

Revised Agenda Item No. 5

Transit Committee Meeting

June 11, 2026

9:00 AM

Location

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

DISCUSSION ITEMS

Transit

5. Fiscal Year 2026/2027 Senate Bill 125 Allocations

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

A. Approve the funding allocations in Table 3 for the Senate Bill 125 Formula-Based Funding for Transit and Intercity Rail Capital Program for Fiscal Year 2026/2027.

B. Approve the revised funding allocations in Table 4 for Senate Bill 125 Formula-Based funding allocations to Victor Valley Transit Authority.

Recommendation B was added to the item after the posting of the agenda to revise Senate Bill 125 Formula-Based funding allocations to Victor Valley Transit Authority. All revisions are shown in bold font.

Minute Action

REVISED AGENDA ITEM: 5

Date: June 11, 2026

Subject:

Fiscal Year 2026/2027 Senate Bill 125 Allocations

Recommendation:

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

A. Approve the funding allocations in Table 3 for the Senate Bill 125 Formula-Based Funding for Transit and Intercity Rail Capital Program for Fiscal Year 2026/2027.

B. Approve the revised funding allocations in Table 4 for Senate Bill 125 Formula-Based funding allocations to Victor Valley Transit Authority.

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity commuter and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion from the General Fund to the TIRCP over the next two fiscal years as well as \$910 million of GGRF funding and \$190 million of PTA funding over the next four fiscal years. These funds are formula funds that are to be administered by San Bernardino County Transportation Authority (SBCTA). The TIRCP portion is distributed to SBCTA based on a population formula, which is 50% based on population and 50% based on transit operator revenues.

As outlined in SB 125, it is the intent of the Legislature to:

1. Provide one-time multi-year bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified.
2. Assist transit operators in preventing service cuts and increasing ridership.
3. Prioritize the availability of transit for riders who are transit dependent.
4. Prioritize transit agencies representing a significant percentage of the region's ridership.

In July 2025, the SBCTA Board of Directors (Board) apportioned the Fiscal Year (FY) 2024/2025 funds to the Valley Subarea and to the Mountain/Desert operators as shown in Table 1 on the following page.

Entity: San Bernardino County Transportation Authority

Table 1 – Fiscal Year 2024/2025 TIRCP Formula Apportionments

			TIRCP Year 2 Total
Fiscal Year 2024/2025 Apportionment			\$ 55,567,944
Less SBCTA Administration			\$ -
Total Funds Available			\$ 55,567,944
Apportionment Area	Population	Percentage	TIRCP Apportionment
Valley	1,577,134	72.30%	\$ 40,174,552
Mountain/Desert	604,299	27.70%	\$ 15,393,392
<i>MBTA</i>	71,400	11.82%	\$ 1,818,782
<i>Mountain Transit</i>	49,671	8.22%	\$ 1,265,276
<i>VVTA</i>	478,459	79.18%	\$ 12,187,852
<i>City of Needles</i>	4,769	0.79%	\$ 121,482
TOTAL	2,181,433	100.00%	\$ 55,567,944

Additionally, in March of 2026, the SBCTA Board apportioned the FY 2025/2026 funds to the Valley Subarea and to the Mountain/Desert operators as shown below in Table 2.

Table 2 – Fiscal Year 2025/2026 TIRCP Formula Apportionments

			TIRCP Year 3 Total
Fiscal Year 2025/2026 Apportionment			\$ 55,567,944
Apportionment Area	Population	Percentage	TIRCP Apportionment
Valley	1,596,120	72.31%	\$ 40,179,461
Mountain/Desert	611,304	27.69%	\$ 15,388,483
<i>MBTA</i>	70,889	11.60%	\$ 1,784,504
<i>Mountain Transit</i>	49,929	8.17%	\$ 1,256,873
<i>VVTA</i>	485,695	79.45%	\$ 12,226,501
<i>City of Needles</i>	4,791	0.78%	\$ 120,605
TOTAL	2,207,424	100.00%	\$ 55,567,944

Due to the multi-year apportionments, Years 2 and 3 allocations were combined into a single allocation. Based on discussions with the transit operators, staff recommends allocating FY 2024/2025 and FY 2025/2026 funding to the following projects (Table 3 below):

Table 3 – Transit Operator Allocation Recommendations

Agency	Project Description	SB125 TIRCP Year 2	SB125 TIRCP Year 3	Total
City of Needles	Capital - Purchase Zero Emmission vehicles and infrastructure	\$ 121,482	\$ 120,605	\$ 242,087
Morongo Bansin Transit Authority (Basin Transit)	Operating - funding will be used to address future funding shortfall	\$ 1,818,782	\$ 1,784,504	\$ 3,603,286
Mountain Area Regional Transit Authority (Mountain Transit)	Operating - funding will be used to address future funding shortfall	\$ 1,265,276	\$ 1,256,873	\$ 2,522,149
Omnitrans	Operating - funding will be used to address future funding shortfall	\$40,174,552	\$40,179,461	\$ 80,354,013
Victor Valley Transit Authority	Operating - funding will be used to address future funding shortfall	\$12,187,852	\$12,226,501	\$ 24,414,353
TOTAL		\$55,567,944	\$ 55,567,944	\$ 111,135,888

On April 3, 2024, the SBCTA Board of Directors approved a funding allocation in the amount of \$25,733,652 to Victor Valley Transit Authority (VVTA) for various capital and operating projects. Subsequently VVTA determined that the best use of this funding would be to primarily use these funds to offset the cost of their operations (Table 4). Some contributing factors to this request are the contractor annual rate increases in maintenance and operations services, the inflation increase for goods, ongoing increases to insurance premiums, and the annual sheriff’s contract.

Table 4– VVTA Revised Allocation Request

Projects	Original SB125 Operating	Original SB125 Capital	Change Request	Revised SB125 Capital	Revised SB125 Operating
Retrofit Maintenance Shop Barstow Transfer		\$ 1,430,000	\$ (1,430,000)	\$ -	\$ -
Point/Victorville Transit HUB		\$ 2,250,000	\$ (1,520,000)	\$ 730,000	\$ -
Hesperia Hydrogen Fuel Station		\$ 1,400,000	\$ (1,400,000)	\$ -	\$ -
Improve Barstow County routes	\$ 1,600,000	\$ 1,500,000	\$ (1,500,000)	\$ -	\$ 1,600,000
Short term improvement on Victorville/Adelanto Routes	\$ 2,400,000	\$ 4,500,000	\$ (4,500,000)	\$ -	\$ 2,400,000
Sheriff Contract	\$ 3,600,000	\$ -			\$ 3,600,000
Microtransit	\$ 1,270,000	\$ 190,000	\$ (190,000)	\$ -	\$ 1,270,000
Operations and Maintenance Contract increase	\$ 5,593,652	\$ -			\$ 16,133,652
	\$ 14,463,652	\$ 11,270,000	\$ (10,540,000)	\$ 730,000	\$ 25,003,652

Following SBCTA’s Board approval of the allocations, staff will submit a completed allocation package to the California State Transportation Agency for review and approval.

Financial Impact:

This item has no financial impact on the adopted 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:

Nancy Strickert, Multimodal Manager

Approved
Transit Committee
Date: June 11, 2026

Witnessed By: