

**AGENDA**  
**Board of Directors Meeting**  
**February 4, 2026**

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

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

**LOCATION**  
**San Bernardino County Transportation Authority**  
**First Floor Lobby Board Room**  
**1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410**

**Board of Directors**

**President**

Rick Denison, Council Member  
*Town of Yucca Valley*

**Vice-President**

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

Daniel Ramos, Mayor Pro Tem  
*City of Adelanto*

Art Bishop, Council Member  
*Town of Apple Valley*

Timothy Silva, Mayor  
*City of Barstow*

Rick Herrick, Council Member  
*City of Big Bear Lake*

Eunice Ulloa, Mayor  
*City of Chino*

Ray Marquez, Vice Mayor  
*City of Chino Hills*

Frank Navarro, Mayor  
*City of Colton*

Acquanetta Warren, Mayor  
*City of Fontana*

Bill Hussey, Mayor  
*City of Grand Terrace*

Josh Pullen, Mayor Pro Tem  
*City of Hesperia*

Larry McCallon, Council Member  
*City of Highland*

Ronald Dailey, Mayor Pro Tem  
*City of Loma Linda*

John Dutrey, Mayor  
*City of Montclair*

Janet Jernigan, Mayor  
*City of Needles*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

Mario Saucedo, Mayor  
*City of Redlands*

Joe Baca, Mayor  
*City of Rialto*

Helen Tran, Mayor  
*City of San Bernardino*

Daniel Mintz, Sr., Mayor  
*City of Twentynine Palms*

Rudy Zuniga, Council Member  
*City of Upland*

Bob Harriman, Mayor Pro Tem  
*City of Victorville*

Judy Woolsey, Council Member  
*City of Yucaipa*

Paul Cook, Supervisor  
*County of San Bernardino*

Jesse Armendarez, Supervisor  
*County of San Bernardino*

Dawn Rowe, Supervisor  
*County of San Bernardino*

Curt Hagman, Supervisor  
*County of San Bernardino*

Catalino Pining, Caltrans  
*Ex-Officio Member*

Carrie Schindler, *Executive Director*

Julianna Tillquist, *General Counsel*

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

**AGENDA**

**Board of Directors**

**February 4, 2026**

**\*\*\*10:00 a.m. (CLOSED SESSION)\*\*\***

**1170 W. 3rd St., 2<sup>nd</sup> Fl. (The Super Chief), San Bernardino, CA 92410**

**CLOSED SESSION**

**1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Pursuant to Government Code Section 54957

Title: Executive Director

**2. CONFERENCE WITH LABOR NEGOTIATOR**

Pursuant to Government Code Section 54957.6

Agency Designated Representative: Rick Denison, Board President

Unrepresented Employee: Executive Director

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

**1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> Floor Lobby Board Room, San Bernardino**

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

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

**Message from the Clerk:** Pursuant to Government Code 54952.3, today the Board of Directors’ will be acting in the capacity of both the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG). Each Board Member will be entitled to receive a \$100 stipend for doing business as the Authority and a \$100 stipend for doing business as the SBCOG. Compensation rates are set pursuant to the California Public Utilities Code and the SBCOG Bylaws.

**CALL TO ORDER**

(Meeting Chaired by Rick Denison)

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

## **Public Comment**

**Opportunity for members of the public to speak on any subject within the Board's jurisdiction.**

## **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**

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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. Board Presidential Appointments**

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Note the Presidential appointments of Mayor Pro Tem Daniel Ramos, City of Adelanto; Council Member Art Bishop, Town of Apple Valley; Council Member Rick Herrick, City of Big Bear Lake; Vice Mayor Ray Marquez, City of Chino Hills; Mayor Bill Hussey, City of Grand Terrace; Council Member Rick Denison, Town of Yucca Valley; and Supervisor Dawn Rowe, County of San Bernardino, to serve on the Evacuation and Resilience Center Design Ad Hoc Committee, for a term expiring December 31, 2026.

**Presenter: Marleana Roman**

**This item is informational only. Per SBCTA Policy No. 10001, all Presidential appointments shall be announced at the Board of Directors meeting immediately following the appointments for the purpose of advising the Board of Directors of the status of committee membership and representation.**

## **DISCUSSION ITEMS**

### **Discussion - Administrative Matters**

### **3. San Bernardino County Transportation Authority Measure I 3.0**

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

- A. Receive a presentation from Richard Bernard, Partner with Fairbank, Maslin, Maullin, Metz & Associates (FM3), on the most recent voter survey conducted in November 2025.
- B. Receive and review the draft Measure I 3.0 Ordinance No. 26-1 and Expenditure Plan.
- C. Authorize staff to seek approval of the draft Expenditure Plan from the Board of Supervisors and the Councils of all Cities and Towns.
- D. Direct staff to proceed with the Measure I Education Initiative and conduct additional surveys regarding the feasibility of a future ballot Measure.

**Presenter: Otis Greer**

**This item has not received prior policy committee or technical advisory committee review. The item is being presented directly to the Board of Directors following the review of the Measure I 3.0 Ad Hoc Committee.**

#### **4. Grant Administration Program Update**

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Receive an update on the San Bernardino County Transportation Authority/San Bernardino Council of Governments Grant Administration Program.

**Presenter: Dulce Spencer**

**This item has not received prior policy or technical advisory committee review. This item is being presented directly to the Board due to the nature of its content being of universal interest to all jurisdictions. This item is scheduled to be reviewed by the City/County Managers' Technical Advisory Committee on February 5, 2026.**

#### **Discussion - Transit**

#### **5. Reallocate Gold Line Project Funding to the Enhanced Metrolink Service Project**

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

Allocate \$13,556,459.27 of Measure I Valley Rail, \$5,000,000 of Low Carbon Transit Operations Program, and \$18,496,402.21 of Local Transportation Fund – Rail for a total of \$37,052,861.48 to the Enhanced Metrolink Service Project from funding previously deallocated from the Gold Line to Montclair Project.

**Presenter: Victor Lopez**

**This item has not received prior policy committee or technical advisory committee review. This item is going straight to the Board in order to expedite allocating the funding needed to advance the next phase of the project.**

#### **Comments from Board Members**

Brief Comments from Board Members

#### **Executive Director's Comments**

Brief Comments from the Executive Director

### **ADJOURNMENT**

#### **Additional Information**

Attendance

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Acronym List

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#### **Agency Reports**

Mobile Source Air Pollution Reduction Review Committee Report - No Report This Month

#### **Committee Membership**

Representatives on SCAG Committees

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Appointments to External Agencies

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Committee Membership

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#### **Mission Statement**

Mission Statement

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## **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 Sec. 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

**Accessibility & Language Assistance** - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) and the office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

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

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

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

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

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

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

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

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

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com), no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment from any members of the public who haven’t already commented on the item during the meeting.

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

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

Your cooperation is appreciated!

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

**Attendance.**

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

**Basic Agenda Item Discussion.**

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

**The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.**

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

**Amendment or Substitute Motion.**

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

**Call for the Question.**

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

**The Chair.**

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

**Courtesy and Decorum.**

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

*Adopted By SANBAG Board of Directors January 2008*

*Revised March 2014*

*Revised May 4, 2016*

*Revised June 7, 2023*





# Important Dates to Remember...

## February 2026

**SBCTA Meetings - Cancelled: None**

### SBCTA Meetings – Scheduled:

General Policy Committee	Feb 11	9:00 am	SBCTA Lobby, 1st Floor
Legislative Policy Committee	Feb 11	Immediately following GPC	SBCTA Lobby, 1st Floor
Transit Committee	Feb 12	9:00 am	SBCTA Lobby, 1st Floor
Metro Valley Study Session	Feb 12	Immediately following TC	SBCTA Lobby, 1st Floor
Mountain/Desert Policy Committee	Feb 20	9:30 am	Mojave Desert AQMD

### Other Meetings/Events:

US 395 Phase II Groundbreaking	Feb 20	11:00 am	Hesperia, CA
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### SBCTA Offices will be CLOSED:

- **Monday, February 16, 2026 - President's Day**

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

## ***Minute Action***

### AGENDA ITEM: 1

***Date:*** February 4, 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
		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:***

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Approved  
Board of Directors  
Date: February 4, 2026  
Witnessed By:

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

## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** February 4, 2026

***Subject:***

Board Presidential Appointments

***Recommendation:***

Note the Presidential appointments of Mayor Pro Tem Daniel Ramos, City of Adelanto; Council Member Art Bishop, Town of Apple Valley; Council Member Rick Herrick, City of Big Bear Lake; Vice Mayor Ray Marquez, City of Chino Hills; Mayor Bill Hussey, City of Grand Terrace; Council Member Rick Denison, Town of Yucca Valley; and Supervisor Dawn Rowe, County of San Bernardino, to serve on the Evacuation and Resilience Center Design Ad Hoc Committee, for a term expiring December 31, 2026.

***Background:***

The San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) Board of Directors took action at its January 7, 2026, meeting to establish the Evacuation and Resilience Center Design (ERCD) Ad Hoc Committee, for a term expiring December 31, 2026. This Ad Hoc Committee is tasked with reviewing information and providing input to the Board regarding site selection and other issues regarding the ERCD study.

President Denison appointed the following members to serve on the ERCD Ad Hoc Committee: Mayor Pro Tem Daniel Ramos, City of Adelanto; Council Member Art Bishop, Town of Apple Valley; Council Member Rick Herrick, City of Big Bear Lake; Vice Mayor Ray Marquez, City of Chino Hills; Mayor Bill Hussey, City of Grand Terrace; Council Member Rick Denison, Town of Yucca Valley; and Supervisor Dawn Rowe, County of San Bernardino.

This item is to apprise the Board of Presidential appointments made. The SBCTA Policy Committee Membership is included in the appendix of the SBCTA Board of Directors agenda.

***Financial Impact:***

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

***Reviewed By:***

This item is informational only. Per SBCTA Policy No. 10001, all Presidential appointments shall be announced at the Board of Directors meeting immediately following the appointments for the purpose of advising the Board of Directors of the status of committee membership and representation.

***Responsible Staff:***

Marleana Roman, Clerk of the Board

Approved  
Board of Directors  
Date: February 4, 2026

Witnessed By:

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

## ***Minute Action***

### AGENDA ITEM: 3

***Date:*** *February 4, 2026*

***Subject:***

San Bernardino County Transportation Authority Measure I 3.0

***Recommendation:***

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

- A. Receive a presentation from Richard Bernard, Partner with Fairbank, Maslin, Maullin, Metz & Associates (FM3), on the most recent voter survey conducted in November 2025.
- B. Receive and review the draft Measure I 3.0 Ordinance No. 26-1 and Expenditure Plan.
- C. Authorize staff to seek approval of the draft Expenditure Plan from the Board of Supervisors and the Councils of all Cities and Towns.
- D. Direct staff to proceed with the Measure I Education Initiative and conduct additional surveys regarding the feasibility of a future ballot Measure.

***Background:***

Measure I is the half-cent transaction and use tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the Measure in 1989, and in 2004, overwhelmingly approved its extension through 2040.

Measure I's performance, success, and future renewal have remained essential discussion items for San Bernardino County Transportation Authority (SBCTA) staff and were included as primary topics at meetings with the SBCTA Board of Directors (Board) in 2017 and 2019.

On June 29, 2022, the Board participated in a workshop to receive a presentation about the history of Measure I and its project accomplishments. The Board established the Transportation Investment Plan Ad Hoc Committee to guide staff on conducting surveys to obtain stakeholder feedback and develop potential expenditure plan concepts for a future renewal.

On November 30, 2023, the Board participated in a follow-up workshop to receive a report on the survey results and provide additional guidance on developing a potential expenditure plan.

The Ad Hoc Committee met several times with staff to review future expenditure plan proposals and recommended that staff present their findings to the full Board for review and direction. The Ad Hoc Committee was dissolved, in accordance with SBCTA policy, prior to its term date of March 31, 2025.

On May 7, 2025, the Board established the Measure I 3.0 Ad Hoc Committee to finalize the review of and make recommendations for the future Measure I Ordinance and Expenditure Plan. The Ad Hoc Committee recommends the form of the draft Ordinance No. 26-1 and Expenditure Plan attached to this item.

Board of Directors Agenda Item  
February 4, 2026  
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***Financial Impact:***

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

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. The item is being presented directly to the Board of Directors following the review of the Measure I 3.0 Ad Hoc Committee.

***Responsible Staff:***

Otis Greer, Deputy Executive Director

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Approved  
Board of Directors  
Date: February 4, 2026

Witnessed By:

**MEASURE “I”  
ORDINANCE NO. 26-1**

**AN ORDINANCE OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, AND THE  
PEOPLE OF SAN BERNARDINO COUNTY, CALIFORNIA ESTABLISHING A TRANSACTIONS AND USE  
TAX (SALES TAX) AT THE RATE OF ONE-HALF PERCENT (1/2%) TO FUND COUNTYWIDE  
TRANSPORTATION IMPROVEMENTS AND ADOPTING AN EXPENDITURE PLAN DIRECTING THE  
SPENDING OF REVENUES GENERATED FROM SAID TAX MEASURE**

**WHEREAS**, the San Bernardino County Transportation Authority (“Authority”) is authorized to levy a retail transactions and use tax/sales tax (“TUT”) in the incorporated and unincorporated territory of San Bernardino County for transportation improvements and projects pursuant to California Constitution Article XIIIIC §2(d), California Public Utilities Code §§180000 et. seq. and Revenue and Taxation Code §§7251 et. seq., subject to adoption of an ordinance/measure imposing the tax and adopting an Expenditure Plan (defined herein) by two-thirds (2/3) of the Authority Board of Directors and subsequent approval of the ordinance/measure by a two-thirds (2/3) vote of the San Bernardino County electors voting on it at a special election called for that purpose; and

**WHEREAS**, pursuant to voter approval of Measure “I” in 2004, the Authority, as the successor agency of the San Bernardino County Transportation Commission, currently levies a TUT of one-half percent (1/2%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of San Bernardino County, as more specifically set forth in current Commission/Authority Ordinance No. 04-01; and

**WHEREAS**, the current TUT has a sunset of March 31, 2040, which is 30 years from the operative date of the tax; and

**WHEREAS**, by its adoption of this Ordinance/Measure (hereinafter referred to as the “Measure”), the Authority intends to propose to voters continuing the current TUT, imposed by Measure “I” in 2004, at the rate of one-half percent (1/2%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of San Bernardino County until repealed by the voters in order to fund Countywide transportation improvements, programs, and services described in the Transportation Expenditure Plan; subject to subsequent approval of the Measure by two-thirds (2/3) of San Bernardino County electors voting on it at a special election called for that purpose; and

**WHEREAS**, Public Utilities Code §§180201 and 180206 require that a TUT ordinance contain an adopted Expenditure Plan “for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed”; and

**WHEREAS**, this Ordinance includes a Transportation Expenditure Plan that meets the requirements of Public Utilities Code §§180201 and 180206 and which is hereby incorporated by this reference; and

**WHEREAS**, the Authority, the San Bernardino County Board of Supervisors, and all of the City/Town Councils representing both a majority of the cities/towns in San Bernardino County and a majority of the population residing in the incorporated areas of San Bernardino County adopted the Expenditure Plan in accordance with Public Utilities Code §180206; and

**WHEREAS**, this Measure and the Transportation Expenditure Plan include provisions that dedicate revenues from this tax for transportation planning, design, construction, operation, and maintenance only to the benefit of San Bernardino County and cannot be used for other governmental purposes or programs, and provide that funding from this tax is used in accordance with the specified voter-approved Transportation Expenditure Plan. These provisions include:

- The specific projects and programs included in the Transportation Expenditure Plan will be funded by revenue raised by the TUT. The Transportation Expenditure Plan can be changed only after the TUT has been in effect for 10 years (2050) and thereafter in accordance with state law.
- An Independent Taxpayer Oversight Committee was originally created under Measure “I” and will continue to provide for citizen review to verify that all Measure funds are spent in accordance with provisions of the Expenditure Plan and Measure.
- San Bernardino County’s ½% TUT is for transportation programs only and is not intended to replace traditional revenues generated through locally adopted development fees and assessment districts.
- The Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide TUT revenue to any city or to the County unless all federal, state, and local revenues currently used by that agency for transportation purposes continue to be used for transportation purposes; and

**WHEREAS**, by separate resolution, the Authority intends to submit the Measure to the voters at a Special Election to be consolidated with the November 3, 2026 Statewide General Election.

**NOW, THEREFORE, THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND THE PEOPLE OF SAN BERNARDINO COUNTY HEREBY ORDAIN AS FOLLOWS:**

**ARTICLE I. INCORPORATION OF RECITALS.** The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

**ARTICLE II. AUTHORITY ADOPTION OF A TRANSPORTATION RETAIL TRANSACTIONS AND USE TAX (TUT) AND TRANSPORTATION EXPENDITURE PLAN.**

By a two-thirds (2/3) vote, the San Bernardino County Transportation Authority and the People of San Bernardino County hereby adopt the following Measure:

**SECTION 1. PURPOSE.** This Measure authorizes the Authority to continue levying a TUT at the rate of one-half percent (1/2%) in the incorporated and unincorporated territory of San Bernardino County for transportation improvements and programs pursuant to California Public Utilities Code §§18000 et seq. Pursuant to Public Utilities Code §180250, this Measure also authorizes the Authority to issue bonds secured by said tax revenues, and by Measure I revenues to the extent projects funded by the bonds are in both the Expenditure Plan and the Measure I Expenditure Plan, provides for the collection and administration of the tax by the California Department of Tax and Fee Administration (“CDTFA”), and adopts a Transportation Expenditure Plan allocating tax revenues to transportation improvements, programs, and services to the benefit of San Bernardino County.

**SECTION 2. DEFINITIONS.** The following definitions shall apply in this Measure:

- A. “Authority” means the San Bernardino County Transportation Authority. The Legislature created the Authority, effective January 1, 2017 (Public Utilities Code Sections 130800 et seq.), consolidating the San Bernardino County Transportation Commission and other transportation-related entities into one agency, which shall be known as the Authority. In 1989, the San Bernardino County Transportation Commission was designated by the San Bernardino County Board of Supervisors to serve as the Local Transportation Authority pursuant to the provisions of Public Utilities Code §§ 180050 et seq.
- B. “Bonds” means bonds, notes, contracts or other forms of indebtedness issued or entered into in accordance with this Measure.
- C. “Committee” means the Independent Taxpayer Oversight Committee established herein.
- D. “County” means San Bernardino County.
- E. “Existing Tax” means the current ½% TUT levied by the Authority, as the successor agency to the San Bernardino County Transportation Commission, pursuant to Ordinance No. 89-



01, Ordinance No. 90-01, and Ordinance No. 04-01.

- F. "Expenditure Plan" or "Transportation Expenditure Plan" means the San Bernardino County Transportation Authority Transportation Expenditure Plan (attached as Exhibit "A" and incorporated herein by this reference) outlining transportation improvements, programs and services for which tax revenues may be expended, which is hereby expressly adopted as part of this Measure pursuant to California Public Utilities Code section 180206, including any future amendments thereto which are authorized by law.
- G. "Local Jurisdiction" means a city or town in the County or the County.
- H. "Measure" or "Ordinance" means this ordinance/ballot measure presented to voters seeking authorization to levy the tax and the approval of the Expenditure Plan.

**SECTION 3. CONTINUED LEVY OF ONE-HALF PERCENT (1/2%) RETAIL TRANSACTIONS AND USE TAX (TUT).** Upon approval of two-thirds (2/3) of the local voters casting votes on this Measure, the Authority shall continue to levy, in the incorporated and unincorporated territory of San Bernardino County, a retail transactions and use tax (TUT) at the rate of one-half percent (1/2%). The tax shall be collected until it is repealed by a subsequent ballot measure approved by County voters and until all debt is satisfied and committed contracts are fulfilled. The tax shall be imposed by the Authority in accordance with Section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. This tax shall be in addition to any other taxes authorized by law, including any existing or future State or local sales tax or transactions and use tax.

**SECTION 4. RETURN TO SOURCE.** After deduction of required California Department of Tax and Fee Administration fees and authorized administrative costs, revenues generated from each specified Subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects with direct benefit to that Subarea, except as set forth herein. Revenues will be accounted for separately for each Subarea and then allocated to specified project categories in each Subarea. Decisions on how revenues are expended within the Subareas for certain project categories, as defined in the Expenditure Plan, will be made by the Authority Board of Directors, based upon recommendations of local representatives. Other than the projects identified in the Interregional Mobility Expenditure Plan, revenues generated within a Subarea shall not be expended on projects without direct benefit to that Subarea except with approval of two-thirds (2/3) of the jurisdictions within the affected Subarea. Notwithstanding the foregoing, revenues shall be available as required to pay debt service on bonds regardless of the subarea in which the revenue was collected.

**SECTION 5. TRANSPORTATION PURPOSES/EXPENDITURE PLAN.**

- A. Pursuant to Public Utilities Code §§180205 and 180206, revenues from this tax shall be used for transportation purposes only and may include, but are not limited to, administration of

the tax and its revenues, including legal actions related thereto and costs of the initial preparation of this Ordinance and the election thereon; the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways; the construction, maintenance, improvements, and operation of public transit systems including rail and bus facilities and service; transportation technologies; and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with the issuance of bonds. The Authority shall allocate revenues from this tax in accordance with the Expenditure Plan adopted herein and for any other purposes authorized by law.

- B. Commencing in 2050 and at least every ten years thereafter, the Authority shall review and, where necessary, propose revisions to the Expenditure Plan. Such proposed revisions shall be submitted for approval according to the procedures set forth in this Subsection. Until approved, the then existing Expenditure Plan shall remain in full force and effect.
1. Such review shall consider recommendations from local jurisdictions, transportation agencies and interest groups, and the general public.
  2. The Authority shall notify all local jurisdictions and the Board of Supervisors in writing of the proposed revision, reciting reasons and findings for the revision.
  3. The revision(s) to the Expenditure Plan shall become effective 45 days after the notice referenced in 2, above, is given.
  4. The boundaries of Subareas shall be revised only by unanimous approval of all local jurisdictions in the Subareas whose boundaries would be revised.

**SECTION 6. BONDING AUTHORITY.** The Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, Bonds, notes, contracts, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section 5 above, including the carrying out of transportation projects described in the Expenditure Plan. To the extent Bond proceeds are to be spent on projects identified in both the Measure I Expenditure Plan and the Expenditure Plan, the Authority shall have the power to issue bonds secured by the Existing Tax revenues and the Measure's tax revenues. The Authority shall have a debt policy that will identify debt affordability limits, which are the maximum amounts that can be used to pay debt service.

**SECTION 7. MAINTENANCE OF EFFORT.** The Authority, by enactment of this Ordinance, intends that the additional funds provided to local jurisdictions and transit agencies pursuant to this Measure shall supplement existing federal, state, and local revenues used for street, highway, and public transit purposes as of Fiscal Year 2038-39. Transactions and use tax revenue shall not be used to replace requirements for new development to provide for its own transportation facilities. Under this Measure, funding priorities should be given to addressing road and transit needs, easing congestion, improving

roadway safety, increasing mobility services, and implementing active transportation solutions where feasible. Local jurisdictions and transit operators shall maintain their existing commitment of transportation funds for street, highway, and public transit purposes pursuant to this Measure, and the Authority shall enforce this Section by appropriate actions including fiscal audits of the local jurisdictions and adoption of implementing policies.

**SECTION 8. CONTRIBUTIONS FROM NEW DEVELOPMENT.** No revenue from the Local Mobility categories shall be used to replace the fair share contributions required from new development. The methodology to determine the local fair share contributions shall be established by the Authority Board of Directors.

**SECTION 9. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE.** The extant Independent Taxpayer Oversight Committee (“Committee”) shall continue in place up to and after April 1, 2040, to provide citizen review and to ensure that all funds generated by this tax are spent in accordance with the Expenditure Plan and this Ordinance as specified in Exhibit B of this Ordinance, which contains the specific terms and conditions for an Independent Taxpayer Oversight Committee and its review of periodic independent financial audits.

**SECTION 10. LIMITATION ON EXPENDITURE FOR ADMINISTRATIVE COSTS AND OTHER PURPOSES.** The Authority shall establish an Administration fund, and one percent (1%) of the annual net amount of revenue raised by the tax shall be credited to this fund. Pursuant to Public Utilities Code §180109, the salary and benefits of staff required to administer the TUT shall not exceed the revenues in the Administration fund.

**SECTION 11. ANNUAL APPROPRIATIONS LIMIT.** Pursuant to Article XIIB §4 of the California Constitution and Public Utilities Code §180202, the appropriations limit for the Authority will be increased by the maximum projected aggregate collection authorized by the levy of this tax, as indicated in Section 3, in each of the years covered by this Measure plus the amount, if any, by which the appropriation limit is decreased by law as a result of the levy of the tax set forth in this Measure. The appropriations limit has and shall be subject to adjustment as provided by law.

**SECTION 12. ADOPTION DATE OF MEASURE AND OPERATIVE DATE OF TAX.** This Measure shall take effect at the close of the polls on the day of election at which this Measure is adopted by a vote of the electorate. Collection of the tax under this Measure shall commence on April 1, 2040.

**SECTION 13. DURATION/TERM OF TAX.** The tax enacted by this Measure shall continue to be levied until this Measure is repealed by the voters; provided that the tax shall continue to be collected while Bonds are outstanding and until committed contracts are fulfilled.

**SECTION 14. TECHNICAL PROVISIONS FOR COLLECTION AND ADMINISTRATION OF TAX.** By their adoption of this Ordinance, the Authority and the voters of San Bernardino County hereby expressly incorporate the technical provisions for the collection and administration of this tax by the CDTFA, which are required by State law and are specifically set forth in Ordinance No. 26-1,

which was adopted by the Authority on , 2026.

**SECTION 15. CONFLICT BETWEEN ORDINANCE AND EXPENDITURE PLAN.** In the event of any conflict between the terms of this Ordinance and the terms of the Expenditure Plan, the terms of this Ordinance shall control.

**SECTION 16. THE EXISTING TAX.** Nothing in the Ordinance is intended to modify, repeal, alter, or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

**ARTICLE III. CEQA COMPLIANCE.** The Authority finds that the approval of this Ordinance is not a “project” and, alternatively, is exempt from the California Environmental Quality Act (“CEQA”). The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Authority’s provision of transportation services. The Ordinance does not commit the Authority to any particular project, program, or capital improvement. Accordingly, the Authority finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely “[t]he creation of [a] government funding mechanism[] or other government fiscal activit[y], which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.” (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 130350, approving the Ordinance is not an approval that commits the Authority to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also be seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

**ARTICLE IV. SEVERABILITY.** If any provision of this Ordinance/Measure or the application thereof to any person or circumstance is held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining provisions, and the Authority and the People of San Bernardino County declare that they would have passed each part of this Ordinance irrespective of the validity of any other part.

**ARTICLE V. CERTIFICATION.** The Clerk of the Board shall certify the adoption of this Measure as an ordinance and shall record it in the official records of the Authority.

**PASSED AND ADOPTED** by the San Bernardino County Transportation Authority this \_\_\_\_day of \_\_\_\_\_, 2026 by the following vote of the Authority Board and approved by a two-thirds vote of San Bernardino County voters at a Special Election consolidated with the Statewide General Election held on November 3, 2026:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
XXXXXXXXXX, Chairman

ATTEST:

\_\_\_\_\_  
Clerk of the Board

APPROVED AS TO FORM:

\_\_\_\_\_  
General Counsel

# Exhibit A

## Transportation Expenditure Plan

**Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. 26-1 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues for allocation among categories for the first 30 years is \$7.5 billion. The estimated revenue is based upon 2026 value of money and is not binding or controlling.

**Return to Source.** After deduction of required CDTFA fees, funds dedicated for the Interregional Mobility Expenditure Plan and authorized administrative costs, revenues generated from each specified Subarea within San Bernardino County will be expended on projects of direct benefit to that Subarea. Revenues will be accounted for separately for each Subarea and then allocated to specified project categories. Decisions on how revenues for certain project categories are expended within the Subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

**Subarea Identification.** The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain/Desert area will include the following subareas: (1) the North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) the Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) the Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) the Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

**Contribution from New Development.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development as further described in Section 8 of the Ordinance.

**Requirement for Annual Financial and Compliance Audits of Measure Funds.** The San Bernardino County Transportation Authority shall undergo a biennial financial audit, and each local jurisdiction receiving an allocation of Measure revenue authorized in this Expenditure Plan shall undergo an annual financial audit, with all audits to be performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure revenue, including compliance with Maintenance of Effort provisions.

**The Interregional Mobility Expenditure Plan.** Upon initial collection of revenue, 3% of the revenue generated across all San Bernardino County subareas will be reserved in advance of other allocations specified in this plan in an account for the Interregional Mobility Expenditure Plan. The Interregional Mobility Expenditure Plan will provide resources for the planning and implementation of projects and programs that provide critical infrastructure to communities impacted by regional motorist, tourism, interregional travel, and goods movement. This program will help plan and deliver critical infrastructure improvements, such as enhancements in the Cajon Pass and other key corridors, that address congestion, enhance mobility, improve safety, and strengthen resilience. It will also support evacuation planning,



bolster emergency response capabilities, improve primary evacuation routes, and fund transit-related evacuation needs. In addition, the program will be available to address unexpected infrastructure damage resulting from natural or human-caused disasters, ensuring rapid recovery and the restoration of essential interregional mobility.

**San Bernardino Valley Subarea Expenditure Plan.** In that area described as the San Bernardino Valley Subarea, and referred to herein as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Figure A.

- A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley Subarea.
- B. Local Mobility 25%.** Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass-through for local priorities such as: local street widening and rehabilitation, potholes, grade separations, sidewalks, bike lanes, streetlights, and railroad quiet zones. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Upon initial collection of revenue, each local jurisdiction shall reserve 5% of allocated revenue in a special account to be expended on active transportation projects. Eligible active transportation projects may include, at the discretion of the local jurisdiction, but are not limited to, bicycle and pedestrian projects and costs for associated studies or plans. If, after at least ten years of revenue collection, the local jurisdiction's governing body makes a finding that the reserve for active transportation projects is no longer necessary, and the Authority Board of Directors subsequently approves the finding, then all Local Mobility funds allocated to the local jurisdiction may be used for any eligible purpose.

Local Mobility projects are defined as local street and road construction, repair, and maintenance and other eligible local transportation priorities. Except as set forth herein, Local Mobility funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Mobility funds shall be based upon a Five-Year Plan adopted annually by the governing body of each local jurisdiction after being made available for public review and comment. Local Mobility funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five-Year Plan. The locally adopted Five-Year Plan shall be consistent with local, regional, and state transportation plans.

- C. Regional Mobility 50%.** Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement and include: highway improvements, bus and passenger rail (capital and rehabilitation), corridors, interchanges, environmental mitigation, traffic management systems (freeway service patrol and air quality strategies), railroad quiet zones, planning and project development, and emerging transportation technology.

Regional Mobility projects are defined as congestion relief and safety improvements to corridors that connect communities, serve major destinations, and provide freeway access. Decisions on how Regional Mobility funds are expended will be made by the Authority Board of Directors, based upon recommendation of local jurisdiction representatives. Funding priorities shall be given to improving

roadway safety, relieving congestion, and street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program. Eligible projects also include, but are not limited to, signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects that contribute to environmental enhancement associated with transportation facilities.

- D. Operations 25%.** Resourcing the operational costs for providing mobility services via rail, transit, senior and specialized services, first/last mile connections, ridesharing, and safety support functions. Decisions on how Operations funds are expended will be made by the Authority Board of Directors, based upon recommendations of local jurisdiction representatives. Funding priorities shall be given to maintaining core services across all modes of mobility.

**Mountain/Desert Expenditure Plan.** In that area described as the Mountain/Desert area, the following Expenditure Plan requirements shall apply. The Mountain/Desert Expenditure Plan is illustrated in Figure B.

- A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert Subareas.
- B. Local Mobility 70%.** Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass-through for local priorities such as: local street widening & rehabilitation, potholes, grade separations, sidewalks, bike lanes, and streetlights. Allocations to local jurisdictions shall be based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon CDTFA data.

Upon initial collection of revenue, each local jurisdiction shall reserve 5% of allocated revenue in a special account to be expended on active transportation projects. Eligible active transportation projects may include, at the discretion of the local jurisdiction, but are not limited to, bicycle and pedestrian projects and costs for associated studies or plans. If, after at least ten years of revenue collection, the local jurisdiction's governing body makes a finding that the reserve for active transportation projects is no longer necessary, and the Authority Board of Directors subsequently approves the finding, then all Local Mobility funds allocated to the jurisdiction may be used for any eligible purpose.

Local Mobility projects are defined as local street and road construction, repair, and maintenance and other eligible local transportation priorities. Except as set forth herein, Local Mobility funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Mobility funds shall be based upon a Five-Year Plan adopted annually by the governing body of each local jurisdiction after being made available for public review and comment. Local Mobility funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five-Year Plan. The locally adopted Five-Year Plans shall be consistent with other local, regional, and state transportation plans.

- C. Regional Mobility 20%.** Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement and include: highway improvements, bus and passenger rail (capital and rehabilitation), corridors, interchanges, environmental mitigation, traffic management systems (freeway service patrol and air



quality strategies), planning and project development, and emerging transportation technology.

Revenue collected within each Subarea shall be reserved in a special account to be expended on Regional Mobility projects of benefit to the Subarea. Regional Mobility projects are defined as major streets and highways serving as primary routes of travel within the Subarea, which may include State highways and freeways, where appropriate. Regional Mobility funds can be used to leverage state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Regional Mobility funds shall be approved by the Authority Board of Directors, based upon a recommendation of Subarea representatives and the Mountain/Desert Policy Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Policy Committee make a finding that Regional Mobility funds are not required for improvements of benefit to the Subarea, then revenue in the Regional Mobility category may be returned to local jurisdictions within the Subarea. Such return shall be allocated and expended based upon the formula and requirements established in the Local Mobility category.

- D. Operations 10%.** Resourcing the operational costs for providing mobility services via rail, transit, senior and specialized services, first/last mile connections, ridesharing, and safety support functions. Decisions on how Operations funds are expended will be made by the Authority Board of Directors, based upon recommendation of Subarea representatives and the Mountain/Desert Policy Committee and/or Transit Committee. Funding priorities shall be given to maintaining core services across all modes of mobility services.

The Authority Board of Directors, based upon recommendation of Subarea representatives and the Mountain/Desert Policy Committee, may provide additional funding beyond 10% upon a finding that such increase is required to address unmet transit needs of the Subarea. All increases above the 10% initial revenue collected for the Operations category shall come from the Local Mobility category of the Subarea.

- E. Mountain/Desert Policy Committee.** The Mountain/Desert Policy Committee of the Authority shall remain in effect and provide oversight of the implementation of the Mountain/Desert Expenditure Plan.

## Measure “I” Transportation Expenditure Plan

**FIGURE A**  
**San Bernardino Valley Subarea Expenditure Plan**

### Local Mobility 25%

Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair and maintenance for improved localized movement. Includes pass through for local priorities.

- Local Street Widening & Rehabilitation
- Potholes
- Grade Separations
- Sidewalks
- Bike Lanes
- Streetlights
- Quiet Zones

### Regional Mobility 50%

Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement.

- Highway Improvements
  - Managed Lanes
- Bus and Passenger Rail
  - Capital and Rehabilitation
- Corridors
  - Roadway, Transit, ATP
- Interchanges
- Environmental Mitigation
- Traffic Management Systems
  - Freeway Service Patrol
  - Air Quality Strategies
- Planning and Project Development
- Emerging Transportation Technology
- Quiet Zones

### Operations 25%

Resourcing the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions.

- Transit Operations
  - Bus, Rail, Innovative Technology
  - Student, Senior, Disabled, and Veteran Transit
- Traveler Emergency Network
- Vanpool/Ride Share
- First/Last Mile

**FIGURE B**  
**Mountain/Desert Expenditure Plan**

### Local Mobility 70%

Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair and maintenance for improved localized movement. Includes pass through for local priorities.

- Local Street Widening & Rehabilitation
- Potholes
- Grade Separations
- Sidewalks
- Bike Lanes
- Streetlights
- Quiet Zones

### Regional Mobility 20%

Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement.

- Highway Improvements
  - Managed Lanes
- Bus and Passenger Rail
  - Capital and Rehabilitation
- Corridors
  - Roadway, Transit, ATP
- Interchanges
- Environmental Mitigation
- Traffic Management Systems
  - Freeway Service Patrol
  - Air Quality Strategies
- Planning and Project Development
- Emerging Transportation Technology
- Quiet Zones

### Operations 10%

Resourcing the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions.

- Transit Operations
  - Bus, Rail, Innovative Technology
  - Student, Senior, Disabled, and Veteran Transit
- Traveler Emergency Network
- Vanpool/Ride Share
- First/Last Mile

## Exhibit “B”

### Independent Taxpayer Oversight Committee (ITOC)

**ITOC Goal and Function.** Voter approval of this Measure shall result in the continuation of the existing Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to ensure that all Measure funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 26-1, Measure I and the Measure I Expenditure Plan.

**Audit Requirement.** The Authority shall undergo a biennial financial audit, and each local jurisdiction receiving an allocation of Measure revenue authorized in the Expenditure Plan shall undergo an annual financial audit, with all audits to be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the Authority as defined by the Governmental Accounting Standards Board and the financial and compliance audits of the member jurisdictions.

**Role of Financial and Compliance Audit and the ITOC.** The ITOC shall review the annual audits of the Authority and local jurisdictions; report findings based on the audits to the Authority; and recommend any additional audits for consideration that the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Authority Board of Directors meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

**Membership and Selection Process.** The Authority shall have an open process to select five committee members, which shall include solicitation of trade and other organizations to suggest potential nominees to the committee. The committee members shall possess one of the following credentials:

- Professional in the field of municipal audit, finance, and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- Licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure funding.

- Three public members who possess knowledge and skills that will be helpful to the work of the ITOC.

The President and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

**Terms and Conditions for Committee.** Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than twelve years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the County or a full-time staff member of any city/town, the County government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If vacancies on the ITOC occur, for any reason, Authority staff will collaborate with Authority Board members to find an appropriate replacement within 90 days of the vacancy or as soon thereafter as possible, to fill the remainder of the term.
- When more than one application is received for a vacancy, the General Policy Committee will make a recommendation to the Authority Board of Directors to appoint an applicant to the ITOC.
- When only one application is received, the Board President will recommend to the Board the applicant's appointment to the ITOC.

**ITOC Operation Protocols.**

- The ITOC shall continue as long as Measure revenues are collected.
- Authority Board of Directors and staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

**Conflict of Interest.** ITOC voting members shall have no legal action pending against the Authority and are prohibited from acting in any commercial activity directly or indirectly involving the Authority, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity that receives the transportation tax funds authorized by the voters in this Ordinance.

## Exhibit C (Ballot Question)

### Measure “I” Local Transportation Improvement Program

#### **San Bernardino County Road Repair/Traffic Relief Extension**

Without raising tax rates, shall an ordinance to fund repairing potholes; keeping local roads in good condition; completing freeway/highway projects to improve traffic flow/safety, reduce traffic bottlenecks; upgrading aging bridges/overpasses; creating local jobs; keeping student/senior/disabled/veteran transit fares low be adopted, extending the ½¢ voter-approved transportation sales tax, providing approximately \$250,000,000 annually until ended by voters, requiring audits, oversight, spending disclosure, local control?

## ***Minute Action***

### AGENDA ITEM: 4

***Date:*** February 4, 2026

***Subject:***

Grant Administration Program Update

***Recommendation:***

Receive an update on the San Bernardino County Transportation Authority/San Bernardino Council of Governments Grant Administration Program.

***Background:***

On January 3, 2024, the San Bernardino Council of Governments (SBCOG) Board of Directors (Board) approved an increase in SBCOG's work capacity, including additional staff and an expanded budget. This decision was followed by the adoption of Amendment No. 4 of the Joint Powers Agreement by all 25 member agencies, which adjusted SBCOG's funding structure by incorporating a 50% split between population and General Fund Tax Revenues in determining member dues.

As part of this expanded capacity, SBCOG identified the need to strengthen its role in grant funding support. San Bernardino County Transportation Authority (SBCTA) has been aggressively pursuing grant opportunities for a number of years, in support of its transportation projects and sustainability initiatives. The expansion of SBCOG services has put the joint entities in a position to leverage the mutual SBCTA/SBCOG strengths to support member agencies further in bringing funds to our local area. Hence, SBCTA/SBCOG staff developed a framework to improve grant-related resources and assistance, especially for local jurisdictions. The framework focuses on identifying key funding opportunities, supporting project development, and enhancing regional coordination to expand access to transportation and infrastructure investments and to regional programs across San Bernardino County.

The purpose of this item is to provide an update on the SBCTA/SBCOG Grant Administration Program and its implementation activities following Board approval of the Grant Support Framework on May 7, 2025.

***Financial Impact:***

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

***Reviewed By:***

This item has not received prior policy or technical advisory committee review. This item is being presented directly to the Board due to the nature of its content being of universal interest to all jurisdictions. This item is scheduled to be reviewed by the City/County Managers' Technical Advisory Committee on February 5, 2026.

***Responsible Staff:***

Dulce Spencer, Grants Analyst

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

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Approved  
Board of Directors  
Date: February 4, 2026  
Witnessed By:



# SBCTA/SBCOG Grant Support Process

## Program Guidelines

December 2025



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# 1 Program Introduction

The San Bernardino County Transportation Authority and San Bernardino Council of Governments (SBCTA/SBCOG) are committed to developing and promoting efficient mobility options to increase resiliency and access to economic opportunities throughout San Bernardino County. SBCTA/SBCOG and its member agencies are currently undergoing one of the most extensive capital delivery programs, with Measure I investing \$515 million of \$2.4 billion in projects currently under construction.

As part of the SBCTA 10-Year Delivery Plan, the region has a comprehensive strategy to fund and implement a range of multimodal transportation projects. In December 2024, SBCOG also adopted a 5-Year Work Plan that detailed key priorities for the region, including smart corridors, homelessness, housing, and more.

In May 2025, SBCTA/SBCOG established a Grant Team Framework to provide a structured and proactive approach to identifying, applying for, and managing grant opportunities for its departments and member agencies. This document builds on that framework and outlines how SBCTA/SBCOG will provide grant support, the process to request support, how projects will be selected, and how resources will be allocated to the grant application.

## 1.1 Objectives

The SBCTA/SBCOG Grant Team will actively and aggressively identify funding opportunities supporting targeted grant applications sponsored by SBCTA/SBCOG and its member agencies, providing grant education and scoping assistance to further the implementation of projects that help address the growing needs throughout the region. The coordinated process by which the Grant Team provides this support is referred to as the Grant Support Program.

The objectives of the grant support process are to:

- provide technical expertise to support SBCTA/SBCOG departments and member agencies with limited capacity in their efforts to secure funding,
- support the collaboration and implementation of inter-member agency initiatives that align with SBCTA/SBCOG priorities, and
- champion the allocation of funds to projects and programs within San Bernardino County.

## 2 Identification & Prioritization Grant Opportunity

SBCTA/SBCOG will aggressively seek grant opportunities that align with agency priorities, ensuring member agencies have access to all relevant funding programs. There is a wide variety of grant programs available to support different types of projects and programs. The Grant Team will compile and regularly share grant opportunities on SBCTA/SBCOG's website and by direct email to the Transportation Technical Committee (TTAC), the Planning and Development Technical Forum (PDTF), and the City/County Managers Technical Advisory Committee (CCMTAC), along with a publication in the CCMTAC agenda. To maximize the resources available through the Grant Team, efforts will focus on specific funding programs that align with SBCTA/SBCOG priorities and demonstrate a high potential for success, based on objective factors such as qualifying criteria, project readiness, availability of matching funds, and the quality of submitted information. The Grant Team encourages the member agencies to pursue grants. It will concentrate on programs that best align with the agency's priorities, as well as the projects outlined in SBCTA's 10-Year Delivery Plan and the SBCOG 5-Year Work Plan.

The SBCTA 10-Year Delivery Plan<sup>1</sup> and the SBCOG 5-Year Work Plan<sup>2</sup> (Plans) divides the county into six subregions:

1. North Desert
2. Colorado River
3. Morongo Basin
4. Victor Valley
5. Mountains
6. San Bernardino Valley

The two Plans identify various projects and programming that help serve the needs of communities throughout the County. These project types include transportation projects that support mobility, improve safety, and ease current and future congestion. The SBCOG 5-Year Plan also includes initiatives that advance housing production and preservation, support regional economic development through small business vendor fairs, a regional small business certification program, and establishment of a Small Business Hub, as well as efforts that address homelessness, smart intersections and corridors, climate adaptation and environmental resiliency, energy efficiency, and workforce development.

Given this broad range of potential application types, SBCTA/SBCOG will focus on providing coordinated grant support across multiple program areas, focusing on the priorities identified by the SBCTA/SBCOG Board of Directors and the viability of a grant award. This serves as a starting point as the grant support process continues to evolve and expand over time.

Key funding resources include:

- **SB1 Programs (California Transportation Commission):**  
<https://catc.ca.gov/programs/sb1>
- **California Office of the Small Business Advocate (CalOSBA):**  
<https://calosba.ca.gov/funding-grants-incentives/>
- **California Department of Housing and Community Development:**  
<https://www.hcd.ca.gov/grants-and-funding>
- **South Coast Air Quality Management District:** <https://www.aqmd.gov/nav/grants-bids>
- **Southern California Association of Governments:**  
<https://scag.ca.gov/get-involved-grant-opportunities>

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<sup>1</sup> [SBCTA 10-Year Delivery Plan](#)

<sup>2</sup> [SBCOG 5-Year Work Plan](#)

- **U.S. Department of Housing and Urban Development (HUD):**  
<https://www.hud.gov/grants>
- **California Climate Investments / CAL FIRE Grants:** <https://www.fire.ca.gov/grants>
- **U.S. Department of Transportation Grants:** <https://www.transportation.gov/grants>
- **Federal Transit Administration (FTA) Grant Programs:**  
<https://www.transit.dot.gov/grants>

This approach ensures the responsible use of limited SBCTA/SBCOG staff resources and the use of those resources in alignment with the SBCTA/SBCOG Board of Directors' direction.

Departments and member agencies requesting support for grant opportunities outside the key funding resources listed above will be considered on a limited, case-by-case basis. For these requests, the SBCTA/SBCOG Grant Team may serve in an advisory capacity and provide targeted assistance, which potentially include:

- Technical review of grant narrative
- Compliance with grant requirements
- High-level review and quality assurance of the overall application
- Facilitation of discussions with potential partners and collaborators

## 2.1 Project Selection Process

SBCTA/SBCOG departments and member agencies interested in receiving support from the Grant Team will be required to submit a *Grant Support Request* posted on the SBCTA/SBCOG grant website. Requests should be submitted as early in the process as possible to allow the team ample time to respond and deliver the support required to ensure a high-quality application is prepared. While the Grant Team strives to be as responsive as possible, requests submitted too close to the application deadline may not receive support due to staffing capacity and scheduling constraints. Requests will be assessed on a first-come, first-served basis and prioritized by the team against the following criteria:

### 2.1.1 Strategic Priorities

Highest consideration will be given to:

- Projects that are aligned with or included in the SBCTA 10-Year Delivery Plan or the SBCOG 5-Year Strategic Plan.
- Member Agency-led proposals which advance the SBCTA/SBCOG Board of Directors' priorities and contribute to regionally beneficial outcomes.
- Collaborative or multi-member agency efforts that strengthen regional coordination and competitiveness.
- Internal SBCTA/SBCOG-led applications that align with the Board of Directors' priorities and Grant Program Strategy.
- Feasibility of successful award.

## 2.1.2 Review Criteria

In addition to strategic alignment, requests will be assessed for feasibility of grant award based on:

- **Project Eligibility and Readiness**
  - Confirmed eligibility under the target grant program.
  - Realistic timeline and defined scope.
  - Match requirements identified.
- **Level of Complexity**
  - Projects considered Medium to High Complexity, per the SBCTA/SBCOG Grants Table, based on factors such as scale, number of stakeholders, and technical requirements.
  - Applications that require refinement of scope or development of technical materials before becoming grant-ready.
  - Projects involving detailed grant narratives, benefit-cost analysis, GIS mapping, or coordination across multiple agencies or departments.
- **Resource Availability**
  - Capacity of the Grant Team and/or consultants during the review period.
  - Equitable distribution of support across departments and member agencies.
  - Priority may be given to member agencies based on equitable geographic distribution among SBCOG subregions who have not recently received assistance.

## 2.1.3 Project Selection

Once a decision is made, the Grant Team will promptly communicate with the requested department or member agency to inform them of the decision and its justification. The team is committed to working in partnership with SBCTA/SBCOG departments and member agencies and will provide clear guidance on submitting a successful request.

### 3 Grant Application Support

As part of the Grant Support Program, the Grant Team provides targeted assistance rather than full application development. Support may include technical review, drafting narrative sections, coordination with partners, and grant-readiness guidance.

#### 3.1 Support Scope and Examples

Support will vary based on need and may include:

- Facilitating discussions around grant opportunities and participating in the development of competitive project scopes that best align with grant parameters and strategic priorities
- Developing or reviewing technical components of the grant narrative
- Engaging stakeholders and facilitating connections and collaborations between member agencies and local partners
- Reviewing submissions to assess compliance with grant requirements, readiness, and competitiveness
- Providing technical guidance

#### 3.2 Roles and Responsibilities

##### 3.2.1 Department/Member Agency Responsibilities

The requesting department or member agency is responsible for submitting the application package to ensure timely submission. Within SBCTA/SBCOG, the project manager is responsible for coordinating with the Grant Team, providing all required materials, and submitting the application and any needed support letters. After submission, the department or member agency is required to notify the Grant Team of the award outcome. The Grant Team will submit applications when SBCTA/SBCOG is serving as the lead agency for a multi-member agency grant effort.

##### 3.2.2 Letters of Support

When assisting internal departments with letters of support, the department must provide complete project information, including maps, project descriptions, and a clear explanation of how the project aligns with or benefits the supporting agency. The Grant Team may facilitate or coordinate requests, but all letters must be submitted through the Public Affairs/Legislation Office at [legislativeaffairs@gosbcta.com](mailto:legislativeaffairs@gosbcta.com). The Grant Team does not independently prepare, solicit, or submit letters.

#### 3.3 Capacity and Service Approach

Grant Team support is prioritized based on available capacity and the complexity of each request. While departments and member agencies remain responsible for managing and submitting their applications, the Grant Team helps ensure grant proposals are competitive, complete, and grant-ready. This may include:

- Guidance on deadlines and reminders to keep applications on track
- Review of key materials for clarity, completeness, readiness, and alignment with grant requirements
- Sharing best practices, examples, and templates to strengthen competitiveness and quality of submissions
- Support is provided based on available capacity and tailored to each request, to help departments and member agencies prepare high-quality submissions that maximize the potential for funding success.

## **4 Grant Administration & Compliance Support**

Grants submitted with the support of the Grant Team will be entered and monitored via an internal grant tracking sheet. For successful grants, the team will post an announcement on the grant support webpage to document the award. For unsuccessful grants, the team will record the details gathered during the debriefing process to facilitate ongoing learning and support continuous improvement of the support process.

### **4.1 Post-Award Workshop**

The Grant Team will host a single live, recorded post-award workshop that provides guidance applicable to most grant programs. The workshop will walk through general post-award requirements, reporting expectations, and next steps. Due to limited resources, we will not be able to provide separate program-specific training. Key information will be included in this single session, and the recording will be made available for reference. The Grant Team will be available on an ongoing basis should questions arise.

### **4.2 Transition to Award Management**

Upon grant award, the requesting department or member agency will assume responsibility for ongoing grant administration, reporting, and compliance. The Grant Team will provide a transition memo summarizing available resources and general guidance to assist the department or member agency with the award.

### **4.3 Post-Award Responsibilities**

The department or member agency assumes full responsibility for monitoring, reporting, and compliance. The Grant Team is available to provide guidance and resources upon request, including general tips and reference materials.



## 5 Program Administration

### 5.1 Grant Management Strategy

All requests for grant support will be compiled in the SBCTA/SBCOG central database. A Grant Tracking System will also be developed to monitor ongoing applications and projects, identify opportunities to optimize resources, and adjust support during periods of higher activity. The system will also track projects that may not be ready for the current funding round but represent strong candidates for future grant opportunities, ensuring they are prepared when the next cycle becomes available.

### 5.2 Communications Strategy

The Grant Team will implement a multi-channel communications approach to raise awareness and increase use of the SBCTA/SBCOG Grant Team among internal departments and local member agencies. The strategies focus on clear, accessible resources combined with direct engagement to maximize outreach and support.

Key Components include:

#### 1. Webpage:

- a) Introduction, background, and what is being offered
- b) List of the latest grant table with link to archived tables
- c) Grant Support Request Form
- d) Contact information
- e) Frequently asked questions
- f) Supported successful grants

#### 2. Grant Team Overview Recorded Webinar:

A foundational, pre-recorded webinar will introduce the Grant Support Program and the Grant Team's role. This presentation will be hosted on the grant support webpage and will include:

- a) Program objectives and types of available assistance
- b) Overview of priority grant programs
- c) Walkthrough of the *Grant Support Request Form* and project selection process
- d) Question & Answer Session

#### 3. Open Invitation – Meeting(s) with local teams (*Ongoing*):

The Grant Team will participate in meetings with departments and member agencies to provide guidance, share information, and support coordination. These meetings may occur as part of existing forums, or in discussions with individual departments or member agencies:

Meetings with Individual Departments or Member Agencies:

- a) Share information about prioritized, readiness, and unfunded projects

TTAC, PDTF, and CCMTAC Meetings:

- b) Discuss common challenges and funding barriers
- c) Identify opportunities for regional or multi-member agency collaboration
- d) Align local priorities with upcoming grant opportunities

#### 4. Annual Grant Workshop:

Each year, the Grant Team will host a focused workshop on grant resources. The purpose of this workshop is to:

- a) Share basic program information, timelines, and application expectations
- b) Highlight key takeaways from past application cycles
- c) Provide general guidance on project framing and common challenges
- d) Encourage departments and member agencies to begin early coordination and scoping

These sessions will support early coordination, help refine project scopes, and strengthen the competitiveness of future applications.

In addition to the modes of dissemination listed above, an inquiry may be sent to member agencies to identify unfunded projects. This will help us refine our service offerings for subsequent years and help better address local funding needs.

### 5.2.1 Communication Log

The team will maintain an active communication log, documenting which member agencies were contacted and via which mode. Responses and inquiries for more information will also be noted to support ongoing refinement of the process. This log will document:

- Member agencies-initiated contact with the Grant Team
- Member agency contacted by the Grant Team
- Method communication (email, phone, meeting, etc.)
- Responses received
- Requests for additional information

### 5.3 Annual Reporting

Each year, the Grant Team will prepare an Annual Report for the SBCTA/SBCOG Board of Directors. The report will provide a high-level summary of member agency support activities, outcomes, and strategic insights. An overview of the Grant Team effort, which will include:

- Number of grant applications supported and funding outcomes
- Member agencies assisted and types of support provided
- Requests unable to be fulfilled and key reasons
- Lessons learned and opportunities to streamline the process
- Recommendations to enhance program effectiveness
- Priority grant programs for the coming year

The report will be presented in a concise and accessible format to support discussion and inform decision-making by SBCTA/SBCOG leadership.

# Grant Administration Update



Dulce Spencer, Grants Analyst

**cog**  
San Bernardino  
Council of Governments

## Grant Writing Support

### Program Overview

- Provides grant writing and technical support to all SBCTA/SBCOG member agencies
- Align local projects with regional plans to secure funding

### Program Update

- Grant Support Framework approved May 1, 2025
- Member Agency Webinar held Nov. 13, 2025
- Implementation underway



## Member Agency Grants Website

### Program Implementation

- Centralized grant resources
- Open grant opportunities
- Grant assistance request intake

**San Bernardino Council of Governments webpage**  
[www.gosbcog.com](http://www.gosbcog.com)

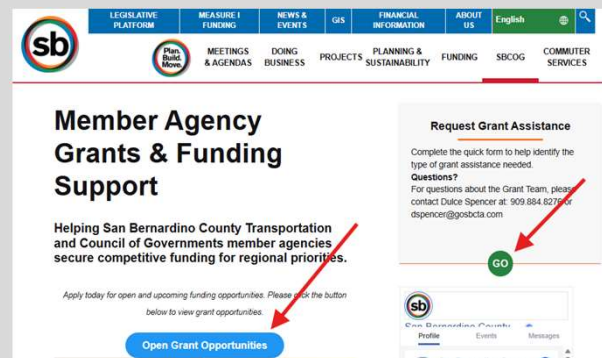


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## Member Agency Grants Website

**San Bernardino Council of Governments**  
 Member Agency Grants webpage

[www.gosbcta.com/sbcog/grants/](http://www.gosbcta.com/sbcog/grants/)



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# Grant Support Services

## How Assistance Is Prioritized

- Alignment with SBCTA 10-Year Delivery Plan
- Alignment with SBCOG 5-Year Work Plan
- Multi-Jurisdictional Projects

## Targeted Grant Assistance

- Technical review of grant narratives
- Benefit-cost analysis
- Refining of project scope
- Grant exhibits



# Contact Information

Visit the Member Agency Grants website at:  
[www.gosbcta.com/sbcog/grants/](http://www.gosbcta.com/sbcog/grants/)

Dulce Spencer  
[dspencer@gosbcta.com](mailto:dspencer@gosbcta.com)  
909-884-8276



## ***Minute Action***

### AGENDA ITEM: 5

***Date: February 4, 2026***

***Subject:***

Reallocate Gold Line Project Funding to the Enhanced Metrolink Service Project

***Recommendation:***

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

Allocate \$13,556,459.27 of Measure I Valley Rail, \$5,000,000 of Low Carbon Transit Operations Program, and \$18,496,402.21 of Local Transportation Fund – Rail for a total of \$37,052,861.48 to the Enhanced Metrolink Service Project from funding previously deallocated from the Gold Line to Montclair Project.

***Background:***

On September 3, 2025, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved defunding the Gold Line to Montclair Project, and using the remaining fund balance to enhance the frequency of service to Montclair via Metrolink or other alternatives recommended by an established Ad Hoc Committee. The remaining fund balance is estimated at \$37,052,861.48 and consists of \$13,556,459.27 Measure I Valley Rail, \$5,000,000 Low Carbon Transit Operations Program, and \$18,496,402.21 Local Transportation Fund – Rail Funds. The recommendation from the Ad Hoc Committee was presented to the Transit Committee on December 11, 2025, at which time, the Committee recommended to the Board that staff be directed to advance the development of a Metrolink shuttle service operating between the Pomona-North and Rancho Cucamonga Metrolink stations and to prepare a Project Study Report to further refine the project scope. The recommendation was approved by the Board on January 7, 2026.

Based on the planning-level work, the cost estimate to implement the shuttle service is approximately \$150 million. It is expected to take approximately six years to complete the project, which includes approximately 18 months to prepare the final design and 30 months to complete construction. The shuttle service would operate at 30-minute frequency and when combined with the proposed Metrolink 30-minute bidirectional service scheduled to be implemented as part of the Southern California Optimized Rail Expansion program, will provide 15-minute train frequency between Pomona-North and Rancho Cucamonga. Implementing the shuttle service will also require the purchase of at least two additional trainsets, which could be Multiple Unit trains similar to those used to operate the Arrow Service, including Diesel Multiple Units and Zero-Emission Multiple Units.

Implementing the additional service between the Pomona-North and Rancho Cucamonga Metrolink stations likely requires additional infrastructure improvements, which include:

- Turn around tracks close to the Pomona-North Station and the Ranch Cucamonga Station
- Approximately 4.6 miles of double track between Montclair Station and Rancho Cucamonga Station
- Modifications to approximately 12 grade crossings
- New bridge over Cucamonga Creek

*Entity: San Bernardino County Transportation Authority*

- Upland Station crossovers, platform improvements, and possible undercrossing

The planning level estimate assumes the project could qualify for a California Environmental Quality Act (CEQA) Categorical Exemption and a Categorical Exclusion under the National Environmental Policy Act (NEPA). However, the CEQA/NEPA environmental clearance approach and permitting requirements will need to be further evaluated during the next phase.

Now that the Board has approved advancing the project to enhance Metrolink service between the Pomona-North and Rancho Cucamonga Metrolink stations, approval of the staff recommendation to allocate the funding noted in the recommendation will allow staff to proceed with development of a Project Study Report as well as to demonstrate local financial commitment for future grant funding opportunities.

***Financial Impact:***

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

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. This item is going straight to the Board in order to expedite allocating the funding needed to advance the next phase of the project.

***Responsible Staff:***

Victor Lopez, Director of Transit & Rail Programs

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Approved  
Board of Directors  
Date: February 4, 2026

Witnessed By:

# ADDITIONAL INFORMATION



# BOARD OF DIRECTORS ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
<b>Paul Cook</b> Board of Supervisors												
<b>Jesse Armendarez</b> Board of Supervisors												
<b>Dawn Rowe</b> Board of Supervisors	X											
<b>Curt Hagman</b> Board of Supervisors	X											
<b>Joe Baca, Jr.</b> Board of Supervisors	X											
<b>Daniel Ramos</b> City of Adelanto	X											
<b>Art Bishop</b> Town of Apple Valley	X											
<b>Tim Silva</b> City of Barstow												
<b>Rick Herrick</b> City of Big Bear Lake	X											
<b>Eunice Ulloa</b> City of Chino	X											
<b>Ray Marquez</b> City of Chino Hills												
<b>Frank Navarro</b> City of Colton	X											
<b>Acquanetta Warren</b> City of Fontana	X											
<b>Bill Hussey</b> City of Grand Terrace	X											
<b>Josh Pullen</b> City of Hesperia	X											
<b>Larry McCallon</b> City of Highland	X											

Communication: Attendance (Additional Information)

X = member attended meeting. \* = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

# BOARD OF DIRECTORS ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
<b>Ron Dailey</b> City of Loma Linda												
<b>John Dutrey</b> City of Montclair	X											
<b>Janet Jernigan</b> City of Needles	X											
<b>Alan Wapner</b> City of Ontario	X											
<b>L. Dennis Michael</b> City of Rancho Cucamonga	X											
<b>Mario Saucedo</b> City of Redlands	X											
<b>Joe Baca</b> City of Rialto	X											
<b>Helen Tran</b> City of San Bernardino	X											
<b>Daniel L. Mintz</b> City of Twentynine Palms	X											
<b>Rudy Zuniga</b> City of Upland	X											
<b>Bob Harriman</b> City of Victorville	X											
<b>Judy Woolsey</b> City of Yucaipa	X											
<b>Rick Denison</b> Town of Yucca Valley	X											
<b>Catalino Pining</b> Ex-Official Member	X											

Communication: Attendance (Additional Information)

X = member attended meeting. \* = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
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
IEEP	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

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

**San Bernardino County Transportation Authority (SBCTA)**  
**Representatives on SCAG Committees**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:15 p.m.)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	F. Navarro H. Tran A. Warren J. Dutrey R. Marquez R. Denison D. Ramos C. Hagman	H. Tran A. Warren	R. Denison D. Ramos	F. Navarro  J. Dutrey R. Marquez  C. Hagman
† San Bernardino County Transportation Authority Appointee	A. Wapner			A. Wapner
†† Community of Concern Appointee				G. Reyes
SBCTA Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SBCTA has a total of seven subregional appointees to the policy committees. Terms of appointment expire December 31 of odd-numbered years.		Bill Hussey Judy Woolsey Joe Baca	Carmen Hernandez Art Bishop Brian Johsz	L. Dennis Michael

**Rules of Appointment**

1) SBCTA policy stipulates that all SBCTA appointees be SBCTA Board Members. 2) SCAG President appoints Regional Council members to Standing and Policy Committees.

**Terms of Appointment**

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. † SBCTA Regional Council Representative serves a two-year term from the date of appointment. †† Community of Concern appointee, appointed by the County Regional Council representative for a two-year term.

**Stipend Summary**

SCAG Regional Council members receive a \$150 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$150 stipend for up to four Policy or Task Force meetings per month.

**Meeting Information**

The regular meetings of SCAG Regional Council and Policy Committees are on the 1<sup>st</sup> Thursday of each month at the SCAG offices located at 900 Wilshire Blvd., Ste. 700, Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

**Policy Committees**

**Community, Economic, and Human Development:** Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

**Energy and Environment:** Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

**Transportation:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) work closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SBCTA Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SBCTA and SBCOG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors. On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	12/31/26
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$150 payment from Gold Line Authority for participation.	12/31/27 12/31/26
Inland Regional Energy Network (I-REN) Program Executive Committee	Curt Hagman, County Supervisor Art Bishop, Apple Valley Bill Hussey, Grand Terrace	President	The I-REN Executive Committee consists of three representative votes from SANBAG, WRCOG, and CVAG. The committee will meet quarterly and make executive decisions regarding the overall program. On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	12/31/26 12/31/26 12/31/27
Metro Gold Line Foothill Extension Construction Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and/or fourth Thursday of the month at 11:00 a.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/26 12/31/26
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Dutrey, Montclair, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/26 12/31/26

## SBCTA/SBCOG Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC)	Jarrold Manuel, Chino Hills	President	SBCTA is the appointing authority for a City employee from one of the 16 eligible cities, to serve as <i>“a representative of the cities from each county within the south coast district.”</i> On March 5, 2025 the Board delegated the process to occur at CCMTAC and appointing authority to the Board President. The term of this appointment is two-years. The duties of the MSRC-TAC are to assist the MSRC in the development of the work program, pursuant to section 44244(b), to present recommendations for approval to the MSRC, and to perform those additional duties as may be required by the MSRC.	03/31/27
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Judy Woolsey, Primary Helen Tran, Alternate	Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River. The term of the appointment is for four years for a city representative from San Bernardino County.  Officers leaving elected office after appointment are still eligible to serve. The OWOW meets on the 4 <sup>th</sup> Thursday of every quarter at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA). On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	06/30/29
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties.  On December 12, 2024 the Transit Committee approved four-year terms going forward. Members receive payment of \$100 per day from SCRRA for participation.	12/31/29 12/31/26 12/31/26 12/31/29
SR 91 Advisory Committee	Ray Marquez, Chino Hills, Ex-Officio Member	Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways.  SBCTA has not authorized payment of stipend for participation.	12/31/26
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	L. Dennis Michael, Rancho Cucamonga	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/26

Communication: Appointments to External Agencies (Committee Membership)



## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>General Policy Committee</b> Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County)* 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval. <u>Meeting Time: Second Wednesday, 9:00 a.m., SBCTA Office</u> (Brown Act)	<u>West Valley</u> Ray Marquez, Chino Hills (Past President) John Dutrey, Montclair (TC Chair) Alan Wapner, Ontario Curt Hagman, Supervisor <u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Helen Tran, San Bernardino (MVSS Chair) Joe Baca, Jr., Supervisor (Chair/Vice President) <u>Mountain/Desert</u> Art Bishop, Apple Valley (MDC Chair) Josh Pullen, Hesperia Rick Denison, Yucca Valley (Vice Chair/President) Dawn Rowe, Supervisor Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.	6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026 6/30/2026
<b>Transit Committee</b> Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member <u>Meeting Time: Second Thursday, 9:00 a.m., SBCTA Office</u> (Brown Act)	John Dutrey, Montclair** (Chair) Joe Baca, Jr., Supervisor (Vice Chair) Art Bishop, Town of Apple Valley Eunice Ulloa, Chino Ray Marquez, Chino Hills** Frank Navarro, Colton Acquanetta Warren, Fontana Bill Hussey, Grand Terrace Larry McCallon, Highland* Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley	12/31/2029* (6/30/2026) 12/31/2026 (6/30/2026) 12/31/2026 12/31/2026 12/31/2026** 12/31/2027 12/31/2027 12/31/2026 12/31/2026** 12/31/2029* 12/31/2027 12/31/2026

Communication: Committee Membership (Committee Membership)

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>Mountain/Desert Committee</b> Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.  The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.  <u>Meeting Time: Third Friday, 9:30 a.m., MDAQMD Office</u> <u>14306 Park Avenue, Victorville</u>  (Brown Act)	Art Bishop, Apple Valley (Chair) Timothy Silva, Barstow (Vice Chair) Daniel Ramos, Adelanto Rick Herrick, Big Bear Lake Josh Pullen, Hesperia Janet Jernigan, Needles Daniel Mintz, Sr., Twentynine Palms Bob Harriman, Victorville Rick Denison, Yucca Valley Paul Cook, Supervisor Dawn Rowe, Supervisor	Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
<b>Legislative Policy Committee</b> Membership consists of the following: President, Vice-President, Immediate Past President and six Board members appointed by the Board President. - 2 East Valley member - 2 West Valley member - 1 Mountain/Desert member - 1 County member  Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.	Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.  Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.  <u>Meeting Time: Second Wednesday, 9:30 a.m., SBCTA Office</u>  (Brown Act)	Rick Denison, Yucca Valley (President) Joe Baca, Jr., Supervisor (Vice President) Ray Marquez, Chino Hills (Past President) Art Bishop, Apple Valley Frank Navarro, Colton Larry McCallon, Highland John Dutrey, Montclair Alan Wapner, Ontario Jesse Armendarez, Supervisor	Indeterminate Indeterminate Indeterminate 12/31/2026 12/31/2026 12/31/2026 12/31/2026 12/31/2026 12/31/2026

### Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.  <u>Meeting Time: Second Thursday, 9:30 a.m., SBCTA Office</u>  (Brown Act)	Board of Directors Helen Tran, San Bernardino (Chair) Jesse Armendarez, Supervisor (Vice Chair)	6/30/2026 6/30/2026

Communication: Committee Membership (Committee Membership)

### Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively.</p> <p>5 At Large Members representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5310 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership –</p> <p>Morongo Basin Transit Authority</p> <p>Mountain Transit</p> <p>City of Needles Transit Services</p> <p>Omnitrans</p> <p>Victor Valley Transit Authority</p> <p>County of San Bernardino Dept. of Public Works</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services</p> <p>Foothill Aids</p> <p>Anthesis</p> <p>Reach Out Morongo Basin</p> <p>Loma Linda University Health</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>5/31/2027</p> <p>9/30/2026</p> <p>9/30/2026</p> <p>4/30/2028</p> <p>8/31/2027</p>

**Meeting Dates and Time:** Quarterly, beginning in March, 2<sup>nd</sup> Monday of the month, 10:00 a.m., (Location rotates: SBCTA Office)

Communication: Committee Membership (Committee Membership)

### Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <p>A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.</p> <p>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.</p> <p>C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</p> <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A)  <i>Vacant</i> (B)            Alex Artiaga (C)            Chad Logan (D)            Patrick Morris (E)            Rick Denison, Ex-Officio            Carrie Schindler, Ex-Officio</p>	<p>10/31/2028             06/30/2028            06/30/2028            03/01/2029</p>

### SBCTA Ad Hoc Committees

The Brown Act does not apply to ad hoc or temporary advisory committees composed of less than a majority of the Board or a standing policy committee. The President of the Board of Directors may designate ad hoc committees to study specific projects or matters for a set time frame subject to the concurrence of the Board of Directors, and shall make appointments to the ad hoc committees. When the subject matter of the ad hoc committee is of relevance to the geographical region of the County as a whole, geographical representation should be considered and if there is lack of interested members to ensure geographical balance the Board President may seek out participation from specific members.

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>LA 28 Olympics Ad Hoc</b></p> <p>On December 3, 2025, the Board approved the establishment of the Ad Hoc Committee.</p>	<p>To look at the possible impacts, from a transportation perspective, and funding for the LA 28 Olympics and Paralympic Games, with a term ending December 31, 2026.</p>	<p>Daniel Ramos, Adelanto            Larry McCallon, Highland            Alan Wapner, Ontario            L. Dennis Michael, Rancho Cucamonga            Jesse Armendarez, County Supervisor</p>

Communication: Committee Membership (Committee Membership)

<b>Measure I 3.0 Ad Hoc Committee</b> On May 7, 2025, the Board approved the establishment of this ad hoc committee of the SBCTA Board, with a term through December 31, 2026.	To review information and provide staff direction in developing a new Measure, with a term ending on December 31, 2026.	Daniel Ramos, Adelanto Art Bishop, Apple Valley Rick Herrick, Big Bear Lake Ray Marquez, Chino Hills Bill Hussey, Grand Terrace John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Mario Saucedo, Redlands Helen Tran, San Bernardino Curt Hagman, County Supervisor
<b>Enhanced Frequency Service Ad Hoc Committee</b> On September 3, 2025, the Board approved the establishment of this ad hoc committee of the SBCTA Board (term date was not provided; therefore, an initial one-year will be applied).	To provide recommendations to the Board for enhanced frequency service to Montclair via Metrolink or other alternatives. Term ending September 30, 2026.	Larry McCallon, Highland John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Mario Saucedo, Redlands Joe Baca, Rialto Rick Denison, Yucca Valley
<b>Evacuation and Resilience Center Design (ERCD) Ad Hoc Committee</b> On January 7, 2026, the Board approved the establishment of this ad hoc committee, with a term through December 31, 2026.	To review information and provide input to the Board regarding site selection and other issues regarding the ERCD study.	Daniel Ramos, Adelanto Art Bishop, Apple Valley Rick Herrick, Big Bear Lake Ray Marquez, Chino Hills Bill Hussey, Grand Terrace Rick Denison, Yucca Valley Dawn Row, County Supervisor

### SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<b>Transportation Technical Advisory Committee (TTAC)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.	SBCTA's Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors.  The TTAC is not a Brown Act committee.	Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.
<b>Planning and Development Technical Forum (PDTF)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.	The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.  The PDTF is not a Brown Act Committee.	Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).

<b>Project Development Teams</b>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT.</p>
<b>City/County Manager's Technical Advisory Committee (CCMTAC)</b> <p>The committee is composed of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.</p>	<p>SBCTA's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Council of Governments (formerly known as San Bernardino Associated Governments). The primary role of the committee is to provide a forum for the chief executives of SBCOG's member agencies to become informed about and discuss issues facing SBCOG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.</p> <p>The CCMTAC is a Brown Act Committee.</p>	<p>Meets bimonthly on the first Thursday of the month at 10:00 AM, at SBCTA.</p>
<b>CCMTAC Housing Trust Ad Hoc Committee</b> <p>On March 6, 2025, the CCM TAC approved the establishment of this ad hoc to be comprised of CCM TAC members, with a term through July 31, 2026.</p>	<p>To take a broad look into the housing trust and how it interacts with the Council of Governments.</p>	<p>Jessie Flores, Adelanto  Erik Sund, Big Bear Lake  Ben Montgomery, Chino Hills  Patrick Martinez, Needles  John Gillison, Rancho Cucamonga  Curtis Yakimow, Yucca Valley</p>



## 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