priority projects that align with both local needs and regional objectives.

At the inaugural meeting, the SBRHT Board will take action to establish a budget task, program, and fund for the SBRHT. As SBCOG will administer the housing of SBRHT, it is necessary to have the San Bernardino County Transportation Authority (SBCTA)/SBCOG Board also take action to establish the budget task, program, and fund for the SBRHT as reflected in the recommended action. Additionally, pooling funds with SBCTA/SBCOG consolidates cash balances and maximizes investment earnings. Pooling the cash balances under the same investment pool avoids duplicating work and follows the model of the existing SBCTA/SBCOG Investment Policy already implemented.

Financial Impact:

This item has no impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027. This item establishes the SBRHT Fund 8310, Program 83, and Task 8301 for the SBRHT.

Reviewed By:

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

Responsible Staff:

Monique Reza-Arellano, Director of Council of Governments

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 16

Date: May 13, 2026

Subject:

Inland Regional Energy Network 2025 Annual Report Update

Recommendation:

Receive an update on the San Bernardino Council of Governments 2025 Inland Regional Energy Network Annual Report.

Background:

On January 9, 2019, the San Bernardino Council of Governments (SBCOG) Board of Directors authorized staff to pursue development of a Regional Energy Network (REN) to provide energy efficiency (EE) programs in the Inland Empire related to Codes & Standards (C&S), Public Sector, and Workforce Education & Training (WE&T) as outlined in the Inland Regional Energy Network (I-REN) business plan. SBCOG staff worked in coordination with the Coachella Valley Association of Governments and Western Riverside Council of Governments (WRCOG) to submit the I-REN application and business plan to the California Public Utilities Commission (CPUC). In October 2021, the CPUC issued a proposed decision to approve the business plan for I-REN. This proposed decision would provide \$65 million combined over five years through the end of 2027. In November 2021, the CPUC approved the I-REN application and business plan with WRCOG as the administrative lead agency for the program. Each year on April 15th, I-REN is required to submit a formal annual report to highlight the milestones, metrics, and accomplishments of the prior calendar year. I-REN initiatives are guided by the I-REN Executive Committee, which is comprised of a board of elected officials from Riverside and San Bernardino Counties.

The purpose of this report is to highlight the I-REN accomplishments that were filed in the 2025 annual report with the CPUC for both Riverside and San Bernardino Counties. On July 21, 2026, the I-REN 2025 annual report will be presented to the I-REN Executive Committee members for the following three I-REN sectors: C&S, Public Sector, and WE&T. The final submitted version of the report was completed and filed with the CPUC on April 14, 2026, and is provided in this agenda item.

In 2025, I-REN saw significant growth among its individual programs, but also importantly developed strong synergies between programs. The year 2025 saw higher forecasted energy savings, increased participation among all sectors, and the further development of strong, cross-sector resources. I-REN continues to be guided by input from its communities and stakeholders. In the past year, I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio, including roundtables, working groups, energy forums, and more. Notably, I-REN leveraged findings from its Energy Workforce Gaps Assessment to improve implementation of its Workforce Development program, leveraging existing partnerships while forming new partnerships with local training providers, community colleges, and California State Universities.

In 2025, I-REN also coordinated closely with its fellow Program Administrators (PAs) to fulfill regulatory obligations, enhance program offerings, and ensure judicious use of ratepayer funds. When the Commission approved the portfolios, they ordered that the PAs work together to examine various topics and submit joint advice letters. I-REN has been a diligent contributor to those efforts, embracing the opportunity to work collaboratively with fellow PAs and advocate

Entity: San Bernardino Council of Governments

for equity and the value that RENs bring to the EE landscape. I-REN also worked closely with fellow PAs in the region to develop reporting criteria that enable PAs to accurately progress toward market support, equity objectives, and contribute to discussions among PAs about approaches to statewide program assessment.

Going into 2026, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants but also the region as a whole. Data was gathered directly from stakeholders via I-REN's ongoing community engagement, and while driving outcomes in its current portfolio, I-REN will also look to the future. I-REN's recently filed 2028–2035 Business Plan application was developed using insights gained from early program implementation, along with extensive feedback from stakeholders regarding the EE and resilience needs of the Inland Empire.

Key Achievements in 2025 and plans for 2026

Public Sector: Throughout 2025, I-REN focused on regional engagement and targeted marketing campaigns to increase awareness about available programs and services. More than 60 agencies leveraged public sector program offerings in 2025. I-REN conducted energy audits at 52 facilities and supported five Cash for Kilowatts projects that reached construction completion. 12 more applications for installation were supported with completion dates in 2026. Additionally, 95% of energy audits performed, 71% of savings achieved, and 88% of strategic energy planning initiatives supported underserved and/or hard-to-reach communities. Through its strategic energy planning services, such as the Building Upgrade Concierge and ENERGY STAR® Portfolio Manager®, I-REN helped agencies benchmark more than 3.8 million square feet of building gross floor area.

I-REN received final approval from CPUC on the Tier 3 Advice Letter submitted in early 2024, thus authorizing the incorporation of integrated demand-side management (IDSMS) activities into the public sector portfolio and opening the door to support agencies with holistic clean energy projects. As part of its new IDSMS services launch, I-REN hosted a clean energy-focused program services webinar, drawing 54 attendees, which served as an official entry point for agencies seeking IDSMS support. Following the webinar, six agencies signed up to begin receiving IDSMS services.

In 2026, I-REN will focus on continued outreach and engagement with new agencies across the region, while emphasizing education, agency success, increased affordability, and the rollout of new IDSMS services. These efforts will continue I-REN's priority of turning identified projects into tangible results, with a focus on underserved communities.

Codes & Standards (C&S): The I-REN C&S training program offered 13 trainings and two forums in 2025. I-REN became the state's first REN to offer a live simulcast of its C&S trainings in Spanish, which is part of the C&S training program's efforts to reach more underserved communities. I-REN partnered with the American Institute of Architects (AIA) to offer a two-part training series on Zero Net Carbon Design, and I-REN became a registered AIA Continuing Education Units provider. I-REN also continued to ramp up its technical assistance offerings, including its "Ask an Energy Code Question," which received three times more submissions in 2025 than 2024. To deepen relationships with jurisdictions, I-REN's C&S team conducted two rounds of in-person jurisdiction visits to better understand building department structure, processes, and needs.

In 2026, I-REN's C&S Technical Assistance Program will continue to expand and strengthen its offerings for its jurisdictions. A major shift is the addition of a central reference list of third-party plan check and permitting firms, which is a direct response to the finding that many jurisdictions

outsource these services. The team will also conduct more jurisdiction visits and expand private sector engagement through new partnerships with contractor and rater associations.

Workforce Education & Training: In 2025, the I-REN WE&T Program deployed a total of 32 I-REN Energy Fellows with public sector agencies. Historically, public sector agencies in the I-REN region have lacked the capacity to track, monitor, implement and comply with various energy and environmental statewide goals and requirements. The I-REN Energy Fellows address this barrier by supporting and filling organizational capacity needs related to EE project identification, energy building identification and benchmarking, climate/energy action planning, outreach of workforce, education and training into the communities, and other sustainability initiatives. Of the 14 Fellows who participated in the 2024–2025 cycle, seven were able to use the experience and knowledge they received through the fellowship to obtain full-time work within either their site host, another local public agency, or through the connections they made during their time as an I-REN Energy Fellow. As of February 2026, there are 40 projects in I-REN’s public sector Cash for Kilowatts incentive program queue from 22 agencies where an I-REN Energy Fellow has direct involvement in the project and process for completion. Five agencies that had utilized a fellow in a previous cycle requested another fellow and are moving forward with EE projects that their current I-REN Energy Fellow is actively coordinating. These 40 projects total an estimated annual energy bill savings of \$717,430, and an overall energy savings of 2,844,110 kWh/year, and 8,028 therms/year. The most impressive result of having fellows working within the agencies is the incentive dollars that they have been able to secure for their respective site hosts.

Through collaborations with the Riverside and San Bernardino County Workforce Development Departments in December 2024, I-REN released an Energy Workforce Gaps Assessment, which analyzed energy workforce gaps, employer needs, and existing training opportunities in Riverside and San Bernardino counties. In 2025, the results of this assessment were presented to the I-REN Workforce Roundtable and the I-REN Executive Committee. The recommendations were affirmed and prioritized to foster collaboration between employers and providers, strengthen the education-to-career pipeline, connect job seekers to training, and enhance support services. Using these recommendations, I-REN collaborated with both the Riverside and San Bernardino County Workforce Development Departments to enhance existing energy career pathways within the region. These partnerships are expected to provide 180 individuals with access to energy-related training opportunities within a two-year period. Participants receive no-cost or low-cost trainings, support services, and employer engagement opportunities throughout their participation, with a goal of reducing the skills gap within the region.

In 2026, the I-REN WE&T team plans to expand opportunities for I-REN Energy Fellowships at public agencies throughout the region, to support the growing pipeline of public sector Normalized Metered Energy Consumption projects in the I-REN’s Cash for Kilowatts program. There will also be an expansion of I-REN Energy Fellowship opportunities to include water-energy nexus opportunities with water and special districts, and energy education at public educational institutions and school districts. I-REN will also expand educational offerings for Energy Fellows and the K-12 community. I-REN identified seven contractors within the Inland Empire that partner with the Southern California Edison Company and Southern California Gas Company Energy Savings Assistance Program to provide income-qualified homeowners and renters with no-cost energy-efficient home improvements. In collaboration with the County Workforce Development Departments and community colleges, I-REN is planning to engage in additional training and support services for these seven contractors through the coming years.

Evaluation, Measurement, and Verification Studies: In 2025, I-REN launched six evaluation studies to ensure that it is hearing directly from participants and non-participants and learning San Bernardino Council of Governments

General Policy Committee Agenda Item

May 13, 2026

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from program successes and challenges. I-REN is proud to contribute these study findings to the statewide EE stakeholder community to inform greater understanding of its underserved region. These findings are already being applied to drive continuous program improvement in 2026 and have also played a key role in I-REN's strategic approach for the recent 2028-2035 Business Plan application.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

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

Approved
General Policy Committee
Date: May 13, 2026

Witnessed By:



2025

Energy Efficiency
Annual Report

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)



Your Local Champion for Equitable Access to Energy Resources

Our mission is to build a stronger clean energy economy and community throughout California's Inland Empire by connecting residents, businesses, and local governments to a wide range of energy efficiency resources. Together, we will empower local governments to practice energy efficiency; support workforce education and training in our region; and enable code compliance in the building industry.

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01.

Executive Summary

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

I-REN Overview

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

These partners initially began collaborating in 2019 with a shared vision to establish locally administered, designed, and delivered energy efficiency (EE) programs.

Historically, the Inland Empire has faced challenges in receiving equitable opportunities to participate in EE and advanced energy. As dedicated representatives of local government, the I-REN consortium members bring established connections from their work serving this region to support filling gaps in existing EE services. The establishment of a Regional Energy Network (REN) in the Inland Empire region offers equitable opportunities for ratepayers in these communities to be engaged and active participants in meeting California’s EE goals.

In February 2021, I-REN applied for REN portfolio administrator (PA) status to offer a portfolio of programs serving the Public Sector, Codes & Standards (C&S), and Workforce Education & Training (WE&T), with governance from WRCOG as the administrative lead agency, as well as SBCOG and CVAG. I-REN was authorized by the California Public Utilities Commission (CPUC or Commission) in Decision (D.) 21-11-013 Approval of Inland Regional Energy Network Energy Efficiency Business Plan, which funded I-REN to offer EE services for a unique six-year period of program years 2022–2027.

As directed in D.21-11-013, I-REN made a new portfolio filing in 2026, along with other PAs, for program year 2028 and beyond. In its new portfolio filing, I-REN proposes to continue its foundational set of programs and market sectors in 2028 and beyond, applying lessons learned from program operations, stakeholder engagement and needs, and evaluation studies as described here and in its application filing.



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)



2025: Data-Driven Growth, Cross-Sector Growth, and Responding to Stakeholder Needs

In 2025, I-REN saw significant growth among its individual programs, but also importantly developed strong synergies between programs. The year 2025 saw higher forecasted energy savings, increased participation among all sectors, and the further development of strong, cross-sector resources.

I-REN's portfolio is continuing to deliver tangible, cross-cutting public interest impacts and increasing equitable access to EE in the Inland Empire region.

- I-REN's Energy Fellowship workforce initiative provides **job opportunities and experiential energy education** to participants who directly support local jurisdictions and local energy projects; 37 energy fellows were placed within I-REN partner jurisdictions in 2025, with many fellows providing direct support to both Codes & Standards and Public Sector resources in the region.
- I-REN **completed five Normalized Metered Energy Consumption (NMEC) projects through its Cash-for-Kilowatts program, with 12 more approved for installation in program year 2026.** The vast majority of these projects directly support resources for hard-to-reach (HTR) and underserved agencies.
- I-REN continues to lead with equitable energy code training for public sector and private sector building professionals. In September 2025, I-REN became the **first REN to offer a live simulcast of its C&S trainings in Spanish.**
- I-REN **launched six evaluation studies of its portfolio in 2025** to ensure that it is hearing directly from participants and non-participants and learning from program successes and challenges. I-REN is proud to contribute these study findings to the statewide EE stakeholder community to inform greater understanding of its underserved region. These findings are already being applied to drive continuous program improvement in 2026 and have also played a key role in I-REN's strategic approach for the recent 2028–2035 portfolio filing.

I-REN continues to be guided by input from its communities and stakeholders. In the past year, I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio, including roundtables, working groups, energy forums, and more. Notably, I-REN leveraged findings from its Energy Workforce Gaps Assessment to improve implementation of its Workforce Development program, leveraging existing partnerships while forming new partnerships with local training providers, community colleges, and California State Universities.

In 2025, I-REN also coordinated closely with its fellow PAs to fulfill regulatory obligations, as well as to enhance program offerings and ensure judicious use of ratepayer funds. When the Commission approved portfolios in D.23-06-055, they ordered that the PAs work together to examine various topics and submit joint advice letters. I-REN has been a diligent contributor to those efforts, embracing the opportunity to work collaboratively with fellow PAs and advocate for equity and the value that RENs bring to the EE landscape. I-REN also worked closely with fellow PAs in the region to develop reporting criteria that enable PAs to accurately progress toward market support and equity objectives. I-REN also contributed to discussions among PAs about approaches to statewide program assessment.

Going into 2026, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants but also the region as a whole. Data was gathered directly from stakeholders via I-REN’s ongoing community engagement, and while driving outcomes in its current portfolio, I-REN will also look to the future. I-REN’s recently filed 2028–2035 portfolio application was developed using insights gained from early program implementation, along with extensive feedback from stakeholders regarding the energy efficiency and resilience needs of the Inland Empire.

37

energy fellows placed in 2025

5

NMEC projects completed

12

projects approved for 2026

1st REN

to offer Spanish-language training simulcast

6

evaluation studies launched in 2025

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)



I-REN Accomplishments: From Business Plan Approval to Present

Abbreviations in timeline

ACEEE	American Council for an Energy-Efficient Economy
AIA	American Institute of Architects
CAEECC	California Energy Efficiency Coordinating Committee
CCEC	California Climate and Energy Collaborative
CEDARS	California Energy Data and Reporting System
CEU	Continuing Education Unit
COG	Council of Government
CPUC	California Public Utilities Commission
ED	Energy Division
IDSM	Integrated Demand-Side Management
IEDRC	Integrated Energy Data Resource Center
IOU	Investor-Owned Utility
JCM	Joint Cooperation Memorandum
MOA	Memorandum of Agreement
PA	Portfolio Administrator
REACH	Regional Energy and Climate Hub
STEP	Student Technology Expo Program



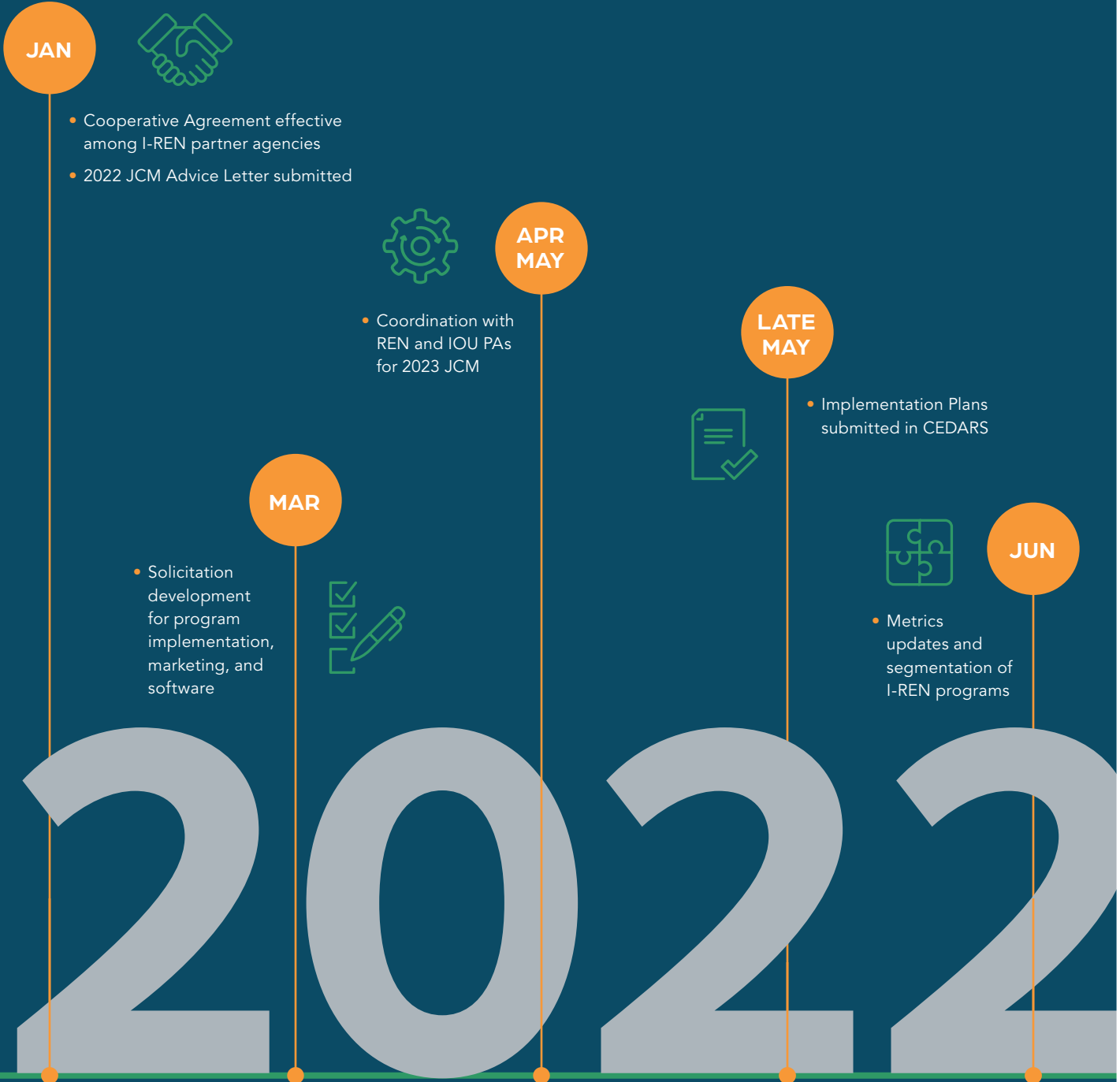
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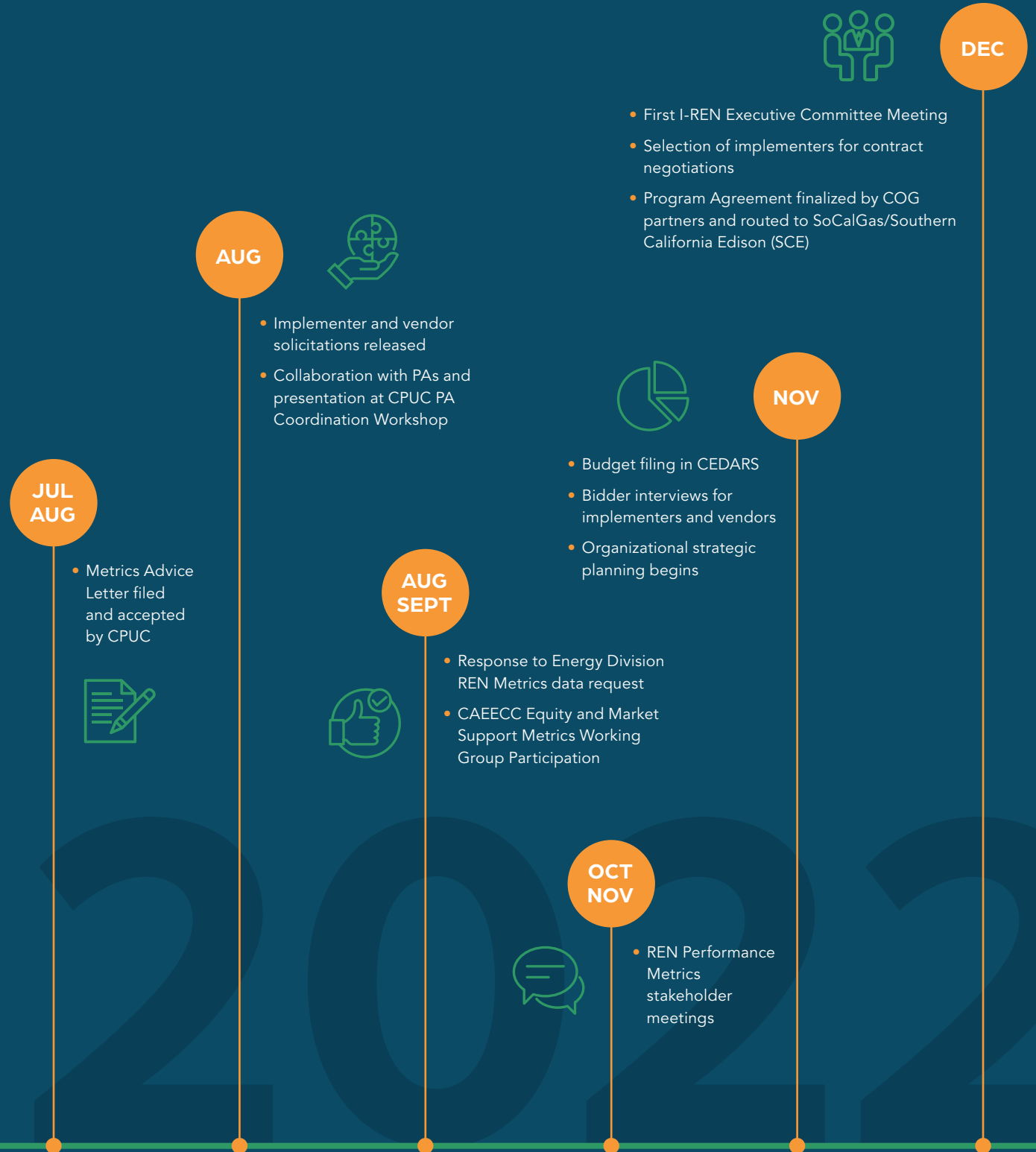


- Business Plan approved in D.21-11-013
- Building I-REN contacts list for local governments, tribes, and other stakeholders
- Began working with SoCalGas on Program Agreement
- MOA and I-REN Governance and Operations Rules in development between I-REN partner agencies

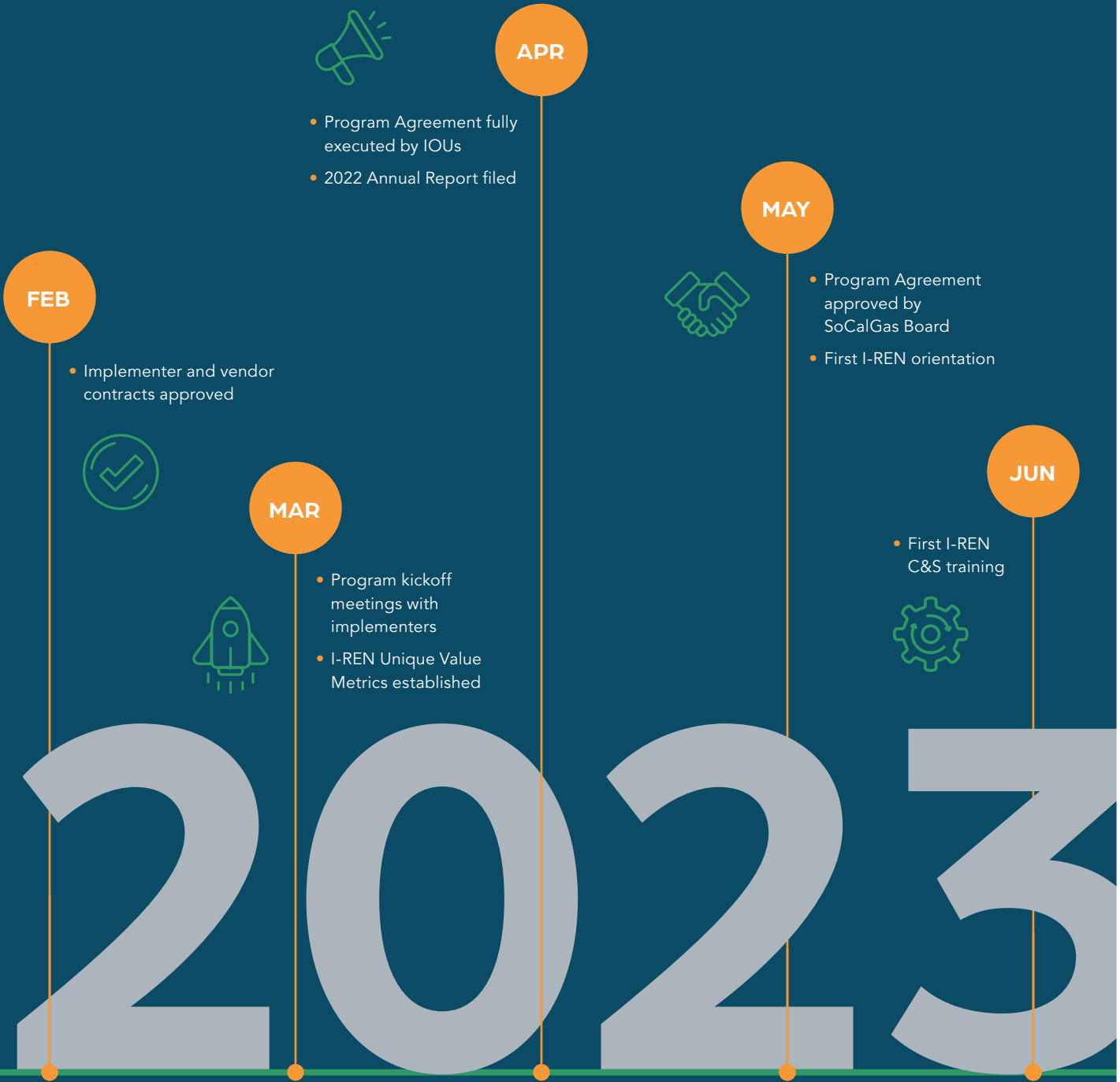
2021

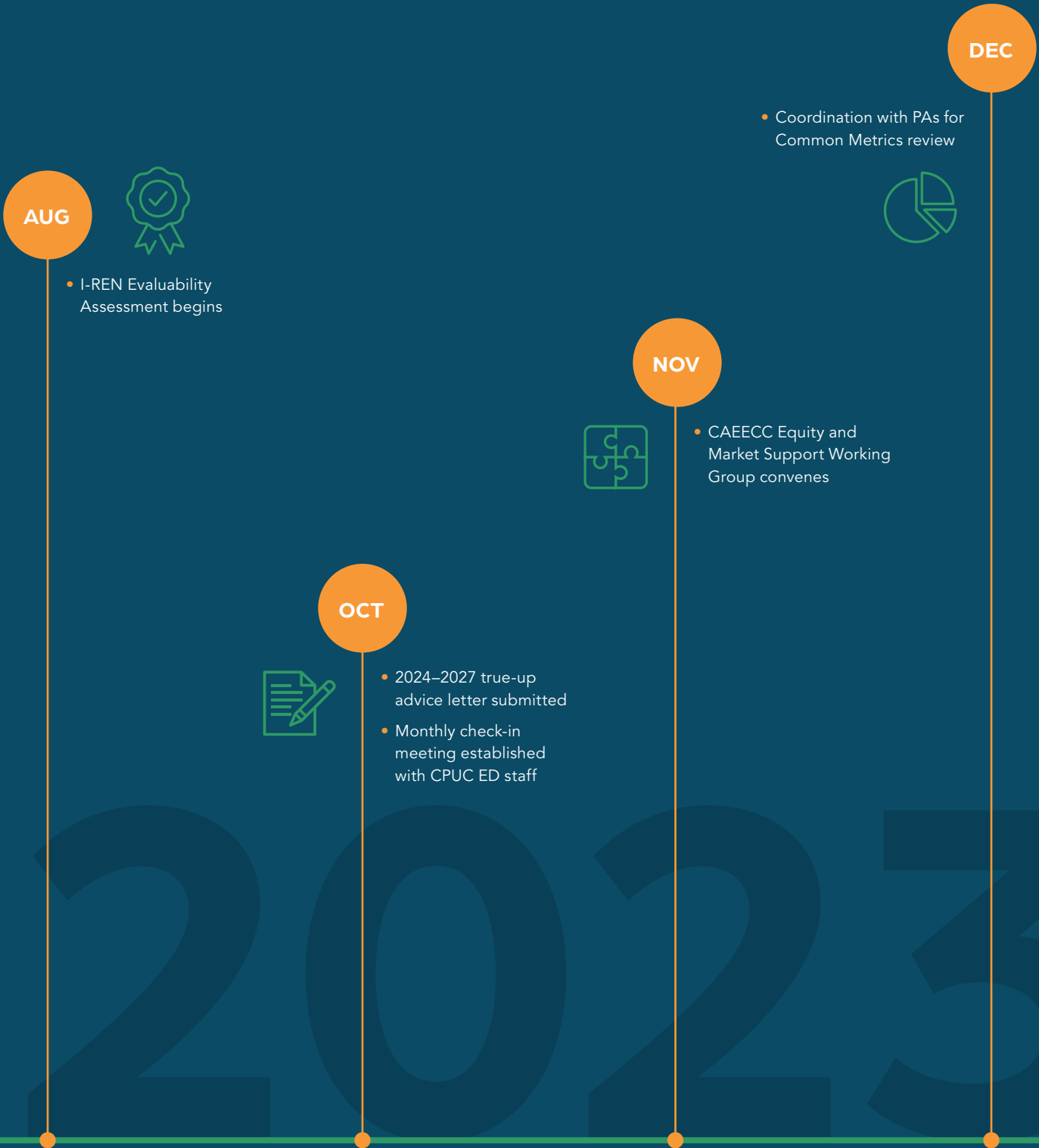
I-REN Accomplishments





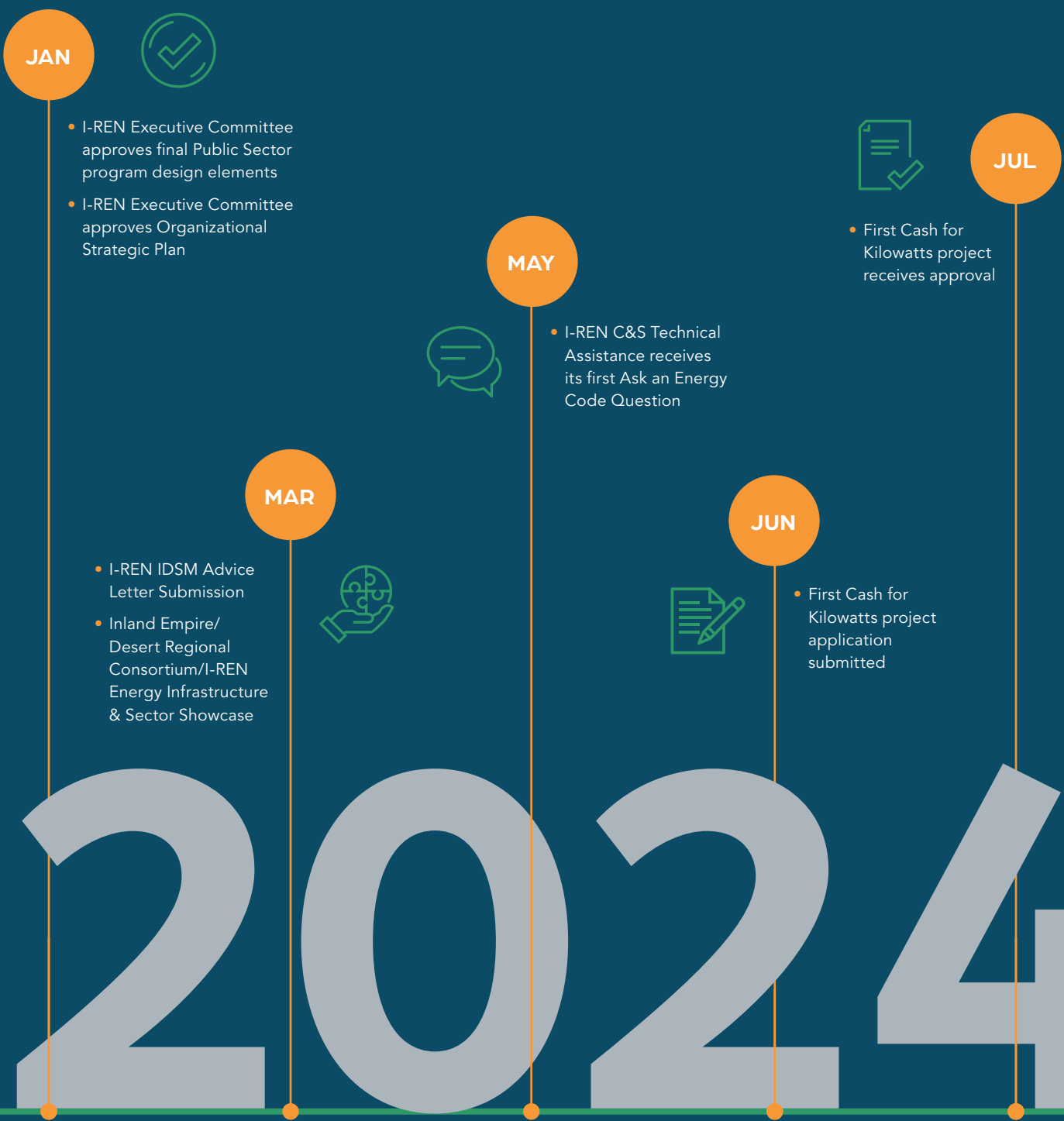
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I-REN Accomplishments



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AUG



- I-REN presents a poster on its Public Sector programs at the ACEEE 2024 Summer Study on Energy Efficiency in Buildings

SEPT



- I-REN hosts first Public Sector Working Group
- I-REN hosts the first of its Quarterly Workforce Roundtables
- I-REN Energy Fellowship Program Cycle 2024–2025 begins with 14 Energy Fellows placed at 12 public sector agencies

NOV



- I-REN C&S Technical Assistance develops and publishes its first two permit guides available on I-REN's website

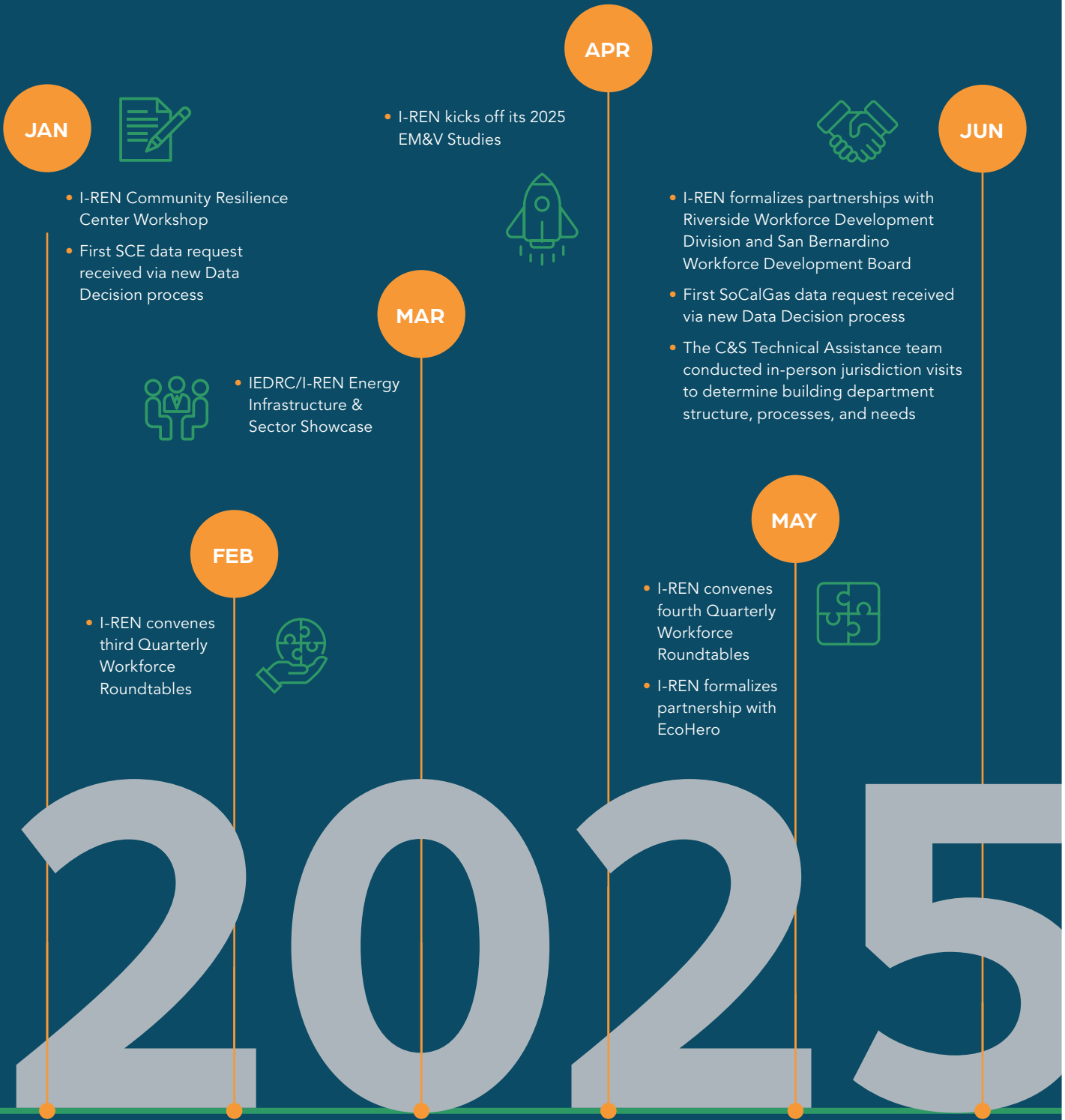
DEC



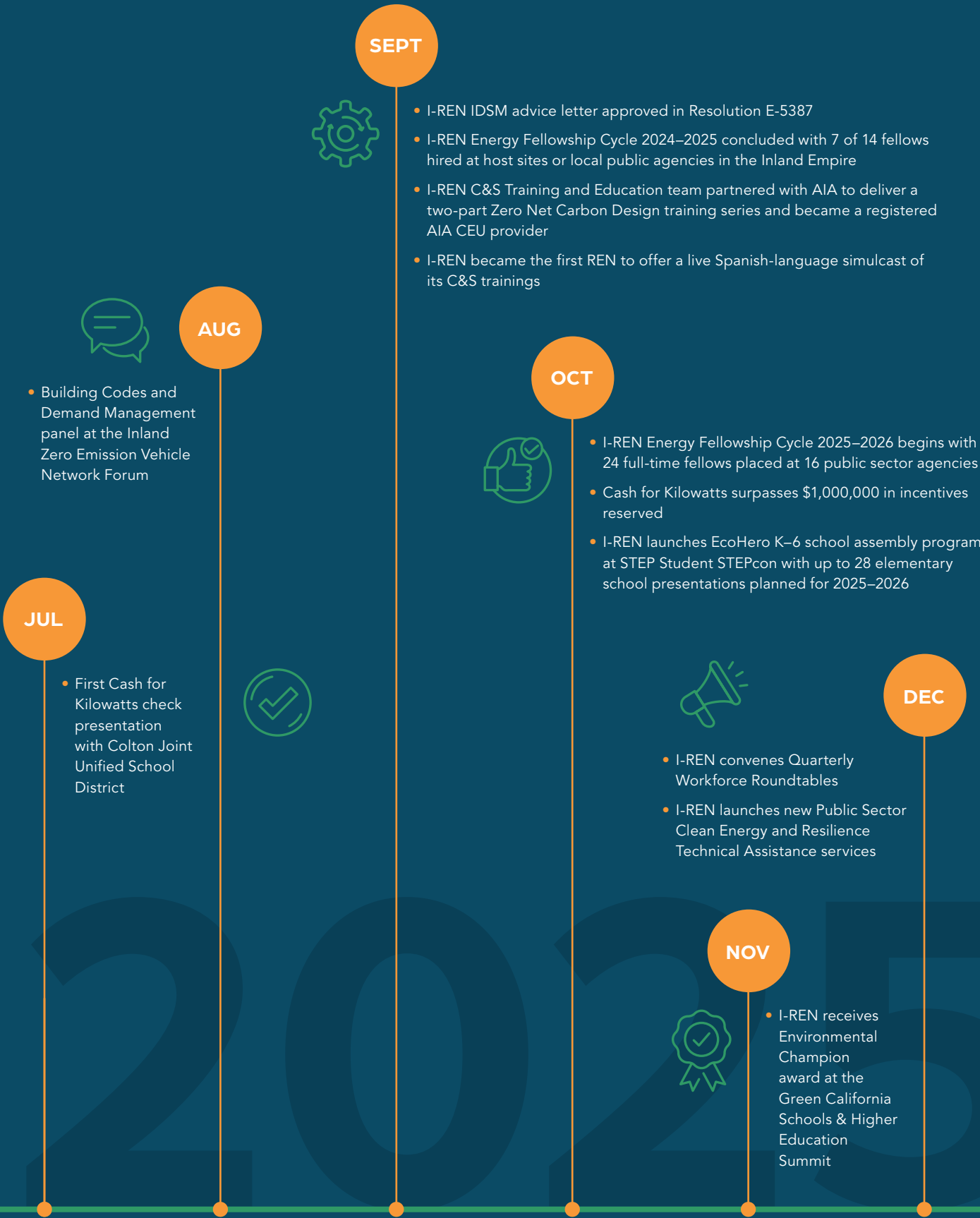
- First Cash for Kilowatts project completes construction
- I-REN convenes the second Quarterly Workforce Roundtables
- Draft I-REN Energy Workforce Gaps Assessment developed
- I-REN hosts first REACH Inland Empire forum, led by the CCEC and the Strategic Growth Council

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

I-REN Accomplishments



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)



Public Sector Summary

I-REN's Public Sector programs help public agencies complete energy efficiency projects.

I-REN offers a comprehensive suite of no-cost services and support—from project identification to completion, including cash incentives. I-REN works alongside agency staff to identify, fund, and complete energy-saving measure installations.

Throughout 2025, I-REN focused on regional engagement and targeted marketing campaigns to increase awareness about available programs and services. More than 60 agencies leveraged public sector program offerings in 2025. I-REN conducted energy audits at 52 facilities and supported five Cash for Kilowatts projects to reach construction completion. Through its strategic energy planning services, such as the Building Upgrade Concierge (BUC) and ENERGY STAR® Portfolio Manager® (ESPM), I-REN helped agencies benchmark more than 3.8 million square feet of building gross floor area.

In alignment with the purpose of the Equity segment to provide energy efficiency services to HTR or underserved customers, the majority of agencies served by I-REN's public sector programs were equity communities.

Additionally, 95% of energy audits performed, 71% of savings achieved, and 88% of strategic energy planning initiatives supported underserved and/or hard-to-reach communities.

In 2025, I-REN received final approval from the California Public Utilities Commission (CPUC) on the Tier 3 Advice Letter submitted in early 2024, thus authorizing the incorporation of integrated demand-side management (IDSM) activities into the public sector portfolio and opening the door to support agencies with holistic clean energy projects. As part of its new IDSM services launch, I-REN hosted a clean energy-focused program services webinar, drawing 54 attendees, which served as an official entry point for agencies seeking IDSM support. Following the webinar, six agencies signed up to begin receiving IDSM services.

In 2026, I-REN will focus on continued outreach and engagement with new agencies across the region, while emphasizing education, agency success, increased affordability, and the rollout of new IDSM services. These efforts will continue I-REN's priority of turning identified projects into tangible results, with a focus on equity communities.

60+

agencies leveraged
Public Sector program
offerings

52

facilities received
energy audits
conducted by I-REN

3.8M

square feet benchmarked
through I-REN energy
planning services

Codes & Standards Summary

I-REN's Codes & Standards (C&S) programs provide training and technical support to increase understanding of the building energy code, with services tailored for public and private sector building professionals.

The I-REN C&S training program offered 13 trainings and two forums in 2025. I-REN became the state's first REN to offer a live simulcast of its C&S trainings in Spanish, which is part of the C&S training program's efforts to reach more equity participants. I-REN partnered with the American Institute of Architects (AIA) to offer a two-part training series on Zero Net Carbon Design, and I-REN became a registered AIA CEU provider. I-REN also continued to ramp up its technical assistance offerings, including its "Ask an Energy Code Question," which received three times more submissions in 2025 than 2024. In an effort to deepen relationships with jurisdictions, I-REN's C&S team conducted two rounds of in-person jurisdiction visits to better understand building department structure, processes, and needs.

Workforce Education & Training Summary

I-REN's workforce offerings include an Energy Fellowship initiative that provides job opportunities in local jurisdictions to support public sector energy efficiency projects.

In 2024, I-REN increased the number of Energy Fellows it placed, and those fellows began making direct contributions to support the implementation of projects through I-REN's public sector programs. Also in 2024, I-REN conducted an Energy Workforce Gaps Assessment to identify workforce needs and opportunities in the region, including surveying employers to learn more about their hiring and job skill needs related to energy efficiency. In 2025, I-REN continued to grow the number of Energy Fellows it placed at local jurisdictions, and provided additional experiential learning opportunities for the fellows. I-REN will also be working to implement program plans based on the results of the market assessment.

2025 Evaluation, Measurement, and Verification (EM&V) Studies

In 2025, I-REN launched its first EM&V studies. The purpose of these studies was to address needs identified through stakeholder engagement to support current program development.

Results from these studies provided data to inform I-REN's Business Plan Application (BPA) development and are helping inform continuous program improvement for each sector. A description of each study is provided in the following sector sections.

02.

2025 Achievements and 2026 Plans

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

Introduction

I-REN's EE program portfolio consists of six programs in three sectors: Public Sector, C&S, and WE&T.

The primary purpose of I-REN's public sector programs is equity—to improve access to EE for hard-to-reach, underserved, and disadvantaged communities in the advancement of the California Public Utilities Commission's (CPUC) Environmental and Social Justice (ESJ) Action Plan Goal 1.¹ I-REN's equity programs also provide corollary benefits such as increased comfort and safety, improved indoor air quality, more affordable utility bills, and climate resiliency, consistent with Goals 2 and 4 in the ESJ Action Plan. One of I-REN's equity segment programs is a resource program that delivers savings via projects in public sector facilities.

The primary purpose of I-REN's WE&T sector is to provide market support toward achieving the long-term success of the EE market by educating customers, training contractors, and building partnerships, in alignment with ESJ Action Plan Goal 7. C&S programs are considered separately from other segments, as directed in D.21-05-031.² I-REN's C&S programs are focused around training, outreach and technical assistance to support private and public sector building professionals in understanding and complying with building energy codes.

Across I-REN's portfolio, enhancing outreach to ESJ communities is a key focus area to ensure these communities can meaningfully participate in and benefit from CPUC programs, in alignment with ESJ Action Plan Goal 5.

I-REN's programs and 2025 activities are detailed in the pages that follow, along with a look ahead to I-REN opportunities in 2026 and beyond.



Public Sector

- Technical Assistance and Strategic Energy Planning Program
- Normalized Metered Energy Consumption Program



Codes & Standards

- Training and Education Program
- Technical Support



Workforce Education & Training

- Training and Education Program
- Workforce Development

¹ www.cpuc.ca.gov/esjactionplan/

² D.21-05-031 at 16.



Public Sector

I-REN's public sector programs deliver customized technical assistance and provide monetary incentives for energy projects at publicly owned facilities in the I-REN service territory.

Through these programs, I-REN is increasing underserved and hard-to-reach agency access to EE and Integrated Demand Side Management (IDSM) strategies. Public sector services include energy use evaluation, facility benchmarking, targeted project development, and incentives in line with local, regional, and state climate and energy goals. Eligible public agencies include:

- Cities and townships
- Counties
- Tribes
- K-12 school districts
- Special districts
- Water and wastewater agencies/districts
- Higher education institutions
- Other public agencies

I-REN's current public sector programs consist of the Technical Assistance and Strategic Energy Planning Program and the Public Buildings Normalized Metered Energy Consumption Program (NMEC Program), publicly known as Cash for Kilowatts. I-REN agencies can access both programs simultaneously to maximize energy and resilience outcomes while minimizing their out-of-pocket project costs.

27,263

square miles

11%

of California's
population

3

COGs

2

counties

52

cities

13

tribal nations

215

special districts

I-REN-PUBL-001: Technical Assistance and Strategic Energy Planning Program

PROGRAM DESCRIPTION

I-REN's Technical Assistance and Strategic Energy Planning Program (TA Program) offers energy planning and project development support throughout the lifecycle of EE projects. The program reduces the confusion and administrative burden of public sector EE projects, such as funding/financing and reporting requirements, by delivering no-cost services tailored to each agency's unique goals and needs.

This program offers several energy data collection and analysis services to equip agencies to make informed decisions about their energy future. For example, the program offers facility benchmarking in I-REN's Building Upgrade Concierge software and strategic energy and resilience planning through customized Energy Resilience Roadmaps.

Participating agencies receive a high level of technical and financial assistance for their EE projects. After determining an agency's energy and resilience goals, I-REN helps agencies identify EE projects and secure funding and financing to implement them. The program then guides agencies through applicable energy programs (e.g., I-REN offerings and those of other portfolio administrators (PAs), including the Southern California Regional Energy Network (SoCalREN), Southern California Edison (SCE), and the Southern California Gas Company (SoCalGas), helping build capacity and easing the administrative burden of participating in energy programs. I-REN helps agencies use a variety of financing mechanisms available to them for their energy upgrade projects, including through other PAs and non-ratepayer funded offerings (e.g., investor-owned utility (IOU) financing, third-party program incentives, grants).

The TA Program has the following objectives:

- **PROVIDE** local governments with support and resources to develop and implement their strategic energy plans and EE projects, with a focus on prioritizing equity communities or facilities that serve underserved and hard-to-reach regions in the Inland Empire.
- **HELP** local governments afford and finance a range of EE upgrades.
- **ESTABLISH** one-on-one support for local governments' EE projects.
- **DEVELOP** or enhance strategic energy plans to connect local government goals related to climate, resilience, and economic development to EE programs and adoption.
- **CREATE** resources for the public sector to tap into EE and distributed energy resources programs offered by other providers, including IOUs.

ACCOMPLISHMENTS IN 2025

Onboarding and Project Delivery

In 2025, I-REN enhanced engagement activities to increase agency onboarding and participation within the region. To streamline ongoing onboarding activities, I-REN developed overview slide deck templates for Regional Energy Network (REN)-wide use during onboarding meetings with agencies. I-REN onboarded 11 agencies largely based on word-of-mouth referrals throughout the region, interest received at conferences, or through targeted engagement via State of the City/County events. Eight newly onboarded agencies serve underserved and/or hard-to-reach communities within the Inland Empire.

Through this targeted engagement via State of the City/County events, I-REN created agency profiles highlighting key milestones and program participation metrics such as receiving strategic energy planning support or completing facility audits. The profiles were shared with either elected officials on Council of Governments (COG) committees or directly with staff at State of the City/County events to support continued delivery of services for engaged agencies or to encourage program uptake for non-engaged agencies within each COG. Additionally, more agencies that are not members of I-REN’s three COGs began leveraging I-REN’s public sector program offerings in 2025, particularly with increased participation of educational institutions. These agencies will bolster I-REN’s growing project pipeline in 2026 and beyond.

In 2025, I-REN conducted no-cost audits for 19 agencies at 52 facilities and **identified a potential lifetime savings of more than 40.7 million kilowatt-hours (kWh) and 186,260 Therms, as well as \$10 million in utility bill savings and more than \$2.2 million in incentives** for agencies within the region. I-REN built a project pipeline in 2025 that will channel 19 projects into I-REN’s Cash for Kilowatts program and 8 projects into other energy efficiency programs offered by Portfolio administrator resource acquisition programs in I-REN territory. In 2025, I-REN supported **7 projects to complete construction, resulting in an estimated lifetime savings of more than 2.1 million kWh and approximately 128,000 Therms. Five of which completed projects are in equity communities.**

19

agencies received audits

52

facilities received audits

Potential Lifetime Savings

40.7M

kWh

186,260

Therms

\$10M

utility bill savings

\$2.2M

incentives

Key Program Services Delivered

Activity	Count	% Equity
Onboarding meetings held	11	73%
Site visits performed	52	85%
Initial measures lists presented	35	89%
Project intent forms received	5	100%
Incentive applications submitted	18	78%
Projects completed construction	7	71%

Case Study: Housing Authority of the County of San Bernardino (HACSB) Administrative Offices

I-REN supported HACSB in identifying energy efficiency retrofit opportunities within two of its administrative offices in the cities of San Bernardino and Victorville. While I-REN was unable to support the residential customers that HACSB serves, public sector services were leveraged to make its administrative offices more resilient.

San Bernardino Office

Completed construction in December 2025

Installed measures:

- Replaced existing rooftop units (RTUs) with high-efficiency heat pump RTUs
- Reprogrammed Thermostats to follow building operations
- Replaced exterior fluorescent lights with light-emitting diode (LED) lamps
- Replaced interior fluorescent lights with LED lamps
- Installed occupancy sensors for offices

Victorville Office

Completed construction in February 2026

Installed measures:

- Installed programmable Thermostats
- Replaced RTUs with high-efficiency RTUs
- Replaced interior lighting with LEDs
- Replaced exterior lighting with LEDs
- Installed occupancy sensors
- Replaced roof with cool roof
- Replaced windows with new high-efficiency windows

Combined Annual
Project Impact

82,700+
kWh

11.6
kW

115
Therms

\$32,230
incentives



Highlights of facility audits completed in 2025



Murrieta Valley High School



Northwest Mosquito and Vector Control District Headquarters



Desert Willow Golf Resort
City of Palm Desert



City of Palm Desert City Hall

Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

STRATEGIC ENERGY PLANNING

Energy Resilience Roadmap

I-REN continued developing and delivering innovative reports to help agencies improve their energy efficiency and climate resilience.

Sample Energy Resilience Roadmap



The preliminary Energy Resilience Roadmap examines an agency's climate plans, energy goals, community vulnerabilities, and energy performance across its portfolio. It also identifies energy-intensive buildings and pumping sites for potential EE and IDSM upgrades. While presenting the preliminary roadmap, I-REN invites agency stakeholders to share their progress on energy goals and priorities, identify critical facility needs, and collaborate on actionable next steps to build energy resilience in their community. The conclusion of a preliminary roadmap allows agencies to choose between proceeding with a Final Energy Resilience Roadmap or conducting facility energy audits.

The Final Energy Resilience Roadmap builds on the preliminary roadmap and provides high-level EE, resilience, and electric vehicle project recommendations at up to three sites. Final roadmaps commonly include a mix of previously audited and yet-to-be-audited facilities, providing a holistic view of potential project opportunities across all priority facilities. The final roadmap concludes with practical next steps, such as facility energy audits or pump tests, to seamlessly incorporate recommendations into an agency's current and future energy plans. This ensures that agency stakeholders and decision-makers are well-prepared to tackle and enhance energy resilience in their community.

As part of the Energy Roadmapping development process, I-REN’s utility bill analysis discovered upwards of eight meters billed under incorrect tariff or rate classifications, resulting in customers paying more than necessary. I-REN supported customers in taking steps to correct these classifications, directly reducing utility bills for participating agencies. These efforts supported cost savings and affordability outcomes in the I-REN region.

In 2025, I-REN introduced a greenhouse gas (GHG) impact metric to Energy Resilience Roadmaps to quantify the total metric tons of carbon dioxide equivalent CO₂e that would be reduced if all proposed energy projects were implemented. I-REN also calculates the percentage of the agency’s overall GHG reduction goal that these projects would achieve, based on their published Energy or Climate Action Plan. This added metric helps show how these projects support broader agency and regional climate targets.

Sample Energy Resilience Roadmap Energy Efficiency Potential



84% of Energy Resilience Roadmaps that I-REN provided in 2025 went to agencies that serve underserved and/or hard-to-reach communities.

2025 Energy Resilience Roadmap Development

	PRELIMINARY Energy Resilience Roadmaps	FINAL Energy Resilience Roadmaps
Presented	13*	4
Developed	13	4

*Includes two roadmaps that were developed in 2024

Energy Benchmarking

ENERGY STAR® Portfolio Manager® (ESPM)

I-REN helps agencies add their building portfolio to ESPM, an online management tool created by the U.S. Environmental Protection Agency, which allows building owners and facility managers to track and assess energy use. I-REN ESPM benchmarking services include creating new portfolios or updating existing portfolios with facility characteristics, such as square footage and year built, as well as automating the uploading of monthly energy consumption from on-site utility meters. I-REN helps agencies determine whether their facilities require California Assembly Bill (AB) 802 building benchmarking compliance and guides agencies that meet the compliance requirements through the submittal process.

I-REN benchmarked more than 3.8 million square feet in ESPM in 2025.

In 2025, I-REN adopted an online tool called Measurabl, which is a reputable benchmarking platform that can serve as a reliable backup for ESPM data. Measurabl connects directly to ESPM using existing login credentials and enables full account syncing on a continuous basis. Should ESPM be discontinued, Measurabl would ensure that there is no disruption to data access, with their customer success team available to support tailored data sourcing strategies. The Measurabl backup ensures that I-REN safeguards the valuable years of energy and facility data that we have stored in ESPM.

Building Upgrade Concierge (BUC) Software

The BUC tool is a web-based solution offering advanced analytics, modeling, and measurement and verification. I-REN continued offering the tool for I-REN's public agencies, facilitating benchmarking and project development for local governments, special districts, and tribal communities. BUC leverages site-specific parameters to identify and display energy-saving opportunities in a Measures List, providing agencies with high-level recommendations.

I-REN developed 33 facility profiles on the BUC platform across 4 agency portfolios. This effort provided actionable insight into energy-saving opportunities tailored to each agency's building portfolio.

2025 Energy Benchmarking Facility Support

New ESPM Portfolio Development	10	Facilities completed
Existing ESPM Portfolio Refresh	4	Facilities completed
AB 802 Compliance Support	29	Facilities completed
BUC Agency Portfolios Created	4	Portfolios completed
BUC Facilities Created	33	Facilities completed

86% of the benchmarking support that I-REN provided in 2025 focused on facilities that are owned or operated by public agencies serving underserved or hard-to-reach communities.

Streamlined Data Collection

In 2025, I-REN established and launched a streamlined data collection process with SCE and SoCalGas per CPUC Decision 23-02-002, which clarified that RENs can access disaggregated utility data to successfully implement ratepayer-funded EE programs.

As a result, I-REN worked closely with SCE and SoCalGas to establish a streamlined and secure process for requesting monthly and interval energy consumption data on behalf of public agency participants.

Throughout 2025, I-REN utilized this process to obtain more than 220 datasets from SCE and 380 datasets from SoCalGas.

Streamlined access to this data has reduced the customer confusion and capacity constraints previously associated with the utility data collection process and improved I-REN program delivery by enabling faster, more reliable data access.

2025 Streamlined Utility Data Collection Summary

121

SCE interval
datasets

101

SCE monthly
datasets

39

SoCalGas interval
datasets

342

SoCalGas monthly
datasets

BENCHMARKING SUPPORT AND TRAINING RESOURCES

The I-REN team created a comprehensive multi-part video training series to guide users through the benchmarking process, enabling them to more effectively track and manage their energy data. The videos provide step-by-step instructions on how to navigate and utilize the ESPM and BUC tools. Each video focuses on a specific aspect of benchmarking, offering clear guidance to ensure that viewers can confidently apply what they learn.

The training series launched in 2025 to help agencies achieve greater efficiency and accuracy in their energy management efforts. The videos, which have earned **more than 167 views**, cover the following:

- **ESPM Benchmarking (six videos):** Detailed guidance on using ESPM for tracking and managing building energy use effectively.
- **BUC Tool Features (three videos):** Tutorials on navigating key functionalities, including the BUC Dashboard, Analytics Charts, Analytics Reports, and Opportunity Register.

MARKETING AND OUTREACH

I-REN's public sector marketing strategies focused on the employees of eligible public agencies in the Inland Empire, agency motivation, and overall brand awareness. Some marketing materials were directed toward our secondary target audience, elected officials in the Inland Empire (e.g., COG executive committees and boards).

Our 2025 public sector marketing objectives were as follows:

- **BUILD** awareness of I-REN public sector services within target audiences, as well as build awareness of other non-I-REN resources available to the region.
- **ENCOURAGE** agency participation in I-REN services, including by highlighting program successes.
- **DEVELOP** implementation templates and marketing resources for new and/or expanded I-REN services, including IDSM audits.

I-REN continued to build its project pipeline and stack achievements based on the progress made in 2024 through targeted marketing campaigns and outreach events. In early 2025, I-REN hosted an in-person workshop focused on Community Resilience Centers with the California Strategic Growth Council, highlighting available no-cost resources and sharing regional and statewide opportunities for support. This workshop was the public sector program's first opportunity of the year to provide education and energy insights to participating public agencies.

Additionally, I-REN embedded public sector representation at 16 industry events through event sponsorship, poster presentations, and panel discussions. The public sector programs were represented at multiple conferences throughout the region and notably participated in a panel discussion at the Inland Empire/Desert Regional Consortium Third Annual Energy & Infrastructure Sector Showcase, featuring successful program participants furthest along in I-REN's TA and NMEC programs. Public sector staff from the San Bernardino Community College District and Colton Joint Unified School District shared case studies and highlighted both the energy and non-energy benefits of participating in I-REN.



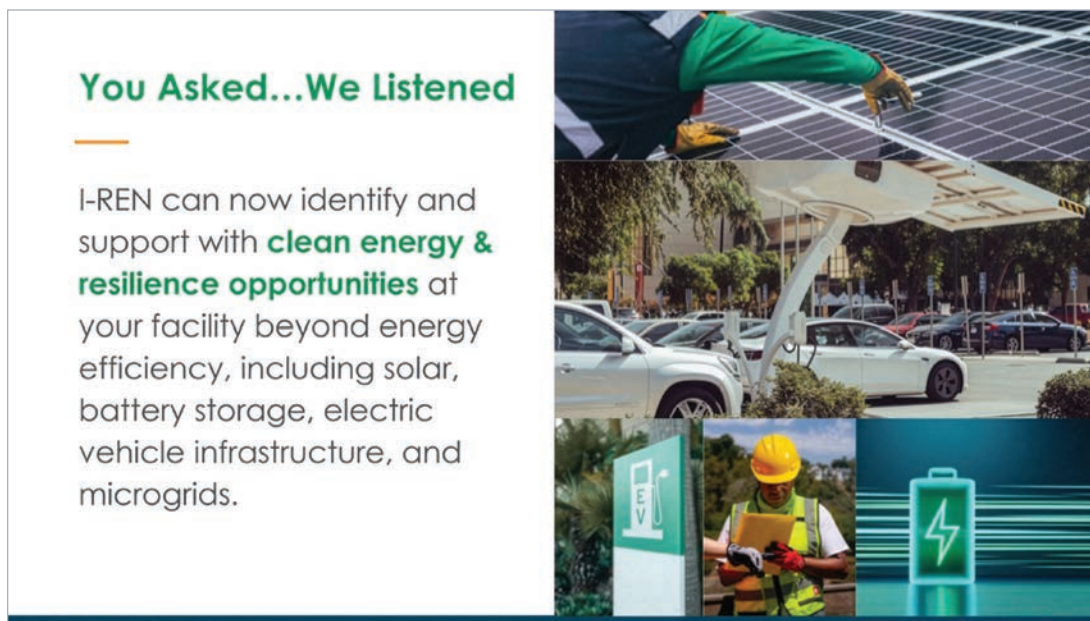
Public Sector Staff Presenting on the "Cash for Kilowatts" Panel at the Inland Empire/Desert Regional Consortium Third Annual Energy & Infrastructure Sector Showcase

I-REN hosted its first Public Sector working group in the third quarter of 2024, which provided insights into the region's needs and where future energy-related support in the Inland Empire was most needed. In 2025, I-REN leveraged the data collected from this working group on IDSM support needs and began planning its rollout of IDSM services. In December 2025, I-REN hosted an IDSM service launch webinar: Powering Resilient Communities: I-REN's New Public Sector Services. The webinar focused on how TA Program services will evolve in 2026 to support additional IDSM projects and regional resiliency efforts.

This webinar resulted in **73 registrations and 54 attendees** (74% attendance rate). The survey results and key takeaways are as follows:

- **4.875 rating out of 5** from eight survey participants.
- Survey participants found the case study and description of new program offerings most valuable.

Featured Slide from I-REN's "Powering Resilient Communities: I-REN's New Public Sector Services" Webinar



I-REN Public Sector 2025 Marketing Results

- **Social media outreach:** Published seven public sector-focused posts; public sector content was also incorporated into eight additional REN-wide and cross-sector posts.
- **Evergreen marketing materials:** Developed 14 public sector success resources, such as videos, fact sheets, and agency profile templates.
- **Email outreach:** I-REN delivered 14 targeted email campaigns to public sector contacts, with the strongest performance driven by workshop and webinar registration emails.

Celebrating I-REN Successes

Several marketing activities were completed to help share agency and network successes to inspire increased participation in I-REN services.

Event Resource: Region-Wide Impacts Featured on a Website Landing Page



STAKEHOLDER AND PORTFOLIO ADMINISTRATOR COORDINATION

As additional EE programs launched within the region, I-REN remained committed to the public sector coordination approaches outlined in the 2024-2025 Joint Cooperation Memo among I-REN, SoCalREN, SCE, SoCalGas, and the Tri-County Regional Energy Network (3C-REN) to ensure prudent and impactful use of ratepayer dollars in the delivery of customer programs. I-REN participated in multiple coordination venues to discuss potential program overlap, synergies for collaboration, and mechanisms to prevent duplication of services and double-dipping, including bi-monthly Portfolio Administrator Sector Coordination meetings and SoCalREN coordination meetings. In 2025, I-REN refined the I-REN/SoCalREN coordination protocols established in 2024 to discuss high-level project development among co-enrolled agencies across both RENs. Additionally, I-REN consistently refers engaged agencies to the SoCalGas Public Direct Install Program when opportunities arise. These coordination activities enable streamlined, cohesive service delivery across overlapping PAs with EE programs operating in the Inland Empire, while limiting customer confusion.

Based on direction from the I-REN Executive Committee to increase awareness of existing non-I-REN programs and services available in our service territory, I-REN collaborated with the CPUC, SCE, SoCalGas, SoCalREN and other PA's to develop a plan to broadcast those programs and services throughout the I-REN service territory. These available services include programs such as the Energy Savings Assistance (ESA) program and Residential, Commercial, and Industrial Sectors programs which I-REN doesn't serve in its current portfolio. This continued collaboration has allowed I-REN to strengthen its relationship with these agencies, reducing duplication of efforts, and helping fill gaps in I-REN's current portfolio.

I-REN Cross-Sector Collaboration

In 2025, extra emphasis was placed on cross-sector collaboration across the public, WE&T, and C&S programs in line with I-REN's mission to build a stronger clean energy economy and community throughout California's Inland Empire by connecting residents, businesses, and local governments to a wide range of EE resources. Implementers from all sectors meet quarterly to discuss new avenues and opportunities for collaboration. I-REN leveraged synergies among WE&T fellows, potential project opportunities, and relationship building. Many I-REN agencies throughout the territory host an I-REN Energy Fellow and actively facilitate participation in public sector programs on behalf of their host sites. Agencies with I-REN Energy Fellow placements have more capacity to engage, with noticeable dips in program uptake when Fellows are no longer at a host site with identified projects.

*At present, this cross-sector overlap between public sector project identification/development and workforce fellow host sites has resulted in public sector projects totaling almost **\$7.4 million in lifetime utility bill reductions** and more than **\$2.1 million in incentives** if completed.*

The synergies between the public sector and WE&T sectors were highlighted during the "Filling Energy Workforce & Energy Project Pipelines: Cross-Sector Collaboration in the Inland Empire" panel at the California Climate and Energy Forum which brings together several hundred local government staff, elected officials, and community organizations, to collaborate and learn from each other as they work to advance fair and equitable climate change and energy practices. The panel was well attended and featured current and former participants of I-REN's Energy Fellowship program and one site host.

Select Slides from I-REN’s “Filling Energy Workforce & Energy Project Pipelines: Cross-Sector Collaboration in the Inland Empire” Panel



I-REN’s public sector program delivered a successful “Building Codes and Demand Management” panel at the 2025 Inland Zero Emissions Vehicle Forum in August. The collaboration focused on expanding regional resources, code compliance, and connecting the dots between EE and demand-side management, including a spotlight on I-REN’s upcoming IDSM services. Additionally, there has been a dedicated effort to ensure cross-promotion of programs across the sectors, regardless of which sector is present. A more holistic understanding of I-REN’s suite of offerings proved to be beneficial at events such as the Green California Schools & Higher Education Summit in November 2025.

OPPORTUNITIES IN 2026 AND BEYOND

Agency Engagement & Support Services

In 2026, I-REN will identify new avenues to educate and engage public agencies in the region and encourage their participation in I-REN’s services. Capitalizing on the significant work across the region related to project identification and development, I-REN will focus on project implementation, helping agencies realize energy and cost savings, and roll out new program services. I-REN will leverage targeted engagement materials developed in 2025 to highlight agency participation and successes. Leveraging these materials in 2026, I-REN can ensure continued and increased participation in the TA Program, strengthen agency buy-in throughout the project implementation lifecycle, and reach new decision-makers.

As I-REN engages with a growing number of agencies across the region, some confusion remains around available program offerings within the broader EE public programs landscape, including services provided by RENs and third-party programs. To better support agencies in navigating these options and to encourage appropriate program uptake, whether through I-REN or other offerings, we will continue coordinating with overlapping program administrators to minimize duplication and maximize customer benefits.

Launch of IDSM Services

Historically, I-REN has not been able to offer IDSM support; however, public agencies have consistently expressed a strong need for this assistance and interest in exploring IDSM projects. In response to a growing interest and awareness of agency needs, I-REN is launching IDSM TA services to help agencies identify and implement comprehensive energy strategies tailored to their facilities.

I-REN will help agencies identify EE and IDSM opportunities, catalog existing technology, and assess which measures are best positioned for future advanced energy initiatives, such as microgrids and virtual power plants. This also includes a customized project implementation plan and incentive application support for available regional and state EE and IDSM funding and financing pathways.

I-REN's IDSM audit services will help agencies uncover opportunities for the following:

- Renewable energy systems, such as solar photovoltaic + battery storage
- Electric vehicle charging infrastructure
- Load flexibility and demand control technologies to improve grid resilience and mitigate peak loads
- Building electrification
- Microgrids and advanced energy systems

The integration of EE and IDSM services will enable I-REN agencies to take additional steps toward bolstering community and regional energy resilience.

Refining Strategic Energy Planning Tools

Many agencies that previously received an Energy Resilience Roadmap have advanced beyond initial recommendations and are looking for refreshed planning tools and opportunities to set new benchmarks. Moving into 2026, I-REN will shift its focus to providing updated Final Energy Resilience Roadmaps for agencies that have already received an initial roadmap in the past one to two years. The updated Final Energy Resilience Roadmaps will provide a clear review of project progress since the original report, identifying completed, ongoing, and deferred efforts. They will incorporate the most recent utility data to refresh analyses and ensure that recommendations reflect current energy use, available incentives, and emerging IDSM technologies. Updates will also address new agency priorities and support ongoing engagement, helping agencies maintain momentum toward long-term energy resilience goals.

Limited flexibility within the current Energy Resilience Roadmap platform has constrained report development, delivery timelines, and user experience. To address this, I-REN will complete its migration to a new software platform to streamline report development and improve delivery. This enhancement will enable more flexible, interactive report formats that can be accessed online or exported as needed, resulting in clearer, more consistent roadmap reports, faster delivery timelines, and an improved experience for partners and stakeholders using IDSM planning information.

I-REN-PUBL-002: Public Buildings Normalized Metered Energy Consumption Program

PROGRAM DESCRIPTION

I-REN's Public Buildings Normalized Metered Energy Consumption (NMEC) Program, publicly known as Cash for Kilowatts, provides technical support (such as eligibility screening and measurement and verification) and incentives for meter-based energy savings. The program uses an NMEC approach to measure energy savings at the meter, incentivizing savings that have historically been excluded from EE programs or from technologies that are considered industry standard practices. The program places a special focus on whole building improvements to community-serving buildings by offering enhanced incentives for deep energy savings at critical facilities, cooling centers, and resilience centers.

Cash for Kilowatts has the following objectives:

- **SUPPORT** comprehensive lighting and whole building projects to improve the comfort and safety of vulnerable populations. The program will focus on critical facilities and emergency or cooling centers.
- **DELIVER** deep energy savings for public agencies at high visibility locations, positioning local governments as EE leaders within their communities and helping to meet local and state EE and GHG reduction goals.
- **PROVIDE** technical expertise and training to facility personnel to maximize the persistence of energy and bill savings. The program will deliver savings reports to public agencies to monitor and communicate post-project energy usage.

Using an NMEC approach to calculate energy savings will protect agencies from a mismatch between forecasted and actual savings. Combined with technical assistance and reinforcement of operations and management best practices, Cash for Kilowatts will maximize public agencies' savings for their communities.

ACCOMPLISHMENTS IN 2025

In 2025, I-REN's Cash for Kilowatts program built on the strong project pipeline established in 2024, marking several important program milestones. Key achievements included the completion of the program's first quarterly savings report and the disbursement of the first incentive payment for the Colton Joint Unified School District's completed project. In addition, five projects successfully completed construction and entered the NMEC performance period, during which energy savings will be measured directly at the meter. The program also approved its first multi-meter project, demonstrating that facilities with more complex metering configurations can participate in a program pathway that has historically included only single-meter projects.

Cash for Kilowatts 2025 Gross Program Savings Verified*

117,939 kWh savings 100% equity	12 kW savings 100% equity	0 Therms savings 100% equity	\$220,872 incentives disbursed 100% equity
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*Savings are based on the final savings report metrics for projects that have completed the 12-month performance period. Equity status is determined at the project site level.

Cash for Kilowatts 2025 Construction-Complete Savings Anticipated*

Metric	Savings Anticipated	% Equity
First-year gross kWh	181,741	91%
First-year gross kW	24	96%
First-year gross Therms	0	N/A
Incentives committed	\$278,738	97%

*Savings are based on installation report approval metrics for projects that completed construction in 2025. Equity status is determined at the project site level.

Cash for Kilowatts Program Pipeline Developed*

Metric	Post-Application Approval		Pre-Application Approval	
	Potential Savings	% Equity	Potential Savings	% Equity
First-year gross kWh	590,815	90%	4,377,595	96%
First-year gross kW	103	94%	-	-
First-year gross Therms	-15	100%	13,408	100%
Potential incentives	\$547,929	95%	\$4,250,674	97%

*Savings are based on forecasted construction completion timelines. The program pipeline includes total savings projected for 2026 and beyond. Equity status is determined at the project site level.

Cash for Kilowatts Project Details*

Metric	Number of Projects	% Equity
Projects verified	1	100%
Projects construction complete	5	60%
Projects post-application approved	11	91%
Projects in pipeline: pre-application submittal	45	91%

*Equity status is determined at the project site level.

These milestones are reflected in tangible project results, including the energy efficiency projects completed by the Colton Joint Unified School District (CJUSD) and San Bernardino Community College District (SBCCD). CJUSD partnered with I-REN to complete an interior LED lighting retrofit at Joe Baca Middle School, improving efficiency across 72 classrooms. Through benchmarking support, AB 802 compliance assistance, and project coordination, I-REN helped CJUSD increase equipment efficiency and secure incentives, covering approximately 80% of total project costs. To mark the milestone, CJUSD and I-REN celebrated the project’s momentum with a check presentation for the first incentive. The presentation highlighted the district’s early progress toward energy savings and reinforced the partnership’s role in helping secure critical funding.

72
classrooms upgraded

80%
of costs covered

First Check Presentation with the Colton Joint Unified School District



SBCCD leveraged Cash for Kilowatts incentives to implement a comprehensive interior LED lighting retrofit project, anticipated to deliver approximately 1.48 million kWh in lifetime electric savings and an estimated \$353,412 in avoided lifetime utility costs. Incentives totaling \$226,579 covered approximately 74% of total project costs, significantly reducing upfront financial barriers and demonstrating the program’s ability to improve project affordability while supporting large-scale public sector energy efficiency investments.



San Bernardino Valley College Cash for Kilowatts Case Study

San Bernardino Valley College Interior LED Lighting Retrofit



*SBCCD is upgrading the interior lighting at
San Bernardino Valley College North Hall and Library*

Lifetime Electric Savings 1,481,352 kWh Cars Off the Road 232 cars per year	Lifetime Electric Cost Savings \$353,412	Incentives Secured \$226,579, ~74% of gross project cost
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Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

Cash for Kilowatts also implemented several strategic program improvements to better serve its territory and streamline project delivery. Post-installation inspections were shifted to occur immediately after construction completion and prior to the development of the full installation report, to most cost-effectively use ratepayer funds by minimizing documentation revisions. This streamlined approach was successfully applied to SBCCD's projects, which received installation report approval at the end of 2025.

Cash for Kilowatts also offered its enhanced incentive rate for any project that submitted an application to encourage program uptake and maximize the benefits to participating public agencies.

Additionally, Green Button Connect, a platform providing ongoing, real-time access to energy usage data, was successfully integrated into the BUC software. This enhancement enables projects to securely and seamlessly share data with the Cash for Kilowatts program, reducing the time required to request and receive data from utilities, thereby helping agencies receive incentives more quickly. To further strengthen program delivery, I-REN developed 12 new tools and templates to streamline and improve program processes.

OPPORTUNITIES IN 2026 AND BEYOND

Building on the momentum of 2025, Cash for Kilowatts will continue to expand its project pipeline in 2026 by extending the enhanced incentive rate, including the newly added \$2 per Therm component, to agencies that submit project applications during the year.

As additional projects complete construction and advance through the 12-month NMEC performance period, Cash for Kilowatts anticipates increased incentive payments in 2026. To ensure that projected energy savings are fully realized, the program will enhance post-installation support by increasing engagement during the performance period. Planned improvements include monthly check-ins with participating agencies, the development of targeted educational resources for building operations staff, and the use of the BUC software in conjunction with Green Button Connect to issue alerts when actual energy use deviates from the approved projections.

Finally, the Cash for Kilowatts team is researching more affordable and accessible alternatives to the California Advanced Lighting Controls Training Program and the interNational Association of Lighting Management Companies (NALMCO®) for agency contractors, thus addressing a key barrier that has limited participation and slowed project implementation.

Public Sector EM&V Studies

I-REN conducted two studies for the Public Sector. A description of the studies, methodologies used, and the results are below.

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.

Results: This study was combined with Study 3 with the goal of obtaining more survey responses. A quantitative survey analysis was combined with qualitative interview findings to complete this study. In the survey, jurisdictions were asked how important I-REN's Public Sector programming is to their organization. Strategic energy planning support was rated as most important, with financing and affordability support and one-on-one project support being ranked the next most important factors. The survey also asked which barriers to engagement with I-REN Public Sector Programs exist, and lack of funding was ranked as the most significant barrier. Identifying these challenges for I-REN's jurisdictions gives I-REN's Public Sector the opportunity to address these barriers with strategic energy planning and connections to energy efficiency funding opportunities.

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.

Results: This study looked at various equity factors including HTR criteria, Equity-eligible incomes, Disadvantaged Communities, Free or Reduced-Price Meals, and Tribal Communities. The results of this study demonstrate that jurisdictions meeting equity-criteria are prevalent in I-REN's territory, however these equity jurisdictions disproportionately show limited or no engagement with I-REN's resources. This demonstrates an opportunity for I-REN to strengthen its outreach to equity jurisdictions.

This finding reinforced what I-REN Executive Committee stakeholders have communicated as an urgent need for greater awareness of EE benefits and opportunities throughout the inland empire, and in particular these equity communities.



Codes & Standards

I-REN's service territory includes a wide range of Authorities Having Jurisdiction (AHJs), many of which continue to face structural challenges in enforcing the Energy Code due to limited staffing, dispersed geographies, varying permitting processes, and unique regional climate and environmental burdens.

Many of I-REN's jurisdictions are smaller and often lack dedicated building department personnel, rely on third-party plan-checking providers, or have minimal permitting infrastructure, all of which make consistent code compliance difficult. These barriers are further compounded by persistent air quality issues, high heat conditions, and historically under resourced communities across the Inland Empire. As a result, I-REN continues to play a critical regional role in strengthening local capacity for effective code compliance, improving awareness of Energy Code requirements, and supporting AHJs in becoming aware of energy-saving measures.

To address these needs, I-REN's C&S initiatives provide locally tailored training, education, and technical assistance that directly respond to the needs and realities of jurisdictions within I-REN's region. Trainings and educational resources are informed by in-person outreach, jurisdiction engagement, and building department assessments completed throughout the year, thus ensuring that training content aligns with the topics that are most important to jurisdictions. I-REN also expanded accessibility to its trainings by offering live Spanish simulcasts. I-REN's technical assistance program increased its use of the "Ask an Energy Code Question" service and developed jurisdiction-specific tools. To maintain statewide alignment and consistency in compliance-improvement strategies, I-REN collaborates with the statewide C&S team and meets quarterly with the California Climate and Energy Collaborative. These coordinated efforts advance reliable Energy Code implementation while supporting the region's long-term capacity for equitable code compliance.

I-REN-CS-001: C&S Training and Education Program

PROGRAM DESCRIPTION

The Inland Regional Energy Network's (I-REN) Codes & Standards (C&S) Training and Education Program supports the needs of the local building industry through ongoing, accessible training events; access to no-cost educational resources; continuing education credits; certification opportunities; and in-language technical trainings. Resources increase and support understanding of Title 24, Parts 6 and 11 (the Building Energy Efficiency Standards in the California Code of Regulations and the California Green Building Standards Code [CALGreen], respectively). Locally focused interventions equip jurisdiction staff and private-sector professionals to improve compliance, streamline the permitting process, and cultivate the associated energy savings from code compliance.

Outreach for this program leverages I-REN governing agencies, regional local government networks, and industry associations, thus ensuring that trainings reach both public and private

sector professionals. I-REN collaborates with statewide industry leaders, codes experts, and local governments to design and deliver effective messaging, particularly during code update cycles and transitions. This includes partnerships with organizations such as the American Institute of Architects (AIA) In 2025, I-REN also continued expanding training accessibility through Spanish language support and engagement with regional industry partners.

ACCOMPLISHMENTS IN 2025

Training Overview

I-REN’s C&S Training and Education Program continued its upward trajectory of engagement in 2025, delivering 13 trainings and maintaining strong registration levels across the region. The program saw steady participation, reflecting its impactful reach.

In 2025, we saw some significant bright spots:

- I-REN became the first REN to offer live Spanish simulcasting of trainings.
- The program’s AIA partnership elevated professional credibility, and we became an AIA continuing education unit (CEU) provider.

The challenges were equally important. San Bernardino County engagement fell sharply. After several months of data collection, the team discovered this was due to differences in fellowship cycles. Initially, the fellowship cohort was actively engaged with I-REN’s C&S trainings, with high participation from fellows in San Bernardino county. Once this cohort ended, the next cohort did not attend as many C&S trainings as the previous cohort. It is also noteworthy that the fellowship program also had new supervisors, thus changing the point of contact that the C&S team would conduct outreach to for the trainings. This challenge highlights the need to establish lasting jurisdiction contacts and relationships beyond just the CivicSpark cohort. The team also discovered through in-person visits that many small jurisdictions lack physical building departments and outsource permitting, which structurally limits our traditional outreach model. Solutions to remedy this matter will be explored in 2026.



Training Course	2025 Dates
Heat Pump Water Heaters for Building Departments	Tuesday, January 14
How the Energy Code Treats Electrification	Thursday, February 13
Heat Pump HVAC Technology: Commercial and Residential Applications	Wednesday, March 5
Residential Additions and Alterations	Thursday, March 6
Heat Pump Water Heaters 2.0 – Intermediate Course: Design, Installation, and Review	Thursday, April 24
Forum: The State of Compliance Ahead of 2025 Energy Code Updates	Wednesday, May 28
2025 California Building Energy Code Updates: Impacts on Electrification and Passive House	Thursday, June 5
Financials of Solar and Storage	Thursday, July 24
2025 Code Series: Deep Dive on What’s New – Multifamily	Thursday, August 28
2025 Shadow Standards/Codes Restructured with California Energy Commission	Thursday, September 25
2025 Code Series: CALGreen	Thursday, October 23
2025 Code Series: Nonresidential Implementation	Thursday, November 13
2025 Code Series: Electrification Strategies for Contractors and Architects	Tuesday, December 9

In 2025, the program held 13 trainings, with 366 total registrants—a 0.27% increase from 2024—but 207 attendees, which reflects a 3.7% decrease from 2024. This was a result of the San Bernardino County drop-off. The attendance-to-registration ratio was 57%, showing good intent to participate but room to improve conversion. Notably, 43% attended more than one training, suggesting strong satisfaction and repeated value for ongoing participants.

Equity participation remained meaningful: 40% of the attendees were equity participants, even without a dedicated equity-focused code workshop in 2025. Knowledge gain remained exceptionally high, with 94.7% reporting increased understanding of the Energy Code.

In 2025, Riverside County’s public sector attendance increased significantly to 107 unique attendees, while San Bernardino County’s public sector attendance fell to 15, down from 61. Private sector numbers remained relatively stable in both counties despite targeted cross-promotion with incentive programs—around 10 in San Bernardino and 30 in Riverside. Expanding connections with contractor and building professional associations will be part of I-REN’s targeting strategy in 2026 to expand this audience.

I-REN C&S Training Participants by Sector

Heat Pump Water Heaters for Building Departments



Private Sector

Public Sector

How the Energy Code Treats Electrification



Heat Pump HVAC Technology



Residential Additions and Alterations



Heat Pump Water Heaters 2.0 – Intermediate Course



2025 California Building Energy Code Updates: Impacts on Electrification and Passive House



Financials of Solar and Storage



Code Series: Deep Dive on What’s New – Multifamily



Shadow Standards/Codes Restructured with CEC



Code Series: CALGreen



Code Series: Nonresidential Implementation



Code Series: Electrification Strategies for Contractors and Architect



In 2025, I-REN continued to administer post-training surveys following all C&S offerings to support CPUC metrics reporting and inform continuous improvement in program offerings. In 2025, I-REN collected 133 completed surveys, with 94.7% of respondents reporting increased knowledge of the Energy Code. Survey feedback reflected high levels of satisfaction with instructor expertise, the relevance and clarity of the training materials, and the overall quality of instruction.

Many participants continued to attend multiple sessions throughout the year, with 43% taking more than one training. This demonstrates sustained interest in I-REN’s offerings and trust in the program’s value. Positive feedback received from I-REN’s trainings was captured in the post-training surveys, with one participant saying, “Thank you for the well organized and detail[ed] presentation!” and another saying, “Great class, thank you for keeping us on the up and up.”

“Great class, thank you for keeping us on the up and up.”

Forums

In 2024, I-REN hosted its first two virtual forums, featuring diverse panels of speakers and reaching many of I-REN’s jurisdictions. In 2025, I-REN expanded on its forum offerings and hosted another two virtual forums. Sixty-nine people attended I-REN’s two 2025 forums, which was a 57% increase from 2024. For both forums, 100% of the respondents indicated increased knowledge of the Energy Code.



I-REN’s first forum in 2025 was “The State of Compliance Ahead of the 2025 Energy Code.” I-REN had 53 participants for this forum, which focused on existing needs, studies, and the status of code compliance. A diverse set of speakers, representing both government and the private sector, discussed the 2025 Energy Code updates, permitting and compliance rate studies, and resources to help improve compliance.

I-REN’s second forum in 2025 was “Resiliency in a Changing Energy Landscape.” I-REN had 26 attendees for this forum, which had four speakers, representing both government and the private sector, and discussed current and upcoming changes to the building energy space in California. This included existing methods that can be implemented to increase building efficiency, occupant comfort, and safety during stresses such as extreme heat. I-REN showcased its resources to support these efforts for its jurisdictions.

Across the two forums, I-REN had 17 unique jurisdictions with staff participating in the forums. In 2026, I-REN aims to increase participation to 32 unique jurisdictions. For 2026, I-REN’s C&S program will increase the number of forums it hosts to four for the year, one quarterly. I-REN’s preliminary forum topics will include: Air Quality and Building Design, Solar and Storage Opportunities, the Energy and Water Nexus, and Energy Code Applications for the Inland Empire’s Climate Zones.

Launch of Multilingual Offerings

I-REN recognizes the demographic and linguistic composition of its territory, allowing it to expand its multilingual strategy in 2025. The 2020 Census identified Hispanic Californians as the largest ethnic group, making up 39.4% of the state’s population. In the Inland Empire alone, the Hispanic population comprises a majority of the region at 51.5%, amounting to around 2.37 million people (University of California Riverside).³ Available code and technical training offerings are mostly conducted in English,

³ Source: [aqui-estamos-r4-digital-distribution.pdf](#)

but may not be accessible to contractors who primarily speak Spanish. Statewide, these contractors are crucial in meeting California's energy efficiency goals, especially its goal of installing 6 million heat pumps by 2030.

Building on its efforts in 2024, I-REN offered live simulcast trainings in Spanish for its Energy Code trainings throughout the year, becoming the first REN to provide no-cost CEU-eligible trainings in Spanish. Program partners emphasized the long-term importance of this offering for reaching workers often excluded from statewide technical training. Cross-promotion with the Institute of Heating and Air Conditioning Industries, TECH Clean California, and the Quality Heating, Ventilation, and Air Conditioning (HVAC) program helped generate strong early traction for Spanish-language offerings.

In 2026, I-REN plans to continue promoting multilingual training options and will begin tracking on-demand Spanish content to further expand accessibility.

Improved Equity Data Collection Practices

In 2025, 40% of I-REN's total training attendees were equity participants, showing a 17% increase from 2024 in reported equity participants. I-REN's improved data collection framework ensures that I-REN can more accurately assess trends over time and continue expanding access for priority communities in 2026.

To meet CPUC equity reporting requirements and better understand who the program is serving, I-REN continued strengthening its equity data collection methods in 2025. I-REN evaluates participants for the following:

- Disadvantaged Worker, defined in D.18-10-008
- Disadvantaged Community, defined by Senate Bill (SB) 350, discussed in D.18-05-041, and measured using the California Environmental Protection Agency's CalEnviroScreen analytical tool
- Hard-to-reach, as defined by CPUC and most recently modified in D.23-06-055
- Underserved Community, defined by CPUC in D.23-06-055

These categories, each supported by CPUC definitions and statewide equity frameworks, enable I-REN to track its progress in engaging priority populations. However, tracking equity data often necessitates requesting sensitive information such as home address, phone number, household size, household income, and language most frequently spoken at home. For programs such as I-REN C&S Training & Education that gather equity information from individual members of the public completing training and forum event registration forms, this has posed a barrier to participation. Previously, the C&S Training and Education Program received multiple complaints or opt-outs due to the length of registration forms and the invasiveness of the information requested to verify equity participation.

To address this barrier, I-REN's C&S program team undertook an effort to streamline the registration form and provide context for equity-related questions. Previously, in July 2024, I-REN updated its form to include simplified fields, plus an "Equity Tracking Disclaimer and Acknowledgment" that informs

registrants about why they are being asked the questions and assures them that their data will not be shared other than as required for reporting by CPUC. Doing so has reduced complaints, increased registration counts, and enabled I-REN to definitively measure equity participation.

OPPORTUNITIES IN 2026 AND BEYOND

The variety, accessibility, and reach of offerings will continue expansion to serve the needs of jurisdictions, building professionals, and contractors. This includes more introductory-level training topics that proved to be in demand, and opportunities to bring regionally pertinent topics to light more frequently. An on-demand platform will host all trainings in both English and Spanish and will continue offering no-cost CEUs and AIA credits.

I-REN also recognizes the importance of certifications for building professionals within its region. Opportunities to support certification will include Energy Code Compliance (ECC) Rater, California Energy Analyst, Certified Building Official, Plan Examiners, and related International Codes Council certifications.

To deepen engagement with its jurisdictions, I-REN will increase and improve outreach to its jurisdictions. I-REN will conduct up to three additional in-person jurisdiction visits to establish contacts, understand permitting processes, and promote offerings. I-REN will also research and develop a central reference list of third-party permitting and plan checking services used by jurisdictions that can be engaged in code compliance offerings in order to increase compliance. Additionally, I-REN will continue to increase its private sector engagement and support cross-cutting efforts with its WE&T Program by developing cross-promotional relationships with regional contractor associations and connecting regional ECC Raters with resources.

I-REN-CS-002: C&S Technical Support Program

PROGRAM DESCRIPTION

The Inland Regional Energy Network's (I-REN) Codes & Standards (C&S) Technical Support Program provides technical assistance tools and resources that assist building departments and the building industry with understanding, evaluating, and permitting the energy codes. The program aims to identify and address the areas of greatest need for improved permitting processes, code compliance, and the success of energy efficiency projects.

ACCOMPLISHMENTS IN 2025

A comprehensive suite of strategies, services, and tools designed to increase energy code compliance across the region will be delivered with a particular focus on underserved, hard-to-reach, disadvantaged, and environmental and social justice communities. Program delivery will combine research, jurisdictional engagement, tailored technical assistance, and coordinated training to help local governments and the building industry understand, permit, and enforce the Energy Code more effectively.

Notable aspects include the following:

- Engagement grew significantly with 10 questions resolved, up from 3 in 2024.
- We improved visibility through updates to the Energy Code Support page, distributing new collateral during visits to 14 jurisdictions, and conducting direct calls and emails to all of I-REN's jurisdictions in the second and third quarters.
- Palm Springs' Reach Code (explained below) continues to progress with the support of David Freedman, I-REN's local reach code expert, demonstrating how jurisdictional support often spans multiple years.

Energy Code Support

The increase in interest for the Energy Code Support service was supported by updating the Energy Code Support page at iren.gov with the "Ask an Energy Code Question" resource as well as permit guides.

Additionally, I-REN increased in-person outreach efforts in order to make jurisdictions aware of the technical support offered by I-REN. I-REN developed collateral to promote its technical support offerings and delivered the collateral in-person to 14 jurisdictions. This in-person outreach to jurisdictions helped I-REN determine building department status, processes, and support needs. I-REN also promoted the offering through partner channels such as AIA and California Energy Alliance.

Reach Codes

Reach codes serve as methods that enable jurisdictions to implement policy that goes above and beyond statewide standards for energy efficiency and building electrification. In 2025, I-REN continued to support the City of Palm Springs with its Reach Codes for two in-progress ordinances:

- Supporting the early adoption of 2025 code-controlled environment horticulture lighting efficiency measures.
- Supporting the enhancement of existing home EE requirements, based on an updated 2023 cost-effectiveness study for home EE.

The City of Palm Springs Reach Code ordinance was approved by the Sustainability Commission and is currently awaiting approval by the Indian Planning Commission and Tribal Council. I-REN remains active in these Reach Code developments to support the City of Palm Springs.

OPPORTUNITIES IN 2026 AND BEYOND

In 2026, I-REN's C&S Technical Assistance Program will continue to expand and strengthen its offerings for its jurisdictions. A major shift is the addition of a central reference list of third-party plan check and permitting firms, which is a direct response to the finding that many jurisdictions outsource these services. The team will also conduct more jurisdiction visits and expand private sector engagement through new partnerships with contractor and rater associations.

In 2026, I-REN will explore the development of an integrated platform to host program management dashboards, training and forum registration information, outreach and engagement data, audience lists, and reporting metrics. This platform would centralize C&S activities and improve both internal coordination and external reporting. This system will streamline reporting for CPUC requirements, enhance visibility into participation trends, and support more data-driven decision making across the C&S program.

To deepen its understanding of regional permitting practices, I-REN plans to conduct an exploratory permitting study to assess how jurisdictions manage plan review, the types of permitting software in use, the availability of permitting data, and common barriers to Energy Code compliance. With many of I-REN's jurisdictions lacking traditional building department structures or relying on third-party plan checkers, this study will provide foundational insights to inform future training, technical assistance, and resource development.

Building on the increased use of the "Ask an Energy Code Question" service and jurisdiction feedback collected through in-person visits in 2025, I-REN will begin designing enhanced technical assistance offerings. These may include direct, long term support for local agencies requiring deeper expertise in Energy Code modeling, software navigation, and advanced compliance topics. Additionally, I-REN will continue cross-promoting the statewide ECC Rater Program (formerly Home Energy Rating System) to ensure that regional building professionals have access to recognized certification pathways.

As more jurisdictions pursue advanced energy projects, such as the City of Eastvale's microgrid initiative, I-REN will provide support by developing tailored resources, targeted trainings, or a dedicated workshop focused on Energy Code implications for microgrid infrastructure. These insights will also help inform broader regional guidance on distributed energy resources and code compliance for emerging technologies.

Codes & Standards EM&V Studies

I-REN conducted two studies for the Codes & Standards Sector. A description of the studies, methodologies used, and the results are below.

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.

Results: This study was combined with Study 1 with the goal of obtaining more survey responses. A quantitative survey analysis was combined with qualitative interview findings to complete this study. In the survey, jurisdictions were asked which barrier was the most significant to participating in I-REN's energy code trainings. Limited staff time was ranked as the most significant barrier. I-REN's C&S program has the opportunity to provide on-demand trainings to its jurisdictions to help address this barrier.

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.

Results: This study surveyed training participants to determine which training mode is the most preferred. I-REN's current format of online live trainings was ranked as the most preferred training format and this format is planned to continue in 2026 and beyond.





Workforce Education & Training

Through its WE&T cross-cutting sector programs, I-REN will serve as a vital link between workforce skills and training providers such as community colleges and employers to build a more robust market and increase the number of skilled EE contractors in the Inland Empire.

These activities will promote job market recovery and progress toward statewide goals regarding EE, air quality, and support for hard-to-reach, underserved, rural, tribal, and disadvantaged communities. Both SB 350 and SB 535 prioritize these communities for initiatives to improve air quality, increase EE, and address economic conditions. SB 350 emphasizes workforce development and increased project penetration in underserved communities. I-REN has an opportunity to support these goals through its WE&T initiatives.

I-REN-WET-001: WE&T Training and Education Program

PROGRAM DESCRIPTION

In its Training and Education Program, I-REN will assess the current training marketplace in the Inland Empire and work with local providers, including higher education providers, high schools, adult schools, and professional training companies to tailor content to be relevant to the region's needs and ensure that disadvantaged communities are a focus. I-REN will collaborate with training providers to improve access to a broad spectrum of training opportunities in person, online, and in the field.

The Training and Education Program creates a robust local network of training programs that increase capacity and knowledge related to EE in the building industry. I-REN focuses mostly on entry-level offerings in Riverside and San Bernardino counties. I-REN and these offerings raise the value of EE training and career paths within high schools, community colleges, and universities; encouraging more people to enter an industry involving or related to EE.

I-REN WE&T Training & Education Program Overview



COMMUNITY OUTREACH AND ENGAGEMENT

Help diverse job seekers find employment opportunities.



NO-COST TRAINING AND EDUCATION

Energy efficiency topics and trends.



WORKFORCE DEVELOPMENT ACTIVITIES

Create job pathways to local companies.



BENEFIT

Improve access to training opportunities in person, online, and in the field.

ACCOMPLISHMENTS IN 2025

Through collaborations with the Riverside and San Bernardino County Workforce Development Departments in December 2024, I-REN released an Energy Workforce Gaps Assessment, which analyzed energy workforce gaps, employer needs, and existing training opportunities in Riverside and San Bernardino counties. Findings from the assessment highlight significant energy job growth (25% by the year 2030), high retirement rates and transfer rates (75%), and skill gaps among job seekers, emphasizing the need for training in clean energy technologies and equitable access to programs.

The assessment recommended:

- **CONNECT** job seekers to training
- **ENHANCE** support services
- **STRENGTHEN** the education-to-career pipeline
- **FOSTER** collaboration between employers and training providers to meet the region's growing energy workforce demands

In 2025, the results of this assessment were presented to the I-REN Workforce Roundtable and the I-REN Executive Committee. The recommendations were affirmed and prioritized to foster collaboration between employers and providers, strengthen the education-to-career pipeline, connect job seekers to training, and enhance support services.

Using these recommendations, I-REN collaborated with both the Riverside and San Bernardino County Workforce Development Departments to enhance existing energy career pathways within the region. These partnerships are expected to provide 180 individuals with access to energy-related training opportunities within a two-year period. Participants receive no-cost or low-cost trainings, support services, and employer engagement opportunities throughout their participation, with a goal of reducing the skills gap within the region.

Quarterly Workforce Roundtables

In 2025, I-REN hosted a total of 10 working group roundtables at each of the unique subregions of the I-REN territory (Eastern Riverside County: Coachella Valley, Western Riverside County, and San Bernardino). Nine were held in-person at their respective subregions and one was held virtually to allow all subregions to participate at one time.

Roundtable participation included 56 participants from 45 organizations. Organizations included cities, chambers of commerce, both I-REN counties' workforce departments, both counties' economic development departments, SCE, SoCalGas, local educational institutions (both public and private), and various local workforce and training organizations. Each of the roundtables provided an opportunity for I-REN and its partners to share their work within the region and enable collaboration among organizations. I-REN hosted both County Workforce Development Departments to share their work, as well as Inland Economic Growth & Opportunity and the Inland Empire/Desert Regional Consortium. All of these presentations provided valuable insight into potential collaboration and aided in the prevention of duplication of efforts across agencies within the Inland Empire.

I-REN Energy Science Fair Awards

In 2025, I-REN supported the San Bernardino County Superintendent of Schools by sponsoring the I-REN Energy Science Fair awards at the San Bernardino, Inyo, and Mono Counties Science and Engineering Fair, which is an annual science project competition for students who attend the schools in each county. I-REN evaluated projects in the energy category at the elementary, junior, and high school divisions. Evaluations included five projects in the elementary division, three projects in the junior division, and four projects in the senior division in the energy, sustainable materials, and design category.

The following project teams received I-REN Energy Science Fair awards and joined I-REN at the April 2025 I-REN Executive Committee meeting, where the students received recognition for their hard work and dedication on their projects in the field of energy

- **Junior Division:** Watt a Waste: Using Microbial Fuel Cells to Produce Electricity
- **Senior Division:** Effect of Dust on Solar Panel Efficiency

I-REN WE&T Partnership Opportunities



EXPLORE resources and potential partnerships for K–12, Community Colleges, and Universities for energy career pathways.



CREATE and provide job training, certifications, and innovations related to the energy field with industry stakeholders.



HOST an energy efficiency job fair.



DEVELOP a virtual training learning center for energy efficiency.

Inland Empire Desert Regional Consortium (IEDRC)/I-REN 2025 Energy and Infrastructure Sector Showcase

In partnership and collaboration with IEDRC, I-REN hosted an event with more than 180 attendees, which was a one-stop shop within the energy workforce system that brought together Inland Empire community colleges, local agency staff, and workforce organizations that focused on issues, barriers, and resources to help connect, identify, and have conversations to further develop the local workforce training initiatives.

Science and Technology Education Partnership (STEP)

STEP was developed 25 years ago to “inspire students to pursue careers in Science, Technology, Engineering, and Mathematics (STEM)” across the Inland Empire. On March 7, 2024, I-REN received the exemplary STEP participation award from the STEP organization. In 2025, I-REN continued supporting STEP programs as they seek to expand their offerings within energy and to schools and areas considered to be more hard-to-reach or underserved. Each year, STEP hosts three annual STEPCon events — one each for students, educators, and counselors. In 2025, STEPcon reached and provided resources and services to 5,100 students (1,600+ in person, and 3,500 virtual), 200 educators, and 100 counselors.

5,100

students reached

200

educators engaged

100

counselors engaged

Local Government Sustainable Energy Coalition (LGSEC)

LGSEC is a statewide membership network representing local government interests related to EE, clean energy, and climate resilience to state regulatory agencies. Together, LGSEC members advance sustainable energy and climate solutions to meet California’s decarbonization goals through knowledge exchange, targeted learning opportunities, and statewide collaboration. I-REN offers its member agencies a sponsored one-year membership in LGSEC. As of February 2025, I-REN has enrolled 12 agencies as members in LGSEC and encourages their participation in the energy policy landscape. Participants include the cities of Canyon Lake, Colton, Corona, Jurupa Valley, Lake Elsinore, Palm Springs, Rancho Cucamonga, San Jacinto, Temecula, and Twentynine Palms; the County of Riverside, and the Town of Apple Valley.

CPUC Supplier Diversity Workshop

In April 2025, I-REN held a workshop that brought speakers from CPUC and utilities to share supplier diversity information to many of the local chambers of commerce and diverse businesses in the I-REN region. A total of 179 attendees from 131 local businesses, community-based organizations, and local organizations received information and guidance on how to participate in the CPUC Supplier Diversity Clearinghouse program and gain access to the resources that are available to them within the region. The event has become an annual part of I-REN’s event schedule, with a second event planned in Spring 2026. Thirty-seven attendees participated in a survey. All reported that the event was very good or excellent and they wanted more information about CPUC Supplier Diversity Clearinghouse opportunities. Seventeen of the surveyed participants were certified by the CPUC Supplier Diversity Clearinghouse and they appreciated the additional networking opportunities, the remaining 20 survey participants expressed interest in the information presented and in learning more about certification.

CPUC Supplier Diversity Workshop



OPPORTUNITIES IN 2026 AND BEYOND

Workforce Market Assessment (Implementation)

Based on the I-REN Workforce Roundtable and the I-REN Executive Committee's prioritization of the recommendations identified in the I-REN Energy Workforce Gaps Assessment, staff will work to implement program development or enhancements that support education and training in energy pathways in the I-REN territory.

Energy Savings Assistance (ESA) Pipeline Program & Collaboration

I-REN identified seven contractors within the Inland Empire that partner with the SCE and SoCalGas ESA Program to provide income-qualified homeowners and renters with no-cost energy-efficient home improvements. In collaboration with the County Workforce Development Departments and community colleges, I-REN is planning to engage in additional training and support services for these seven contractors through the coming years. These additional training opportunities are intended to assist in filling an identified gap in hiring and retaining qualified job seekers for specific energy roles. As participants in the energy career pathways complete their trainings, they may have opportunities to be employed through these ESA contractors and close the loop for their training pathway. I-REN believes that a pipeline program and collaboration such as this one can be scaled and offered to other energy service industries, in the future.

I-REN-WET-002: WE&T Workforce Development Program

PROGRAM DESCRIPTION

I-REN will convene and collaborate with state, regional, and local stakeholders, including workforce investment boards (WIBs) and economic development departments to develop a unified mission around the region's EE workforce, highlighting pathways for job seekers to enter the green jobs market and increase access for disadvantaged communities. I-REN will facilitate identifying opportunities for employers and local workforce partners to network and connect.

With its governing agencies' existing networks of contractors and training providers, I-REN is well positioned to help bridge the gap between the energy industry and the workforce. I-REN is building partnerships with local community colleges, local universities, and local WIBs to establish a comprehensive network of WE&T offerings. I-REN also brings close connections with local government planning and building departments across the region. I-REN's WE&T initiatives offer important opportunities for collaboration across other sectors through its work in the public sector and C&S — both of which are important drivers of EE and advanced energy activity and employment in the region.

ACCOMPLISHMENTS IN 2025

I-REN Energy Fellowship

In 2025, the I-REN WE&T Program deployed a total of 32 I-REN Energy Fellows with public sector agencies. Historically, public sector agencies in the I-REN region have lacked the capacity to track, monitor, implement and comply with various energy and environmental statewide goals and requirements. The I-REN Energy Fellows address this barrier by supporting and filling organizational capacity needs related to EE project identification, energy building identification and benchmarking, climate/energy action planning, outreach of workforce, education and training into the communities, and other sustainability initiatives. Of the 14 fellows who participated in the 2024–2025 cycle, seven were able to use the experience and knowledge they received through the fellowship to obtain full-time work within either their site host, another local public agency, or through the connections they made during their time as an I-REN Energy Fellow.



As of February 2026, there are 40 projects in I-REN’s public sector Cash for Kilowatts incentive program queue from 22 agencies where an I-REN Energy Fellow has direct involvement in the project and process for completion. Five agencies that had utilized a fellow in a previous cycle requested another fellow and are moving forward with energy efficiency projects that their current I-REN Energy Fellow is actively coordinating. These 40 projects total an estimated annual energy bill savings of \$717,430, and an overall energy savings of 2,844,110 kWh/year, and 8,028 Therms/year. The most impressive result of having fellows working within the agencies is the incentive dollars that they have been able to secure for their respective site hosts.

Currently \$2,163,113 in savings has been allocated to agencies for energy efficiency projects utilizing a Fellow.

That figure is expected to rise as 10 of the projects are still in the initial project identification phase and incentive dollars have not yet been fully factored in. Currently, nearly 52% of all the incentive dollars within the public sector pipeline are allocated to projects utilizing an I-REN Energy Fellow. In line with that figure, 63% of the annual energy savings within the total public sector pipeline is tied to projects utilizing an I-REN Energy Fellow.

The I-REN Energy Fellowship Program is not only providing valuable support for agencies within the region, but is also providing an avenue to increase energy savings and participation in I-REN’s public sector project pipeline. The host sites are receiving no-cost project management as well as potential energy savings through their involvement in the public sector arm of I-REN. As a whole, the I-REN Energy Fellowship Program was designed to place highly engaged individuals into public

sector positions to gain experience and an opportunity to practice energy-related work; however, the end result has affected both the site agencies and the energy efficiency landscape in a much more significant manner. The collaboration among sectors allows the WE&T Program to directly support the realization of energy savings. This underscores the opportunity and need for more fellows to be placed within the region, which is part of I-REN’s Workforce Development plans for 2026.

I-REN WE&T Energy Fellowship Overview


I-REN Energy Fellowship

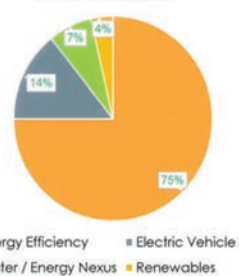
- Partnership with CivicSpark an AmeriCorps Program
- Minimum Associates Degree
- Fellowship Project Examples:
 - Facility Audits
 - Billing Rate Analysis
 - Community Outreach
 - Energy Efficiency Facility Identification





WE&T: I-REN Energy Fellowship



THROUGHOUT THE YEARS	SAMPLE PROJECTS	Fellow Projects
<ul style="list-style-type: none"> • 1st Cycle – 2023/2024 <ul style="list-style-type: none"> • 11 Fellows @ 11 host sites • 2nd Cycle – 2024/2025 <ul style="list-style-type: none"> • 13 fellows @ 12 host sites • 3rd Cycle – 2025/2026 <ul style="list-style-type: none"> • 24 fellows @ 16 host sites • 8 (8-month fellows) - 10 host sites 	<ul style="list-style-type: none"> Energy benchmarking, Facility audits Identify and analyze Energy Efficiency projects Climate Action Plans or Energy Action Plans Capital Improvement Plans or Facility Equipment Replacement Plans 	

Job/Career Fairs and Events

I-REN attended approximately 41 events in 2025. Through these job/career fairs and community events, the I-REN team collected more than 270 interested job-seeker forms from individuals interested in the I-REN Energy Fellowship, or hearing about I-REN workforce resources. Some of these job fairs were conducted in partnership with Energy is Everything. I-REN has a system to collect interested job-seeker forms from prospective candidates. The information is compiled into a listserv. I-REN notifies the candidates who are registered in the listserv when the I-REN Energy Fellowship application is open, which may result in an Energy Fellow placement with a member agency.

Experiential Learning for I-REN Energy Fellows

During the first year of the I-REN Energy Fellowship (2023 –2024), the I-REN team provided the fellows with an opportunity to participate in a tour of a local software company, Esri, focusing on energy planning and infrastructure. After surveying the first year I-REN Energy Fellows, I-REN received positive feedback on this tour and determined that pursuing similar opportunities would support the fellows with experiential learning that develops their expertise in the industry and illuminates high road career paths in alignment with ESJ Action Plan Goal 7. As such, the second cycle of Fellows for 2024-2025 Fellowship program year received the opportunity to participate in the following events and tours:

- December 2024: Regional Energy and Climate Hub (REACH) Inland Empire
- January 2025: I-REN Community Resilience Center Workshop
- February 2025: I-REN Energy Fellow Esri Tour
- March 2025: Inland Empire/Desert Regional Consortium and I-REN Energy & Infrastructure Sector Showcase
- March 2025: I-REN Energy Fellow California Air Resources Board Tour
- April 2025: I-REN Energy Fellow CR&R Environmental Services’ Anaerobic Digester Tour
- May 2025: I-REN Energy Fellow GRID Alternatives Tour
- July 2025: California Climate and Energy Forum Fellowship participation opportunity
- August 2025: San Bernardino Valley College – Leadership in Energy and Environmental Design (LEED) Certified Building Tour
- August 2025: Zero-Emissions Vehicles Forum

These opportunities were so impactful for the 2025 cohort that the 2026 cohort will continue to have tours and experiential events throughout 2026. As of February 2026, there are nine events scheduled for I-REN Energy Fellows to participate and gain further industry knowledge.

Fellows at the California Air Resources Board in March 2025



OPPORTUNITIES IN 2026 AND BEYOND

In 2026, the I-REN WE&T team plans to expand opportunities for I-REN Energy Fellowships at public agencies in the region, to support the growing pipeline of public sector NMEC projects in the I-REN's Cash for Kilowatts program. There will also be expansion of I-REN Energy Fellowship opportunities to include water-energy nexus opportunities with water and special districts, and energy education at public educational institutions and school districts. I-REN will also expand educational offerings for Energy Fellows and the K–12 community.

March 2026 Energy & Infrastructure Sector Showcase (planned in partnership with the Inland Empire/Desert Regional Consortium)

The purpose of the event is to be a one-stop energy workforce ecosystem that will bring together Inland Empire community colleges; local agency staff; and workforce organizations that will focus on the issues, barriers and resources to help connect, identify, and have conversations to determine training opportunities that will assist in developing a green energy pathway for job seekers in the region.

Partnership with EcoHero for Elementary Education

EcoHero provides assembly style conservation education for children in grades K–6. I-REN partnered with EcoHero to provide up to 27 school assembly presentations to elementary schools within the Inland Empire. I-REN also provided additional input for a specific I-REN Clean Energy careers book, "Power Up Your Future," and song. Both provide educational awareness of the types of energy careers that can be impactful for their future career pathway goals. The children are able to sing about energy awareness, conservation in general, and uncover their potential to be an EcoHero in their everyday lives. The first presentation of EcoHero was at STEPCon in October 2025 with 17 additional presentations scheduled so far for the 2026 school semester.

EcoHero Elementary Education Read and Rap-Along Book



Sector-Wide Workforce Collaborations

In alignment with I-REN's workforce objectives from its business plan, I-REN serves as a facilitator and convener, bringing together a wide variety of workforce development and educational providers in the region to address the region's workforce needs related to energy efficiency, decarbonization, and resiliency. I-REN workforce collaborations have continued to grow year over year as shown below.

I-REN WE&T Sector-Wide Collaborations, 2023–2025

I-REN Partner	2023	2024	2025
Associated Builders and Contractors Inland Empire Branch	X		
Barstow Community College	X		
California Baptist University	X		X
California Employment Development Departments – Veterans Division		X	
California State University, San Bernardino	X	X	X
Center for Employment Training		X	X
Chino Valley Chamber of Commerce	X		
CivicWell Climate Adaptation Forum	X		
College of the Desert		X	X
Construction Trades Workforce Initiative	X		
Desert Valley Builder Association		X	X
Eastvale Chamber of Commerce		X	
Energy Code Ace	X		
Energy is Everything		X	X
Esri			X
Goodwill Career Resources Inland Empire	X		
Greater Coachella Valley Chamber of Commerce		X	X
GRID Alternatives		X	X
Inland Economic Growth & Opportunity		X	
Inland Economic Growth & Opportunity			X
Inland Empire Community Colleges Job Developers	X		
Inland Empire Community Foundation			X
Inland Empire Economic Partnership		X	X
Inland Empire Labor Institute		X	X
Inland Empire/Desert Regional Consortium	X		
Inland Southern California Collaborative		X	X

I-REN Partner	2023	2024	2025	
Institute of Heating and Air Conditioning Industries		X	X	
International Facility Management Association			X	
James Irvine Foundation	X			
Launch Apprenticeship Network	X			
Local Employment Development Department Veterans Division	X			
Local Government Sustainable Energy Coalition		X	X	
Mount San Jacinto College	X			
Norco Community College		X	X	
Public Health Institute / CivicSpark		X	X	
Redland Chamber of Commerce		X	X	
Riverside City College Guardian Scholars	X			
Riverside County Office of Economic Development		X	X	
Riverside County Office of Education (RCOE)	X			
Riverside County Workforce Development Department		X	X	
San Bernardino City Unified School District	X			
San Bernardino Community College District			X	
San Bernardino County Economic Development Agency		X	X	
San Bernardino County Superintendent of Schools	X			
San Bernardino Valley College		X	X	
San Bernardino Workforce Development Department		X	X	
San Geronio High School (Jobs 4 California Graduates)	X			
Science and Technology Education Partnership (STEP)		X	X	
Southern California Energy Innovation Network	X			
Thrive Inland SoCal		X	X	
Time for Change Foundation	X			
Tomorrow's Talent	X			
U.S. Green Building Council			X	
University of California, Riverside		X	X	
Uplift San Bernardino		X	X	
Victor Valley College Career and Technical Education		X	X	
Youth Action Project	X			
	Total	24	28	32

Workforce Education & Training EM&V Studies

I-REN conducted two studies for the WE&T Sector. A description of the studies, methodologies used, and the results are below.

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.

Results: This study looked at a mix of past fellows that completed their fellowship cycle, current fellows in their fellowship cycle, and host agencies that have hosted fellows in the past. For host agencies, barriers to hosting a fellow were identified as lack of awareness of programs as well as not having the staff capacity to supervise a fellow.

Fellows' responses indicated the fellowship clearly supports skill-building in both soft and technical domains. Fellows indicated a self-reported increase in communication and public speaking skills due to training sessions and project responsibilities during the fellowship. Fellows reported an increase in their development of technical areas such as energy auditing, energy code compliance, and project management. Supervisor responses aligned with fellow responses and cited the professional growth and development of fellows.

Importantly, the Fellowship program has already led to permanent employment for several graduates, with two past fellows reporting having been hired on at local agencies.

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.

03.

Energy Savings and Total System Benefit

Savings and Total System Benefit Claims

I-REN has one program that is specifically designed for delivering claimable energy savings and TSB for equity customers: the IREN-PUBL-002: Public Buildings NMEC Program, within the equity sector, known as Cash for Kilowatts. 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 comprehensive projects to these agencies, all of which must be monitored over a 12-month period after construction completion in order to confirm actual energy saved, I-REN anticipates that its TSB claims will increase in the years between application submittal and the start of the new portfolio period. As of December 2025, I-REN has steadily built a robust pipeline of committed NMEC projects, with over \$1 million in incentives reserved and/or distributed, and an estimated 12.4 million kWh in lifetime 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.

\$1 million+
in incentives reserved or distributed

12.4 million
kWh in lifetime energy savings

2025 Total System Benefit, Net First Year Savings and Goal Attainment

	Total System Benefit (TSB)	GWh	MW	MMTherms
	Portfolio – Non C&S	Codes & Standards (C&S)		
2025 TSB and Total Installed Portfolio Savings	\$79,146	n/a	n/a	n/a
Adopted 2025 Targets (D.23-08-005)	\$572,750	n/a	n/a	n/a
Percentage of goal attainment	14%	n/a	n/a	n/a
2024–2027 Cumulative TSB and Total Installed Portfolio Savings	\$181,009	n/a	n/a	n/a
Adopted 2024-2027 Goals (D.23-08-005)	\$2,442,661	n/a	n/a	n/a
Percentage of Progress Towards 4-year Goal	7%	n/a	n/a	n/a

Electricity and Natural Gas Savings and Demand Reduction (Net)

Program ID	Annual Energy Savings (kWh)	Lifecycle Energy Savings (kWh)	Peak Demand Savings (kW)	Annual Natural Gas Savings (Therms)	Lifecycle Natural Gas Savings (Therms)
IREN-PUBL-002	143,389	1,420,367	23	0	0
Total Portfolio Savings	143,389	1,420,367	23	0	0

Non-Claimed/Referred Savings

There are 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. Since program inception, I-REN has developed 80 Initial Measures List (IML) for public agencies which includes identifying potential energy efficiency upgrades, estimated project costs, Cash for Kilowatts Incentive eligibility, and other possible funding sources.

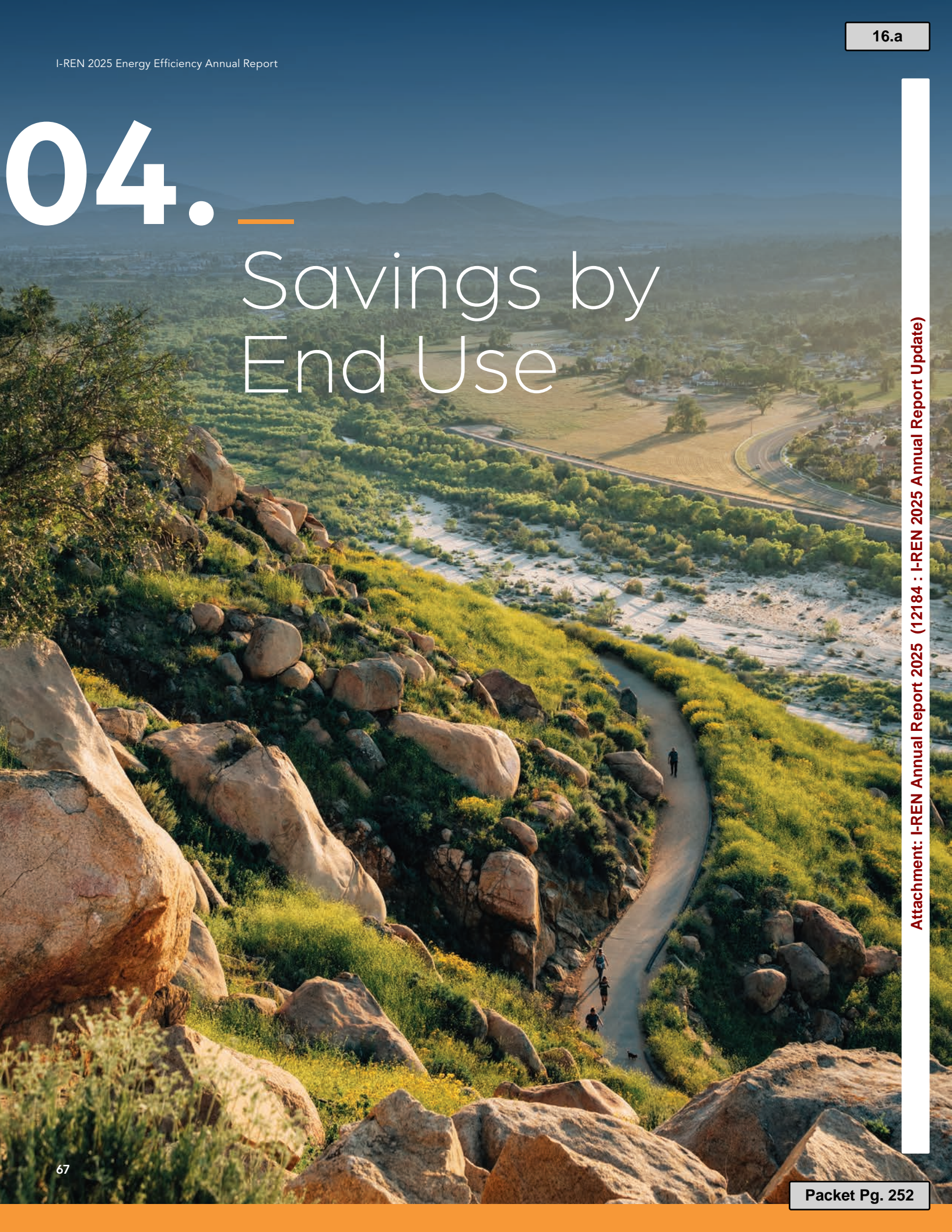
The majority of projects supported by the TA program are going through the NMEC program (Cash for Kilowatts). Through ongoing collaboration, projects that I-REN has been tracking but have not gone through NMEC, are channeled through other PA programs (i.e., SoCalGas’ Public Direct Install program or SoCalREN’s Rural-HTR Direct Install program). See table below for savings channeled to other PA programs in 2025.

I-REN Project Referral Examples

City of Colton	
Program: SoCalGas Public Direct Install program	
Project Scope: 13 tankless water heaters and 200 inches of pipe wrap insulation	
Annual Gas Savings: 5,200 Therms	Lifecycle gas savings: 127,995 Therms
City of Blythe	
Program: SoCalREN Hard to Reach Direct Install program	
Project Scope: Replacement of 3 gas storage heaters with two tankless gas water heaters and one HPWH	
Annual Gas Savings: 3,871 Therms	Lifecycle gas savings: 22,713 Therms

04.

Savings by End Use



Savings by End Use

2025 Annual Net Savings by End Use

End-use Category	kWh	Percentage of Total
Whole Building	143,389	100%
Total Portfolio Savings	143,389	100%

05. Environmental Impacts



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

Environmental Impacts

Environmental Impact (Net Metric Tons of Avoided Emissions)

Annual CO ₂	Lifecycle CO ₂	Annual NO _x	Lifecycle NO _x	Annual PM10	Lifecycle PM10
49.18	448.13	0.003	0.03	0.003	0.03

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, a significant majority (89%) of 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 and hard-to-reach local governments, K-12 schools, tribal communities, and special districts in reducing municipal emissions and meeting their overall GHG reduction goals. In the Public Sector, I-REN provides critical energy project identification and implementation support 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 public agencies to enact energy efficiency and electrification upgrades for building decarbonization.

As mentioned in an earlier section, I-REN introduced a greenhouse gas (GHG) impact metric to Energy Resilience Roadmaps to quantify the total metric tons of CO₂e that would be reduced if all proposed energy projects were implemented. For example, to highlight the direct GHG reduction potential in the City of Wildomar’s Energy Resilience Roadmap, I-REN estimated that completing three energy efficiency projects would yield approximately 50,250 kWh in annual energy savings. If implemented, these projects would achieve a first-year reduction of 25.4 metric tons of CO₂e, contributing approximately 1.8% toward the City’s goal of a 15% reduction in building-related GHG emissions by 2030. This added metric helps show how these projects support broader agency and regional climate targets.

“These [climate and energy goal] metrics will help guide our CAP development efforts.”

—City of Chino Hills

06. — Expenditures



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

Expenditures

I-REN's 2025 budget and expenditures are shown below.

I-REN 2025 Budget Forecast

Program ID	Program Name	2025 Budget
IREN-PUBL-001	Technical Assistance and Strategic Energy Planning Program	\$3,100,790.45
IREN-PUBL-002	Public Buildings NMEC Program	\$4,453,361.35
IREN-CS-001	C&S Training and Education Program	\$1,041,232.07
IREN-CS-002	Technical Support Program	\$689,892.89
IREN-WET-001	WE&T Training and Education Program	\$1,275,690.13
IREN-WET-002	Workforce Development Program	\$1,851,668.29
Program Subtotal		\$12,412,635.19
IDSM		\$405,000.00
Portfolio Support PA Costs		\$704,774.52
EM&V		\$563,433.76
Total I-REN 2024 Budget Forecast		\$14,085,843.47

I-REN 2025 Actuals

Program ID	Admin	Marketing & Outreach	Direct Implementation	Incentives	Total
IREN-PUBL-001	\$772,367.16	\$117,601.18	\$3,590,182.55	\$0.00	\$4,480,150.89
IREN-PUBL-002	\$410,106.23	\$67,542.64	\$1,509,105.97	\$270,539.02	\$2,257,293.86
IREN-CS-001	\$41,834.19	\$32,699.11	\$601,773.95	\$0.00	\$676,307.25
IREN-CS-002	\$35,965.23	\$38,750.65	\$304,197.90	\$0.00	\$378,913.78
IREN-WET-001	\$136,091.53	\$36,687.97	\$1,346,432.89	\$0.00	\$1,519,212.39
IREN-WET-002	\$99,899.60	\$25,797.48	\$1,023,138.41	\$0.00	\$1,148,835.49
IREN-EMV-001	\$0.00	\$0.00	\$148,869.36	\$0.00	\$148,869.36
IREN-MS-Portfolio Support	\$17,018.67	\$0.00	\$0.00	\$0.00	\$17,018.67
IREN-CS-Portfolio Support	\$17,018.67	\$0.00	\$0.00	\$0.00	\$17,018.67
IREN-IDSM-Equity-001	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
IREN-Equity-Portfolio Support	\$68,075.18	\$0.00	\$0.00	\$0.00	\$68,075.18
I-REN Total	\$1,598,376.46	\$319,079.03	\$8,374,831.67	\$0.00	\$10,711,695.54

07.

Cost- Effectiveness



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

California’s statewide EE portfolio, which includes I-REN’s programs, is cost-effective from an overall perspective as described recently by the CPUC’s report⁴ in response to Governor Newsom’s Executive Order N-5-24.⁵

Within the overall EE portfolio, the CPUC has authorized I-REN and other RENs to offer EE programs that are not held to a cost-effectiveness threshold, “because the RENs are inherently designed to take on filling gaps in the other larger portfolios or serving the needs of HTR customer segments/markets that will be naturally less cost-effective to serve.”⁶ Similarly, the IOU PAs and MCE are permitted to dedicate 30% of their budgets toward programs focused on advancing equitable access to EE and supporting the long-term growth of markets for EE—programs which are not subject to cost-effectiveness thresholds. RENs and the equity and market support segments of the portfolio were created in order to ensure that these policy priorities are advanced within the statewide EE portfolio, which is cost-effective on an overall basis.

While not subject to a cost-effectiveness threshold, I-REN strives to manage its portfolio “with an eye toward long-term cost-effectiveness,” as encouraged by CPUC,⁷ as a good steward of ratepayer dollars. As noted in D.21-11-013, the CPUC decision approving I-REN’s Business Plan, CPUC welcomes I-REN’s focus on equity and serving disadvantaged and underserved communities, stating that:

“*Involving the types of customers and communities that I-REN’s Business Plan will serve is important to help California meet its energy and climate goals.*”⁸

⁴ CPUC Response to Executive Order N-5-24. Table A-2. Program list.

⁵ Executive Order N-5-24 (2024). <https://www.gov.ca.gov/wp-content/uploads/2024/10/energy-EO-10-30-24.pdf>

⁶ D.19-12-021 at 37

⁷ D.16-08-019 at 12.

⁸ D.21-11-013 Conclusions of Law 7 and 8.

08. — Metrics



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

Unique Value Metrics

D.19-12-021 directed proponent RENs to “demonstrate new and unique value toward California’s energy, climate, and equity goals”⁹ and then file their progress toward their proposed unique value metrics once they were approved and operating.

I-REN Unique Value Metrics

Percentage of partner jurisdictions that use I-REN guides and tools for code compliance

Codes & Standards

One of I-REN’s key unique strengths is its relationships with local governments through the founding agencies’ work as councils/associations of governments. This metric is intended to show I-REN’s progress on leveraging those relationships to engage with jurisdictions on C&S permitting and code compliance.

Number of BUC registrations in partner jurisdictions (total users)

Public Sector

BUC registration is the entry point to accessing I-REN technical assistance services. The BUC portal allows for exploring possible savings opportunities for projects that Public Sector Program participants could pursue via I-REN NMEC program and/or other PAs’ programs. BUC also offers the ability to establish and maintain ongoing relationships and associated data.

Number of Fellows placed within partner jurisdictions

Workforce Education & Training

I-REN Fellowships are a crucial quick-start activity for WE&T and also provide cross-cutting benefits for Public Sector and C&S. Fellows play a role as EE champions at local jurisdictions to help advance EE projects in coordination with I-REN Public Sector technical assistance, such as benchmarking or strategic energy planning. Fellows can supplement staff capacity to take on NMEC or other incentive projects and support permitting and code compliance with I-REN C&S support.

⁹ D.19-12-021 Conclusion of Law 9.

New UVM: Percentage of C&S trainings offered in Spanish language

Codes & Standards

There is a high density of Spanish speakers within I-REN's territory and the local building industry, demonstrating language barrier. I-REN will overcome equity barriers, advance ESJ goals, and reach more participants with Spanish language offerings.

New UVM: Count of school participants for WE&T projects; Count of student participants for WE&T projects

Workforce Education & Training

Based on I-REN's Workforce Gaps Assessment, projections show more than 75% of workers in critical energy-related roles may retire or transfer by 2030, highlighting the need for immediate recruitment and retention strategies—especially given the growth of the IE region.

I-REN's solution to this assessment: recruit youth participants to encourage greater awareness and interest in EE jobs.

Equity and Market Support Indicators and Goals

D.23-06-055 adopted objectives and indicators for the equity and market support (E&MS) segments and designated how often indicators should be reported (quarterly or annually) and at what level (segment or whole portfolio). I-REN was an active participant in the Equity and Market Support Working Group formed by the California Energy Efficiency Coordinating Committee to clarify the indicators through a stakeholder process, and joined with other PAs and stakeholders to draft the resulting May 1, 2024 joint PA advice letter (I-REN Advice Letter 5-E/5-G) as ordered in D.23-06-055 Ordering Paragraph 11. The joint PA advice letter clarified the equity and market support indicators, proposed modifications to the common metrics adopted in D.18-05-041, recommended a methodology to determine indicator baselines, and laid out a suggested schedule for the tracking and reporting of equity and market support indicator and updated common metrics and indicators.

Resolution E-5351 addressing the joint PAs' advice letter was issued in June, 2025, and established more guidance for PAs to report on equity and market support indicators. E&MS tracking was scheduled to start in October of 2025. I-REN has undertaken efforts to consistently track and report relevant indicators, and continues to collaborate with PAs and the CPUC on the best way to support this effort. In connection to this effort, I-REN has also participated in a joint PA effort to develop Community Engagement Indicators for the Equity Segment, per D.23-06-055 Ordering Paragraph 24. Tracking for these indicators will begin in 2026 and be included in the 2026 Annual Report.

Relatedly, I-REN has also been an active participant in the various other joint PA and stakeholder initiatives ordered in D.23-06-055. Many of those orders focus on developing methodologies to measure progress toward equity and market support objectives, quantify non-energy benefits and encourage community involvement in EE programs. The Commission specifically called out these new efforts as crucial for evaluating REN performance—affirming that REN portfolios are not subject to a cost-effectiveness threshold because their portfolios are limited to specific criteria as described in D.19-12-021 and tend to focus strongly on equity and market support.

The work to develop these methods is ongoing through efforts such as the Market Rate Non-Energy Benefits (MR NEBs) study; the Awareness, Knowledge, Attitudes, and Behavior (AKAB) studies; the E&MS goal constructs; and the development of data tracking and reporting tools for E&MS indicators—all of which will contribute to the launch of these accountability mechanisms between now and 2028 and beyond.

D.18-05-041 Common Metrics

In addition to clarifying the adopted equity and market support indicators, D.23-06-055 Ordering Paragraph 11 also ordered PAs to examine the metrics and indicators adopted in D.18-05-041. I-REN participated in the joint advice letter process as described above, and was an active participant in proposing modifications to these metrics and indicators. Resolution E-5351s significantly reduced the number of common metrics PAs are required to report. I-REN supports statewide efforts to streamline and consolidate EE portfolio reporting.

09. — Commitments



Attachment: I-REN Annual Report 2025 (12184 : I-REN 2025 Annual Report Update)

I-REN has planned and budgeted for funds to be committed to numerous activities to support its portfolio in 2026 and beyond, including contracts with implementers, consultants, and vendors.

*A total of **\$755,708.92** in incentives have been reserved in 2025 for disbursement in program years 2026–2027 for projects under I-REN’s Cash for Kilowatts program.*



Additional Information

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dawn Rowe Board of Supervisors				X								
Joe Baca, Jr. Board of Supervisors	X	X	X	X								
Curt Hagman Board of Supervisors	X	X		X								
Art Bishop Town of Apple Valley	X		X	X								
Ray Marquez City of Chino Hills	X	X	X	X								
Frank Navarro City of Colton	X	X	X	X								
Josh Pullen City of Hesperia	X		X	X								
Larry McCallon City of Highland	X	X	X	X								
John Dutrey City of Montclair	X	X	X	X								
Alan Wapner City of Ontario		X	X	X								
Helen Tran, Mayor City of San Bernardino	X	X	X	X								
Rick Denison Town of Yucca Valley	X	X	X	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