# AGENDA

## General Policy Committee Meeting

## December 14, 2022

## 9:00 AM

**Location**

San Bernardino County Transportation Authority

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

### *General Policy Committee Membership*

***Chair – Vice President***
Supervisor Dawn Rowe
County of San Bernardino

***President***
Mayor Pro Tem Art Bishop
Town of Apple Valley

***Past President***
Supervisor Curt Hagman
County of San Bernardino

***West Valley Representatives***
Mayor Ray Marquez
City of Chino Hills, *TC Chair*

Mayor Acquanetta Warren
City of Fontana

Mayor Pro Tem Alan Wapner
City of Ontario

***Mt./Desert Representatives***
Mayor Debra Jones
City of Victorville

Vacant
*(Mtn/Desert Board Member)*

***East Valley Representatives***
Mayor Frank Navarro
City of Colton

Mayor Larry McCallon
City of Highland

Supervisor Joe Baca, Jr.
County of San Bernardino

Vacant
*(East Valley Board Member)*

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

# AGENDA

# General Policy Committee Meeting

**December 14, 2022**
**9:00 AM**

**Location**
**SBCTA**
**First Floor Lobby Board Room**
**1170 W. 3rd Street, San Bernardino, CA 92410**

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

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

**CALL TO ORDER**

(Meeting Chaired by Dawn Rowe)

i. Pledge of Allegiance

ii. Attendance

iii. Announcements

iv. Agenda Notices/Modifications – Alexandria Ojeda

## Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

**1. Information Relative to Possible Conflict of Interest** Pg. 11

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.**

# CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Members.

## Consent - Administrative Matters

**2. November 2022 Procurement Report** Pg. 13

Receive the November 2022 Procurement Report.
**Presenter: Beatriz Valdez**

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

**3. Budget to Actual Report for first Quarter Ending September 30, 2022** Pg. 29

Receive and file Budget to Actual Report for the first quarter ending September 30, 2022.
**Presenter: Lisa Lazzar**

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

# DISCUSSION ITEMS

## Discussion - Administrative Matters

**4. Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report** Pg. 39

Receive the Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report.
**Presenter: Raymond Wolfe**

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

**5. Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date** Pg. 50

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

Approve Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP to exercise the second option year, extending the termination date to April 30, 2024, and increase the contract amount by $138,000, for a revised not-to-exceed amount of $980,083.
**Presenter: Lisa Lazzar**

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

**6. Fiscal Year 2023/2024 Budget Schedule** Pg. 57

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

Approve the Fiscal Year 2023/2024 Budget Schedule.

**Presenter: Lisa Lazzar**

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

**7. Revisions to Policies No. 11000, 20000, and 34509** Pg. 59

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

A. Approve modifications to Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, as indicated in this report.

B. Approve revisions to Financial Policy No. 20000 to modify Section VII, Revenue Policies, to remove the Executive Director authority to approve and execute funding/revenue agreements or amendments as this is now incorporated into Policy 11000, minor changes to Section VI budget adjustments, and Section X, to update recording of donated assets at acquisition value.

C. Approve minor revisions to Policy No. 34509 to be consistent with classification changes created in January 2021 reorganization and to remove the Executive Director's authority to approve amendments to cooperative agreements and memorandum of understanding as this is now incorporated into Policy 11000.

**Presenter: Beatriz Valdez**

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

**8. Reassignment of the Deputy Director of Planning to Senior Management Group** Pg. 110

Approve reassignment of the Deputy Director of Planning from the Professional/Administrative Staff group to Senior Management group.
**Presenter: Colleen Franco**

**This item has not received prior policy committee or technical advisory committee review.**

## Discussion - Regional/Subregional Planning

**9. Transportation Development Act Article 3 Extension Request - Rialto Fiscal Year 2017/2018 Cedar Railroad Crossing Improvement** Pg. 113

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

Approve the City of Rialto's extension request from December 31, 2022 to December 31, 2023 for their Fiscal Year 2017/2018 Cedar Avenue Railroad Crossing Pedestrian Improvements Project Transportation Development Act Article 3 award.

**Presenter: Ginger Koblasz**

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

**10. 2024 Regional Transportation Plan/Sustainable Communities Strategy Project List Update** Pg. 117

Receive information on the 2024 Regional Transportation Plan/Sustainable Communities Strategy project list.
**Presenter: Ginger Koblasz**

**This item is not scheduled for review by any other policy committee. The material in this item was reviewed by the Transportation Technical Advisory Committee on December 5, 2022.**

**11. Active Transportation Program Cycle 6 Award List and Twenty Points Allocation** Pg. 122

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

A. Adopt the Metropolitan Planning Organization (MPO) portion of the State Active Transportation Program (ATP) Cycle 6 project award list (Attachment A), specifically for:

- City of Upland – City of Upland Mobility Master Plan
- County of San Bernardino – San Bernardino Valley Safe Routes to School Plan (21 schools)
- City of Montclair – Montclair SRTS Implementation Project
- Town of Apple Valley – Powhatan Road Complete Streets, Apple Valley
- City of Twentynine Palms – Sullivan Road/Hatch Road Side Path/Bicycle Lanes
- City of Rialto – Rialto Pacific Electric Trail Extension
- City of Yucaipa – 15th Street (Avenue D to Yucaipa Blvd)
- City of Adelanto – Adelanto Safe Routes to School
- City of Needles – City of Needles Schools and Seniors Sidewalk Project
- City of Barstow – Pedestrian, Bicyclist, and Safety Improvements (Partial)
- City of Fontana – Foothill Boulevard Active Transportation Improvement (Partial)

B. Adopt an additional 20 points allocation in the grant evaluation process to all projects in the MPO portion of the ATP as they have been determined to be consistent with regional plans, which is consistent with the methodology adopted by the SBCTA Board of Directors for ATP Cycles 1 through 5.

**Presenter: Josh Lee**

**This item is not scheduled for review by any other policy committee. The Transportation Technical Advisory Committee has been briefed on the results of the ATP awards.**

**12. San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Final Report** Pg. 126

Receive information relating to the completion of the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Project.
**Presenter: Tricia Vivian**

**This item was reviewed by the Planning Directors Technical Forum on July 27, 2022 and the Transportation Technical Advisory Committee on August 1, 2022. Technical aspects of this project were also presented at the ESRI Conference for peer review on July 12, 2022.**

## Discussion - Transportation Programming and Fund Administration

**13. Summary Report of the Measure I Five-Year Capital Improvement Plans of Member Agencies** Pg. 132

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

Accept the Summary Report of the Measure I Five-Year Capital Improvement Plans for Local Pass-Through Funds for Member Agencies for Fiscal Year (FY) 2022/2023 through FY 2026/2027.

**Presenter: Marc Lucius**

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

## Public Comment

**Brief Comments from the General Public**

## Comments from Board Members

**Brief Comments from Board Members**

## ADJOURNMENT

## Additional Information


Attendance Pg. 205
Acronym List Pg. 206
Mission Statement Pg. 208


**The next General Policy Committee meeting is scheduled for January 11, 2023.**

## Meeting Procedures and Rules of Conduct

**Meeting Procedures** - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

**Accessibility** - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

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

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Discussion" contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present 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 Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may 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 wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address 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 Chair 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. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still applies.

**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 Chair 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 Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. 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. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- 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.

**The Vote as specified in the 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. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**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 maker of the original motion is asked if he or she would like to amend his or her 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 require deviation from general practice.
- 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*

# *Minute Action*

AGENDA ITEM: 1

***Date: December 14, 2022***

***Subject:***
Information Relative to Possible Conflict of Interest

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

***Background:***
In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than $250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Principals & Agents | Subcontractors |
|---|---|---|---|
| 5 | 17-1001615-05 | Crowe LLP<br>*Brad Schelle, Partner* | None |
| 9 | TDA Extension | City of Rialto | None |
| 11 | Allocation | City of Upland | None |
| | | County of San Bernardino | None |
| | | City of Montclair | None |
| | | Town of Apple Valley | None |
| | | City of Twentynine Palms | None |
| | | City of Rialto | None |
| | | City of Yucaipa | None |
| | | City of Adelanto | None |
| | | City of Needles | None |
| | | City of Barstow | None |
| | | City of Fontana | None |

***Financial Impact:***
This item has no direct impact on the Budget.

***Reviewed By:***
This item is prepared monthly for review by Board and Committee members.

***Responsible Staff:***
Carrie Schindler, Deputy Executive Director

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Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# *Minute Action*

AGENDA ITEM: 2

***Date: December 14, 2022***

***Subject:***
November 2022 Procurement Report

***Recommendation:***
Receive the November 2022 Procurement Report.

***Background:***
The Board of Directors adopted the Procurement and Special Risk Assessment Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on October 6, 2021. The Board of Directors authorized the Executive Director, or his designee, to approve: a) contracts and purchase orders up to $100,000; b) Contract Task Orders (CTO) up to $500,000 and for CTOs originally $500,000 or more, increasing the CTO amount up to $250,000; c) amendments with a zero dollar value; d) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract or purchase order value or $100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by the Board of Directors; and g) release Request for Proposals (RFP), Request for Qualifications (RFQ), and Invitation for Bids (IFB) for proposed contracts from which funding has been approved and the solicitation has been listed in the Annual Budget, and are estimated not-to-exceed $1,000,000.

The Board of Directors further authorized General Counsel to award and execute legal services contracts up to $100,000 with outside counsel as needed, and authorized Department Directors to approve and execute Contingency Amendments that do-not-exceed contingency amounts authorized by the Board of Directors.

Lastly, the Board of Directors authorized CityCom Real Estate Services, Inc. (CityCom) to issue contracts and purchase orders.

Below is a summary of the actions taken by SBCTA authorized staff:

- One (1) new contract was executed in the amount of $23,500.00.
- Five (5) contract amendments were executed in the amount of $535,689.00.
- Thirteen (13) contract CTOs were executed for a total cost of $2,161,108.45.
- One (1) CTO amendment was executed in the amount of $3,189,589.00.
- Three (3) Contingency Amendments were executed for a total cost of $1,630,730.38.
- Six (6) purchase orders were executed for a total cost of $70,195.00.
- One (1) purchase order amendment was executed in the amount of $513.00.
- One (1) RFP was released.

Below is a summary of the actions taken by CityCom:

- One (1) contract was executed in the amount of $6,822.50.
- No purchase orders.

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

A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, General Counsel, and/or CityCom during the month of November 2022 are presented herein as Attachment A, all RFPs and IFBs are presented in Attachment B, and all CityCom's contracts and purchase orders are presented in Attachment C.

***Financial Impact:***
This item is consistent with the Fiscal Year 2022/2023 Budget. Presentation of the monthly procurement report demonstrates compliance with the Procurement and Special Risk Assessment Policy.

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

***Responsible Staff:***
Beatriz Valdez, Director of Special Projects/Strategic Initiatives

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# Attachment A

## November Contract Actions

**New Contracts Executed:**

| Contract No. | Description of Services | Vendor Name | Contract Amount |
|---|---|---|---|
| 23-1002880 | On -call services for FSP AVL and GPS installation and removal services. | Emergency Vehicle Specialties, Inc. | $23,500.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment A

## November Amendment Actions

**Contract Amendments Executed:**

| Contract No. & Amendment No. | Reason for Amendment (Include a Description of the Amendment) | Vendor Name | Contract History | Contract Amount |
|---|---|---|---|---|
| 17-1001616 No. 3 | To extend contract end date by one year through December 31, 2023 for Vanpool Leasing Services. | Enterprise Rideshare | Original | $1,300,000.00 |
| | | | Prior Amendments | $0.00 |
| | | | **Current Amendment** | **$50,000.00** |
| | | | Total Contract Amount | $1,350,000.00 |
| 17-1001569 No. 4 | To extend contract end date by one year through January 31, 2024 and increase the contract amount to cover the additional year of expenses for professional audit services for Measure I, Transportation Development Act, and Transit Operators. | Eide Bailly LLP formerly Vavrinek, Trine, Day & Co, LLP (VTD) | Original | $2,215,000.00 |
| | | | Prior Amendments | $537,189.00 |
| | | | **Current Amendment** | **$477,189.00** |
| | | | Total Contract Amount | $3,229,378.00 |
| 19-1002000 No. 2 | To extend contract end date by one year through January 31, 2024 for general public outreach and event management services with no change to contract amount. | Costin Public Outreach Group | Original | $6,000,000.00 |
| | | | Prior Amendments | $0.00 |
| | | | **Current Amendment** | **$0.00** |
| | | | Total Contract Amount | $6,000,000.00 |
| 19-1002001 No. 1 | To extend contract end date by one year through February 28, 2024 for graphic art services with no change to contract amount. | Geographics | Original | $650,000.00 |
| | | | Prior Amendments | $0.00 |
| | | | **Current Amendment** | **$0.00** |
| | | | Total Contract Amount | $650,000.00 |
| 22-1002814 No. 1 | To extend contract end date by three months to March 31, 2023 and increase contract amount for Freeway Service Patrol technical support services. | Bernard Arroyo | Original | $17,000.00 |
| | | | Prior Amendments | $0.00 |
| | | | **Current Amendment** | **$8,500.00** |
| | | | Total Contract Amount | $25,500.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment A

## November Contract Task Order Actions

**Contract Task Order (CTO) Executed:**

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 00-1000939 No. 64.3 | Mott MacDonald | On-call bench - extend completion date to June 30, 2025 and increase the contract amount to cover the services during the extension period for engineering and program management services for the ZEMU Phase 3 Project. | $33,350,000.00 (available **$4,199,253.19)** Shared with WSP (00-1000940) | Original | $687,176.00 |
| | | | | Prior Amendments | $2,461,634.00 |
| | | | | **Current Amendment** | **$3,189,589.00** |
| | | | | Total CTO Amount | $6,338,399.00 |
| | | | | | |
| 19-1002187 No. 15 | Cambridge Systematics | On-call bench - provide transportation modeling services. | $5,540,390.00 (available **$2,013,319.88)** Shared with Alta Planning Design Inc. (19-1002103), Michael Baker International (19-1002185), Dudek (19-1002189), Fehr & Peers (19-1002186), and HDR Engineering Inc. (19-1002188) | Original | $99,766.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $99,766.00 |



Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 20-1002185 No. 16 | Michael Baker International | On-call bench - to provide general project management and control support services. | $5,540,390.00 (available **$1,913,553.88**) Shared with Alta Planning Design Inc. (19-1002103), Cambridge Systematics (19-1002187), Dudek (19-1002189), Fehr & Peers (19-1002186), and HDR Engineering Inc. (19-1002188) | Original | $497,500.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $497,500.00 |

| | | | | | |
|---|---|---|---|---|---|
| 19-1002189 No. 17 | Dudek | On-call bench - to provide sustainability planning services. | $5,540,390.00 (available **$1,416,053.88**) Shared with Alta Planning Design Inc. (19-1002103), Michael Baker International (19-1002185), Fehr & Peers (19-1002186), Cambridge Systematics (19-1002187), and HDR Engineering Inc. (19-1002188) | Original | $499,955.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $499,955.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 19-1002103 No. 18 | Alta Planning Design | On-call bench - provide sustainability planning services. | $5,540,390.00 (available **$916,098.88**) Shared with Michael Baker International (19-1002185), Fehr & Peers (19-1002186), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189) | Original | $92,540.45 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $92,540.45 |

| | | | | | |
|---|---|---|---|---|---|
| 19-1002186 No. 19 | Fehr & Peers | On-call bench - provide SBCTA/SBCOG program and activity support. | $5,540,390.00 (available **$823,558.43**) Shared with Alta Planning Design (19-1002103), Michael Baker International (19-1002185), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189) | Original | $383,738.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $383,738.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 19-1002186 No. 20 | Fehr & Peers | On-call bench - provide SBCTA/SBCOG transportation analytical and data support. | $5,540,390.00 (available **$439,820.43**) Shared with Alta Planning Design (19-1002103), Michael Baker International (19-1002185), Cambridge Systematics (19-1002187), HDR Engineering Inc. (19-1002188), and Dudek (19-1002189) | Original | $188,054.00 |
| | | | | Prior CTOs | $0.00 |
| | | | | **Current CTO** | **$0.00** |
| | | | | Total CTO Amount | $188,054.00 |
| 22-1002768 No. 5 | GCAP Services, Inc. | On-call bench - provide labor compliance services for I-10 Cedar Avenue Project and additional projects as needed through July 31, 2025. | $500,000.00 (available **$472,500.00)** | Original | $70,000.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $70,000.00 |
| 23-1002832 No. 6 | Gafcon, Inc. | On-call bench - provide labor compliance services for I-10 Express Lanes Project and additional projects as needed through July 31, 2025. | $500,000.00 (available **$402,500.00)** | Original | $70,000.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $70,000.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 23-1002769 No. 7 | Cumming Management Group, Inc. | On-call bench - provide labor compliance services for I-10 East Bound Truck Lane Project and additional projects as needed through July 31, 2025. | $500,000.00 (available **$332,500.00)** | Original | $70,000.00 |
| | | | | Prior CTOs | $0.00 |
| | | | | **Current CTO** | **$0.00** |
| | | | | Total CTO Amount | $70,000.00 |
| 19-1002000 No. 30 | Costin Public Outreach Group, Inc. | To provide public opinion research services. | $6,000,000.00 (available **$630,951.78)** | Original | $181,025.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $181,025.00 |
| 23-1002880 No. 1 | Emergency Vehicle Specialties, Inc. | To provide removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units. | $23,500.00 (available **$23,500.00)** | Original | $1,650.00 |
| | | | | Prior CTOs | $0.00 |
| | | | | **Current CTO** | **$0.00** |
| | | | | Total CTO Amount | $1,650.00 |
| 23-1002880 No. 2 | Emergency Vehicle Specialties, Inc. | To provide installation and removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units. | $23,500.00 (available **$21,850.00)** | Original | $6,605.00 |
| | | | | Prior Amendments | $0.00 |
| | | | | **Current Amendment** | **$0.00** |
| | | | | Total CTO Amount | $6,605.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

| Contract No. & CTO No. | Vendor Name | Description of Services | Contract Amount | CTO History | CTO Amount |
|---|---|---|---|---|---|
| 23-1002880 No. 3 | Emergency Vehicle Specialties, Inc. | To provide removals of Freeway Service Patrol Automatic Vehicle Locator and Global Positioning System units. | $23,500.00 (available **$15,245.00)** | Original | $275.00 |
| | | | | Prior CTOs | $0.00 |
| | | | | **Current CTO** | **$0.00** |
| | | | | Total CTO Amount | $275.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment A

## November Contingency Released Actions

**Contingency Released Executed:**

| Contract No. & Contingency No. | Reason for Contingency Amendment (Include a Description of the Contingency Amendment) | Vendor Name | Contract History | Contract Amount |
|---|---|---|---|---|
| 16-1001530 No. 3J | To design the relocation of an Inland Empire Utility Agency sewer system associated with the I-10 Corridor Contract 1 Project. | HNTB | Original | $40,000,000.00 |
| | | | Prior Amendments | $17,300,000.00 |
| | | | Prior Contingencies | $6,496,851.00 |
| | | | **Current Contingency** | **$356,895.00** |
| | | | Amended Contract Amount | $64,153,746.00 |
| 15-1001093 No. 6H | To provide additional traffic signal integration and testing support for the Redlands Passenger Rail Project. | HDR Engineering, Inc. | Original | $25,196,824.00 |
| | | | Prior Amendments | $5,704,457.00 |
| | | | Prior Contingencies | $3,532,196.62 |
| | | | **Current Contingency** | **$127,710.38** |
| | | | Amended Contract Amount | $34,561,188.00 |
| 16-1001530 No. 3J | To add additional staff for construction management services for the I-10 Corridor Contract 1 Project due to increase workload. | HNTB | Original | $40,000,000.00 |
| | | | Prior Amendments | $17,300,000.00 |
| | | | Prior Contingencies | $6,853,746.00 |
| | | | **Current Contingency** | **$1,146,125.00** |
| | | | Amended Contract Amount | $65,299,871.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment A
# November Purchase Order Actions

**Purchase Orders Executed:**

| PO No. | PO Posting Date | Vendor Name | Description of Services | PO Dollar Amount |
|---|---|---|---|---|
| 4002314 | 11/02/2022 | All the Best Tunes DJ Service | Holiday team building event. | $995.00 |
| 4002315 | 11/08/2022 | Southern California Association of Government | Membership dues assessment for Fiscal Year 2022-2023. | $25,000.00 |
| 4002316 | 11/08/2022 | Environmental Systems Research | ESRI software license renewal for GIS. | $17,100.00 |
| 4002317 | 11/08/2022 | Los Angeles Metropolitan Transportation Authority | Fiscal Year 2022-2023 Marketing Services for the Regional Rideshare program. | $5,500.00 |
| 4002319 | 11/17/2022 | Mobility 21 Transportation Coalition | Mobility 21 Annual Partner Membership dues. | $20,000.00 |
| 4002322 | 11/29/2022 | Oracle America, Inc. | P6 annual license renewal for project delivery scheduling system. | $1,600.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment A

## November Purchase Order Amendment Actions

**Purchase Order Amendments Executed:**

| Purchase Order No. & Amendment No. | Description of Services and Reason for Amendment | Vendor Name | Purchase Order History | Purchase Order Amount |
|---|---|---|---|---|
| 4002101 | Increase to cover final Fiscal Year 2021-2022 costs related to marketing services for the Regional Rideshare program. | Los Angeles Metropolitan Transportation Authority | Original | $4,874.00 |
| | | | Prior Amendments | $0.00 |
| | | | **Current Amendment** | **$513.00** |
| | | | Amended PO Amount | $5,387.00 |

Attachment: November 2022 Procurement Report Attachment A (9176 : November 2022 Procurement Report)

# Attachment B

# November RFP's, RFQ's and IFB's

**Release of RFP's, RFQ's and IFB's**

| Release Date | RFP/RFQ/IFB No. | Anticipated Dollar Amount | Anticipated Award Date | Description of Overall Program and Program Budget |
|---|---|---|---|---|
| 11/01/2022 | 22-1002818 | TBD | 03/01/2023 | Technical support services for the Freeway Service Patrol program. |

Attachment: November 2022 Procurement Report Attachment B (9176 : November 2022 Procurement Report)

# Attachment C

## November CityCom's Issued Contracts

**New Contracts Executed:**

| Contract No. | Description of Services | Vendor Name | Contract Amount |
|---|---|---|---|
| SB Depot 47784 | Labor and materials for lighting reconfiguration and installation for room 13 office build. | Creative Lighting & Electric | $6,822.50 |

Attachment: November 2022 Procurement Report Attachment C (9176 : November 2022 Procurement Report)

# Attachment C

## November CityCom's Issued Purchase Orders

**New Purchase Orders Executed:**

| PO No. | Vendor Name | Description of Services | PO Dollar Amount |
|---|---|---|---|
| None | | | |

Attachment: November 2022 Procurement Report Attachment C (9176 : November 2022 Procurement Report)

# *Minute Action*

AGENDA ITEM: 3

***Date: December 14, 2022***

***Subject:***
Budget to Actual Report for first Quarter Ending September 30, 2022

***Recommendation:***
Receive and file Budget to Actual Report for the first quarter ending September 30, 2022.

***Background:***
The Fiscal Year 2022/2023 Budget for new activity was adopted by the Board of Directors (Board) on June 1, 2022. Budgetary information includes the original and revised budgets and expenditures as of September 30, 2022.

The report is broken down by Fund group and provides a percentage of the budget received or expended through September 30, 2022.

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

General Fund

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

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

Federal Highway Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Transit is negative due to the prior year accrual reversals have being higher than actual expenditures thus far this year.

Federal Transit Administration Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

B. Expenditures:

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

State Highway Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most state grants are on a reimbursement basis. The negative balance is due to prior year accrual reversals being higher than actual revenues thus far this year.

B. Expenditures:

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

Proposition 1B Fund

A. Revenues:

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

B. Expenditures:

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

Local Transportation Fund (LTF)

A. Revenues:

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

B. Expenditures:

1. Expenditures to date represent claims received and paid.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund administrative, planning and transit activities, and transit projects. These transfers are based on a reimbursement basis.

State Transit Assistance Fund (STAF)

A. Revenues:

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

B. Expenditures:

1. Expenditures to date are negative due to the prior year accrual reversals being higher than actual claims thus far this year.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities, which are based on a reimbursement basis. The amount is negative due to accrual reversals being higher than actual reimbursements thus far.

Senate Bill 1

A. Revenues:

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

B. Expenditures:

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

Measure I 1990-2010 Fund

A. Revenues:

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

B. Expenditures:

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

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.

2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Enterprise fund for draws on the Transportation Infrastructure Finance Innovation Act (TIFIA) loan.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings are not budgeted.

B. Expenditures:

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

C. Other Financing Sources:

1. Transfers in represent cash transfers from the Measure I funds to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most projects are funded on a reimbursement basis.
2. Intergovernmental and Miscellaneous revenues are negative due to prior year accrual reversals that have been higher than actual earnings thus far this year.
3. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Transit is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers resulting from transfers within the West Valley Connector project to reflect the proper funding allocation.

Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

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

Council of Governments Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as this program is mostly funded on a reimbursement basis.
2. Intergovernmental revenues are negative due to prior year accrual reversals being higher than actual earnings thus far this year.
3. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of program activities.
2. Environment and Energy Conservation is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

C. Other Financing Sources:

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

***Financial Impact:***
This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2022/2023 Budget.

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

***Responsible Staff:***
Lisa Lazzar, Chief of Fiscal Resources

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# Fiscal Year 2022-2023
# First Quarter Budget to Actual Report
# September 30, 2022

| | 2022-2023 Original Budget | Amendments | 2022-2023 Revised Budget | Actual Revenues & Expenditures to Date | Encumbrances | Balance | % of Budget Remaining |
|---|---|---|---|---|---|---|---|
| **GENERAL FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Sales Tax-MSI | 2,500,000 | - | 2,500,000 | 198,062 | - | 2,301,938 | 92.08% |
| Charges for Services | 244,775 | - | 244,775 | 178,066 | - | 66,709 | 27.25% |
| Investment Earnings | 55,200 | - | 55,200 | 1,686,942 | - | (1,631,742) | -2956.05% |
| Miscellaneous | 225 | - | 225 | 285 | - | (60) | -26.67% |
| Total Revenues | 2,800,200 | - | 2,800,200 | 2,063,355 | - | 736,845 | 26.31% |
| **Expenditures** | | | | | | | |
| General Government | 12,689,941 | (11,000) | 12,678,941 | 2,383,349 | 174,596 | 10,120,996 | 79.83% |
| Environment and Energy Conservation | 24,864 | 2,500 | 27,364 | 4,490 | - | 22,874 | 83.59% |
| Regional & Subregional Planning | 1,465,618 | - | 1,465,618 | 105,641 | - | 1,359,977 | 92.79% |
| Transit | 34,701,307 | - | 34,701,307 | 6,816,431 | 247,724 | 27,637,152 | 79.64% |
| Project Delivery | 61,414 | - | 61,414 | - | - | 61,414 | 100.00% |
| Fund Administration | 511,662 | - | 511,662 | 92,964 | - | 418,698 | 81.83% |
| Total Expenditures | 49,454,806 | (8,500) | 49,446,306 | 9,402,875 | 422,320 | 39,621,111 | 80.13% |
| **Other Financing Sources** | | | | | | | |
| Transfers in | 51,221,063 | - | 51,221,063 | 9,771,866 | - | 41,449,197 | 80.92% |
| Transfers out | (3,908,122) | - | (3,908,122) | (977,031) | - | (2,931,091) | 75.00% |
| Total Other Financing Sources | 47,312,941 | - | 47,312,941 | 8,794,835 | - | 38,518,106 | 81.41% |
| Revenues Over (Under) Expenditures | 658,335 | 8,500 | 666,835 | 1,455,315 | - | (366,160) | |

Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **FEDERAL HIGHWAY FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 113,465,220 | - | 113,465,220 | (794,533) | - | 114,259,753 | 100.70% |
| Miscellaneous | 15,000,000 | - | 15,000,000 | 735,078 | - | 14,264,922 | 95.10% |
| Total Revenues | 128,465,220 | - | 128,465,220 | (59,455) | - | 128,524,675 | 100.05% |
| **Expenditures** | | | | | | | |
| Transit | 1,064,740 | - | 1,064,740 | (641,904) | - | 1,706,644 | 160.29% |
| Project Delivery | 127,400,480 | - | 127,400,480 | 3,746,730 | - | 123,653,750 | 97.06% |
| Total Expenditures | 128,465,220 | - | 128,465,220 | 3,104,826 | - | 125,360,394 | 97.58% |
| Revenues Over (Under) Expenditures | - | - | - | (3,164,281) | - | 3,164,281 | |
| **FEDERAL TRANSIT ADMINISTRATION FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 10,011,000 | - | 10,011,000 | (22,800) | - | 10,033,800 | 100.23% |
| Total Revenues | 10,011,000 | - | 10,011,000 | (22,800) | - | 10,033,800 | 100.23% |
| **Expenditures** | | | | | | | |
| Transit | 10,011,000 | 51,582,155 | 61,593,155 | 7,200,085 | 260 | 54,392,810 | 88.31% |
| Total Expenditures | 10,011,000 | 51,582,155 | 61,593,155 | 7,200,085 | 260 | 54,392,810 | 88.31% |
| Revenues Over (Under) Expenditures | - | (51,582,155) | (51,582,155) | (7,222,885) | (260) | (44,359,010) | |

Attachment: Budget to Actual 1st Qtr 2023 (9151 : Budget to Actual Report - 1st Qtr. 2022/2023)

# Fiscal Year 2022-2023
# First Quarter Budget to Actual Report
# September 30, 2022

| | 2022-2023 Original Budget | Amendments | 2022-2023 Revised Budget | Actual Revenues & Expenditures to Date | Encumbrances | Balance | % of Budget Remaining |
|---|---|---|---|---|---|---|---|
| **STATE HIGHWAY FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 104,310,107 | - | 104,310,107 | (4,500) | - | 104,314,607 | 100.00% |
| Total Revenues | 104,310,107 | - | 104,310,107 | (4,500) | - | 104,314,607 | 100.00% |
| **Expenditures** | | | | | | | |
| General Government | 12,462 | - | 12,462 | 257 | - | 12,205 | 97.94% |
| Regional & Subregional Planning | 211,242 | - | 211,242 | 65,050 | - | 146,192 | 69.21% |
| Transit | 22,100,600 | - | 22,100,600 | 812,313 | 100,000 | 21,188,287 | 95.87% |
| Project Delivery | 81,141,507 | - | 81,141,507 | 9,533,949 | - | 71,607,558 | 88.25% |
| Fund Administration | 844,296 | - | 844,296 | 153,354 | - | 690,942 | 81.84% |
| Total Expenditures | 104,310,107 | - | 104,310,107 | 10,564,923 | 100,000 | 93,645,184 | 89.78% |
| Revenues Over (Under) Expenditures | - | - | - | (10,569,423) | (100,000) | 10,669,423 | |
| **PROPOSITION 1B FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 14,733,541 | - | 14,733,541 | - | - | 14,733,541 | 100.00% |
| Investment Earnings | 1,898,025 | - | 1,898,025 | 14,641 | - | 1,883,384 | 99.23% |
| Total Revenues | 16,631,566 | - | 16,631,566 | 14,641 | - | 16,616,925 | 99.91% |
| **Expenditures** | | | | | | | |
| Transit | 10,094,214 | (1,000,000) | 9,094,214 | - | - | 9,094,214 | 100.00% |
| Project Delivery | 6,462,352 | - | 6,462,352 | 440,056 | - | 6,022,296 | 93.19% |
| Total Expenditures | 16,556,566 | (1,000,000) | 15,556,566 | 440,056 | - | 15,116,510 | 97.17% |
| Revenues Over (Under) Expenditures | 75,000 | 1,000,000 | 1,075,000 | (425,415) | - | 1,500,415 | |
| **LOCAL TRANSPORTATION FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Sales Tax-LTF | 133,685,831 | - | 133,685,831 | 11,009,066 | - | 122,676,765 | 91.76% |
| Investment Earnings | 2,000,000 | - | 2,000,000 | 3,563,363 | - | (1,563,363) | -78.17% |
| Total Revenues | 135,685,831 | - | 135,685,831 | 14,572,429 | - | 121,113,402 | 89.26% |
| **Expenditures** | | | | | | | |
| Transit | 113,186,500 | - | 113,186,500 | 28,428,199 | 327,545 | 84,430,756 | 74.59% |
| Total Expenditures | 113,186,500 | - | 113,186,500 | 28,428,199 | 327,545 | 84,430,756 | 74.59% |
| **Other Financing Sources** | | | | | | | |
| Transfers out | (23,314,726) | - | (23,314,726) | (7,525,783) | - | (15,788,943) | 67.72% |
| Total Other Financing Sources | (23,314,726) | - | (23,314,726) | (7,525,783) | - | (15,788,943) | 67.72% |
| Revenues Over (Under) Expenditures | (815,395) | - | (815,395) | (21,381,553) | (327,545) | 20,893,703 | |
| **STATE TRANSIT ASSISTANCE FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 28,640,408 | - | 28,640,408 | - | - | 28,640,408 | 100.00% |
| Investment Earnings | 1,050,000 | - | 1,050,000 | 1,663,686 | - | (613,686) | -58.45% |
| Total Revenues | 29,690,408 | - | 29,690,408 | 1,663,686 | - | 28,026,722 | 94.40% |
| **Expenditures** | | | | | | | |
| Transit | 26,234,448 | - | 26,234,448 | (336,943) | - | 26,571,391 | 101.28% |
| Total Expenditures | 26,234,448 | - | 26,234,448 | (336,943) | - | 26,571,391 | 101.28% |
| **Other Financing Sources** | | | | | | | |
| Transfers out | (17,381,710) | - | (17,381,710) | 383,994 | - | (17,765,704) | 102.21% |
| Total Other Financing Sources | (17,381,710) | - | (17,381,710) | 383,994 | - | (17,765,704) | 102.21% |
| Revenues Over (Under) Expenditures | (13,925,750) | - | (13,925,750) | 2,384,623 | - | (16,310,373) | |

Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.

Attachment: Budget to Actual 1st Qtr 2023 (9151 : Budget to Actual Report - 1st Qtr. 2022/2023)

# Fiscal Year 2022-2023
# First Quarter Budget to Actual Report
# September 30, 2022

| | 2022-2023 Original Budget | Amendments | 2022-2023 Revised Budget | Actual Revenues & Expenditures to Date | Encumbrances | Balance | % of Budget Remaining |
|---|---|---|---|---|---|---|---|
| **SENATE BILL 1 Fund** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 56,830,002 | - | 56,830,002 | - | - | 56,830,002 | 100.00% |
| Total Revenues | 56,830,002 | - | 56,830,002 | - | - | 56,830,002 | 100.00% |
| **Expenditures** | | | | | | | |
| Commuter and Motorist Assistance | 2,211,530 | - | 2,211,530 | - | - | 2,211,530 | 0.00% |
| Regional & Subregional Planning Program | 432,000 | - | 432,000 | 6,840 | - | 425,160 | 1.58% |
| Transit | 16,250,000 | - | 16,250,000 | - | - | 16,250,000 | 100.00% |
| Major Project Delivery | 36,241,981 | - | 36,241,981 | 5,741,979 | - | 30,500,002 | 15.84% |
| Total Expenditures | 55,135,511 | - | 55,135,511 | 5,748,819 | - | 49,386,692 | 89.57% |
| Revenues Over (Under) Expenditures | 1,694,491 | - | 1,694,491 | (5,748,819) | - | 7,443,310 | |
| **MEASURE I 1990-2010 FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Investment Earnings | 42,000 | - | 42,000 | 48,021 | - | (6,021) | -14.34% |
| Total Revenues | 42,000 | - | 42,000 | 48,021 | - | (6,021) | -14.34% |
| **Expenditures** | | | | | | | |
| Project Delivery | 1,808,481 | - | 1,808,481 | 26,278 | - | 1,782,203 | 98.55% |
| Total Expenditures | 1,808,481 | - | 1,808,481 | 26,278 | - | 1,782,203 | 98.55% |
| **Other Financing Sources** | | | | | | | |
| Gain (loss) from Sale of Assets | - | - | - | 35 | - | 35 | 0.00% |
| Total Other Financing Sources | - | - | - | 35 | - | (35) | 0.00% |
| Revenues Over (Under) Expenditures | (1,766,481) | - | (1,766,481) | 21,778 | - | (1,788,259) | |
| **MEASURE I 2010-2040 FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Sales Tax-MSI | 211,209,543 | - | 211,209,543 | 19,608,140 | - | 191,601,403 | 90.72% |
| Intergovernmental | 36,290,457 | - | 36,290,457 | - | - | 36,290,457 | 100.00% |
| Investment Earnings | 3,743,000 | - | 3,743,000 | 4,980,558 | - | (1,237,558) | -33.06% |
| Total Revenues | 251,243,000 | - | 251,243,000 | 24,588,698 | - | 226,654,302 | 90.21% |
| **Expenditures** | | | | | | | |
| General Government | 1,145,662 | 5,000 | 1,150,662 | 162,887 | - | 987,775 | 85.84% |
| Environment and Energy Conservation | 280,232 | (2,500) | 277,732 | 13,540 | - | 264,192 | 95.12% |
| Commuter and Motorist Assistance | 996,821 | (30,000) | 966,821 | 1,464 | - | 965,357 | 99.85% |
| Regional & Subregional Planning | 1,407,228 | - | 1,407,228 | 139,795 | - | 1,267,433 | 90.07% |
| Transit | 39,153,104 | 2,629,530 | 41,782,634 | 3,014,465 | 8,984,692 | 29,783,477 | 71.28% |
| Project Delivery | 294,314,453 | - | 294,314,453 | 18,326,662 | 249,381 | 275,738,410 | 93.69% |
| Fund Administration | 145,038,276 | - | 145,038,276 | 6,263,414 | 1,360,513 | 137,414,349 | 94.74% |
| Total Expenditures | 482,335,776 | 2,602,030 | 484,937,806 | 27,922,227 | 10,594,586 | 446,420,993 | 92.06% |
| **Other Financing Sources** | | | | | | | |
| Transfers in | 125,394,175 | - | 125,394,175 | 19,095,509 | - | 106,298,666 | 84.77% |
| Transfers out | (19,013,335) | - | (19,013,335) | (4,747,254) | - | (14,266,081) | 75.03% |
| Total Other Financing Sources | 106,380,840 | - | 106,380,840 | 14,348,255 | - | 92,032,585 | 86.51% |
| Revenues Over (Under) Expenditures | (124,711,936) | (2,602,030) | (127,313,966) | 11,014,726 | (10,594,586) | (127,734,106) | |

Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.

Attachment: Budget to Actual 1st Qtr 2023 (9151 : Budget to Actual Report - 1st Qtr. 2022/2023)

# Fiscal Year 2022-2023
# First Quarter Budget to Actual Report
# September 30, 2022

| | 2022-2023 Original Budget | Amendments | 2022-2023 Revised Budget | Actual Revenues & Expenditures to Date | Encumbrances | Balance | % of Budget Remaining |
|---|---|---|---|---|---|---|---|
| **DEBT SERVICE FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Investment Earnings | - | - | - | 13,109 | - | (13,109) | 0.00% |
| Total Revenues | - | - | - | 13,109 | - | (13,109) | 0.00% |
| **Expenditures** | | | | | | | |
| Debt Service | 13,266,915 | - | 13,266,915 | 3,838,456 | - | 9,428,459 | 71.07% |
| Total Expenditures | 13,266,915 | - | 13,266,915 | 3,838,456 | - | 9,428,459 | 71.07% |
| **Other Financing Sources** | | | | | | | |
| Operating Transfers In | 13,266,915 | - | 13,266,915 | 3,311,728 | - | 9,955,187 | 75.04% |
| Total Other Financing Sources | 13,266,915 | - | 13,266,915 | 3,311,728 | - | 9,955,187 | 75.04% |
| Revenues Over (Under) Expenditures | - | - | - | (513,619) | - | 513,619 | |
| **CAPITAL PROJECTS FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 90,671,461 | - | 90,671,461 | (12,943) | - | 90,684,404 | 100.01% |
| Investment Earnings | 2,074,240 | - | 2,074,240 | 182,381 | - | 1,891,859 | 91.21% |
| Miscellaneous | 7,861,675 | - | 7,861,675 | (5,085) | - | 7,866,760 | 100.06% |
| Total Revenues | 100,607,376 | - | 100,607,376 | 164,353 | - | 100,443,023 | 99.84% |
| **Expenditures** | | | | | | | |
| Environment and Energy Conservation | 659,500 | - | 659,500 | - | - | 659,500 | 100.00% |
| Commuter and Motorist Assistance | 501,340 | - | 501,340 | 61,536 | - | 439,804 | 87.73% |
| Regional & Subregional Planning | 251,255 | - | 251,255 | 21,900 | - | 229,355 | 91.28% |
| Transit | 57,562,643 | (51,582,155) | 5,980,488 | (165,384) | - | 6,145,872 | 102.77% |
| Project Delivery | 39,150,996 | - | 39,150,996 | 1,546,558 | 151,457 | 37,452,981 | 95.66% |
| Fund Administration | 1,229,700 | - | 1,229,700 | - | - | 1,229,700 | 100.00% |
| Total Expenditures | 99,355,434 | (51,582,155) | 47,773,279 | 1,464,610 | 151,457 | 46,157,212 | 96.62% |
| **Other Financing Sources** | | | | | | | |
| Gain (loss) from Sale of Assets | - | - | - | 132 | - | (132) | 0.00% |
| Operating Transfers in | - | 12,306 | 12,306 | 12,306 | - | - | 0.00% |
| Operating Transfers out | - | (12,306) | (12,306) | (12,306) | - | - | 0.00% |
| Total Other Financing Sources | - | - | - | - | - | (132) | 0.00% |
| Revenues Over (Under) Expenditures | 1,251,942 | 51,582,155 | 52,834,097 | (1,300,257) | (151,457) | 54,285,679 | |
| **NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 11,243,851 | - | 11,243,851 | - | - | 11,243,851 | 100.00% |
| Investment Earnings | 44,800 | - | 44,800 | 45,480 | - | (680) | -1.52% |
| Miscellaneous | 45,000 | - | 45,000 | - | - | 45,000 | 100.00% |
| Total Revenues | 11,333,651 | - | 11,333,651 | 45,480 | - | 11,288,171 | 99.60% |
| **Expenditures** | | | | | | | |
| General Government | 87,540 | (2,000) | 85,540 | 16,863 | 1,000 | 67,677 | 79.12% |
| Commuter and Motorist Assistance | 3,849,541 | 30,000 | 3,879,541 | 494,439 | 67,575 | 3,317,527 | 85.51% |
| Regional & Subregional Planning | 440,479 | - | 440,479 | - | - | 440,479 | 100.00% |
| Transit | 4,262,000 | - | 4,262,000 | - | - | 4,262,000 | 100.00% |
| Total Expenditures | 8,639,560 | 28,000 | 8,667,560 | 511,302 | 68,575 | 8,087,683 | 93.31% |
| **Other Financing Sources** | | | | | | | |
| Transfers out | (315,314) | - | (315,314) | (78,829) | - | (236,485) | 75.00% |
| Total Other Financing Sources | (315,314) | - | (315,314) | (78,829) | - | (236,485) | 75.00% |
| Revenues Over (Under) Expenditures | 2,378,777 | (28,000) | 2,350,777 | (544,651) | (68,575) | 2,964,003 | |

Attachment: Budget to Actual 1st Qtr 2023 (9151 : Budget to Actual Report - 1st Qtr. 2022/2023)

# Fiscal Year 2022-2023
# First Quarter Budget to Actual Report
# September 30, 2022

| | 2022-2023 Original Budget | Amendments | 2022-2023 Revised Budget | Actual Revenues & Expenditures to Date | Encumbrances | Balance | % of Budget Remaining |
|---|---|---|---|---|---|---|---|
| **COUNCIL OF GOVERNMENTS FUND** | | | | | | | |
| **Revenues** | | | | | | | |
| Intergovernmental | 2,214,477 | - | 2,214,477 | (5,486) | - | 2,219,963 | 100.25% |
| Special Assessments | 331,276 | - | 331,276 | - | - | 331,276 | 100.00% |
| Investment Earnings | 9,500 | - | 9,500 | 15,414 | - | (5,914) | -62.25% |
| Miscellaneous | 225,000 | - | 225,000 | 30,564 | - | 194,436 | 86.42% |
| Total Revenues | 2,780,253 | - | 2,780,253 | 40,492 | - | 2,739,761 | 98.54% |
| **Expenditures** | | | | | | | |
| General Government | 869,806 | 34,581 | 904,387 | 30,559 | 12,800 | 861,028 | 95.21% |
| Environment and Energy Conservation | 1,139,753 | - | 1,139,753 | (16,511) | - | 1,156,264 | 101.45% |
| Regional & Subregional Planning | 1,021,632 | - | 1,021,632 | 63,765 | - | 957,867 | 93.76% |
| Total Expenditures | 3,031,191 | 34,581 | 3,065,772 | 77,813 | 12,800 | 2,975,159 | 97.04% |
| **Other Financing Sources** | | | | | | | |
| Transfers in | 130,614 | - | 130,614 | - | - | 130,614 | 100.00% |
| Transfers out | (685,385) | - | (685,385) | (138,693) | - | (546,692) | 79.76% |
| Total Other Financing Sources | (554,771) | - | (554,771) | (138,693) | - | (416,078) | 75.00% |
| Revenues Over (Under) Expenditures | (805,709) | (34,581) | (840,290) | (176,014) | (12,800) | (651,476) | |

Attachment: Budget to Actual 1st Qtr 2023 (9151 : Budget to Actual Report - 1st Qtr. 2022/2023)

# *Minute Action*

AGENDA ITEM: 4

***Date: December 14, 2022***

***Subject:***
Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report

***Recommendation:***
Receive the Fiscal Year 2022/2023 Budget Action Plan - Second Quarter Report.

***Background:***
The San Bernardino County Transportation Authority's (SBCTA) Fiscal Year 2022/2023 Budget Action Plan (BAP) establish the Board of Directors priorities for the year. The Executive Director uses this as a tool with the Executive Management Team to evaluate SBCTA's progress in achieving the Board's priorities. The Executive Director or his designee will provide quarterly updates on the status of the goals as listed in the attached BAP.

***Financial Impact:***
This item is consistent with the Adopted Fiscal Year 2022/2023 Budget.

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

***Responsible Staff:***
Raymond Wolfe, Executive Director

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

*Entity: San Bernardino County Transportation Authority*

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

## Initiative #1: Transparent and Accountable Allocation Strategies

**Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients**

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 1A | Manage and communicate with Audit firm to plan and complete annual audits. | Q2 | On Schedule | Finance |
| | Monitor progress of audits. | Q2 | On Schedule | |
| | Inform Committees and Board of status of audits. | Q3 | Audits will be reported to General Policy Committee by March 2023 and Board in April 2023. | |
| | Manage Transportation Development Act (TDA) triennial performance audits of SBCTA and transit operators. | Board approval to release request for proposals for audit services - Q4 | RFP is scheduled to be released by Q4. | Fund Administration |
| | Notes | | | |
| | | | | |

**Division Strategy: Update construction in progress and conduct annual inventory of capital assets**

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 1B | Conduct biannual inventory of capital and inventorial assets, including updates to construction in progress (CIP). | Q2 | CIP on schedule, inventory delayed to Q4. | Finance |
| | Notes | | | |
| | | | | |

**Division Strategy: Use strategic programming to ensure that no funds are lost**

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 1C | Manage projects closely with California Department of Transportation (Caltrans) to ensure adequate resources are available when projects are ready. | May 1 is Caltrans' deadline for guaranteed access to federal Obligation Authority – Q4 | Staff will monitor the progress of projects scheduled for obligation in Federal Fiscal Year (FFY) 22/23 to encourage delivery prior to May 1. | Fund Administration, Project Delivery, Transit |
| | | June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests – Q4 | Staff will monitor the progress of projects scheduled for allocation in FY 22/23 to ensure either allocation or extension occurs prior to July 2023. Actual CTC deadline for submittal is by May 2023. | |
| | Manage projects to ensure funds are not lost. | Request allocation of competitive grant funds for I-10 Truck Climbing Plan project - Q3 | Staff has submitted the allocation request for the I-10 Truck Climbing Lane project for the January 2023 CTC meeting. | Fund Administration |
| | | Request allocation of competitive grant funds for West Valley Connector project - Q3 | Staff has submitted the allocation request for the West Valley Connector project for the January 2023 CTC meeting. | |
| | | Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2023/2024 - Q4 | Staff will request allocation of these funds in June 2023. Actual CTC deadline for submittal is by May 2023. | |
| | | Program Local Partnership Program formula share funds on I-15 Express Lanes Contract 1 - Q4 | Local Partnership Program formula funds were approved for programming on the I-15 Express Lanes Contract 1 project by the CTC at their August 2022 meeting. | |
| | | Request allocation or extension of competitive grant funds awards and State Transportation Improvement Program (STIP) for I-15 Express Lanes Contract 1 - Q4 | Staff will monitor the progress of the I-15 Express Lanes Contract 1 project to ensure either an allocation request or allocation extension is submitted before Q4. Actual CTC deadline for submittal is by May 2023. | |
| | Notes | | | |
| | | | | |

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

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

| | | | | |
|---|---|---|---|---|
| Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds | | | | |
| 1D | Action Plan | Milestones | Milestone Status | Responsibility |
| | Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds. | Ensure Obligation Authority and apportionment are available as new projects are ready while planning for implementation of the zero emission bus mandate - Q4 | Staff will monitor the progress of projects scheduled for obligation in FFY 22/23 and FFY 23/24 to encourage delivery ahead of schedule while protecting funds available for future projects. | Fund Administration, Project Delivery, Transit |
| | Notes | | | |
| | | | | |
| Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects | | | | |
| 1E | Action Plan | Milestones | Milestone Status | Responsibility |
| | Establish plan for 2024 sales tax revenue bond program through development of the 2023 Update to the 10-Year Delivery Plan. | Monitor implementation of the 2021 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing | Ongoing. Staff monitors project cost increases and reports the expected impact of these increases to the Board as contracts are approved. | Fund Administration (Finance, Project Delivery, Transit, Planning) |
| | | Begin process of development of the 2023 Update to the 10-Year Delivery Plan for adoption by the Board in December 2023 - Q3 | On Schedule | |
| | Notes | | | |
| | | | | |
| Division Strategy: Manage geographic equity in fund distribution across the County | | | | |
| 1F | Action Plan | Milestones | Milestone Status | Responsibility |
| | Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure. | Work with Victor Valley Transit Authority to identify Federal funds required for implementation of the zero emission bus mandate in the North Desert and Victor Valley Subareas - Q2 | A revised Congestion Mitigation and Air Quality (CMAQ) 10-Year Allocation Plan that identifies needs in the North Desert and Victor Valley Subareas separately was approved by the Board in November 2022. | Fund Administration (Transit) |
| | Notes | | | |
| | | | | |
| Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion | | | | |
| 1G | Action Plan | Milestones | Milestone Status | Responsibility |
| | Manage SBCTA railroad right of way in an efficient and comprehensive fashion. | Ongoing | | Transit |
| | Notes | | | |
| | | | | |
| **Initiative #2: Engender Public Trust** | | | | |
| Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (CAFR) | | | | |
| 2A | Action Plan | Milestones | Milestone Status | Responsibility |
| | Plan audit meeting with Executive Board officers and Certified Public Accountant (CPA) firm. | Meet with Executive Board - Q2 | Completed | Finance |
| | Notes | | | |
| | Meeting was held in July 2022. | | | |

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

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

| | | | | |
|---|---|---|---|---|
| Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting | | | | |
| 2B | Action Plan | Milestones | Milestone Status | Responsibility |
| | Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report). | Q3 | On Schedule | Finance |
| | Notes | | | |
| | | | | |
| Division Strategy: Obtain Distinguished Budget Presentation Award | | | | |
| 2C | Action Plan | Milestones | Milestone Status | Responsibility |
| | Apply for GFOA award for annual budget. | Q1 | Completed | Finance |
| | Notes | | | |
| | | | | |
| Division Strategy: Complete internal control self-assessment to identify areas of improvement. | | | | |
| 2D | Action Plan | Milestones | Milestone Status | Responsibility |
| | Complete review of annual internal control self-assessment (AICA). | Q3 | On Schedule | Finance |
| | Notes | | | |
| | | | | |
| Division Strategy: Implement the Records Retention Schedule | | | | |
| 2E | Action Plan | Milestones | Milestone Status | Responsibility |
| | Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, an annual clean up day and implementing a system that will automate disposition of documents that have passed retention. | Clean up day - Q1 | Completed | Special Projects and Strategic Initiatives and Executive Administration and Support |
| | | Identify the retention period for boxes located at SBCTA offsite storage for at least four (4) departments, one department per quarter. | Delayed until a revised retention schedule is presented for Board approval in December. One department will be completed in Q2. | |
| | | Automate at least four (4) records series - Q4 | On Schedule, one records series has been automated. New records retention system will be implemented in Q3. | |
| | Notes | | | |
| | | | | |
| **Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities** | | | | |
| Division Strategy: Work with other governments and business groups to leverage resources for our region's benefit | | | | |
| 3A | Action Plan | Milestones | Milestone Status | Responsibility |
| | Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations. | Continue to explore a Housing Trust for our region as a way to leverage additional funds for affordable housing. Work with City/County Manager Technical Advisory Committee in Q1/Q2 and report to Board on possible actions and funding. | On Schedule | COG |
| | Partner with local and government agencies to improve opportunities in workforce development. | Work with state, County and cities to expand participation of our Business to Business event as a tool for improving access for smaller businesses - Event scheduled in Q2. | Delayed. This has been pushed out to 2023 Business to Business event. | |
| | Continue close coordination with Brightline West to support their construction along the San Gabriel Subdivision between I-15 and Cucamonga Station, as well as coordinated development of the Cucamonga Station. | Present Disposition and Development Agreement (DDA) and Associated Aerial Platform easement to Board for approval in October 2022. | Completed | Transit |
| | Notes | | | |
| | | | | |

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

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

| | | | | |
|---|---|---|---|---|
| Division Strategy: Enhance COG role | | | | |
| 3B | Action Plan | Milestones | Milestone Status | Responsibility |
| | Organize annual City/County Conference. | In person conference set for Spring 2023. | Ongoing | COG |
| | Collaborate with Member Agencies through the COG Advisory Group during the decision-making process on items related to the COG work plan and any items related to the Countywide Vision. | Ongoing quarterly meetings with COG Advisory Group and periodic updates to City Managers. | Ongoing. COG Advisory Group is obsolete. The SBCOG decision-making process on items related to the COG work plan and Countywide Vision are undertaken by the CCMTAC directly and reported to the SBCOG Board for action. | |
| | Notes | | | |
| | | | | |
| Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding | | | | |
| 3C | Action Plan | Milestones | Milestone Status | Responsibility |
| | Host grant writing workshop for our members and other local government partners. | Q3 | On Schedule | COG |
| | Better communicate grant opportunities to member agencies. | Provide monthly updates to member agencies on new grant opportunities. | Ongoing | |
| | Notes | | | |
| | | | | |
| Division Strategy: Assist local governments with environmental and efficiency initiatives | | | | |
| 3D | Action Plan | Milestones | Milestone Status | Responsibility |
| | Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure. | Include EV charging infrastructure grants when available in monthly grant updates. | Ongoing | Air Quality/Mobility |
| | Assist local agencies with reducing energy consumption and achieving savings through formation of a Regional Energy Network (REN). | Adopt formal REN governing documents in Q1 and begin to implement programs in three focus areas of Public Sector, Workforce Education and Training, and Codes and Standards in Q2. | On Schedule. MOU with WRCOG and CVAG executed in Q2. First Executive Committee meeting held in December and consultant RFP recommendations provided to WRCOG. | |
| | Notes | | | |
| | | | | |
| **Initiative #4: Accelerate Delivery of Capital Projects** | | | | |
| Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service | | | | |
| 4A | Action Plan | Milestones | Milestone Status | Responsibility |
| | Start revenue service. | Q2 | Completed | Transit |
| | Notes | | | |
| | | | | |
| Division Strategy: Support Delivery the West Valley Connector Phase I | | | | |
| 4B | Action Plan | Milestones | Milestone Status | Responsibility |
| | Execute full funding grant agreement with the Federal Transit Administration (FTA) for the Small Starts funding and supplemental American Recovery Plan funding. | Q1 | Delayed to Q3 | Transit |
| | Issue Invitation for Bids (IFB) for construction. | Q3 | On Schedule | |
| | Notes | | | |
| | Final application package scheduled for Q2 and anticipate final grant to be in place by Q3. | | | |

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

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

| | | | | |
|---|---|---|---|---|
| Division Strategy: Produce Zero Emission Multiple Unit | | | | |
| 4C | Action Plan | Milestones | Milestone Status | Responsibility |
| | Begin dynamic testing in Europe. | Q2 | Delayed | Transit |
| | Notes | | | |
| | Static testing in Europe started in December 2022. | | | |
| Division Strategy: Deliver the Tunnel to ONT Project | | | | |
| 4D | Action Plan | Milestones | Milestone Status | Responsibility |
| | Draft Environmental Document prepared. | Q4 | Delayed to Q2 FY 23/24. | Transit |
| | Notes | | | |
| | Environmental technical studies are currently on-going as well as coordination with FTA. NEPA/CEQA approval anticipated Q2 FY 23/24. | | | |
| Division Strategy: Delivery of Capital Projects - Project Approval and Environmental Document (PA/ED) Milestones: | | | | |
| 4E | Action Plan | Milestones | Milestone Status | Responsibility |
| | SR-210 Waterman Ave Interchange | PA/ED approval - Q4 | Delayed to FY 23/24 Q1 - Due to contract cost negotiations. | Project Delivery |
| | Notes | | | |
| | Note that the Budget Action Plan incorrectly identified Q1 as the milestone for PA/ED approval for the SR-210 Waterman Ave Interchange, however, the Budget Master Schedule correctly identified it as Q4. | | | |
| Division Strategy: Delivery of Capital Projects - Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones: | | | | |
| 4F | Action Plan | Milestones | Milestone Status | Responsibility |
| | ATP Metrolink Phase II | PS&E approval - Q1 | Delayed to Q2 - Due to delays in processing the Construction and Maintenance Agreement with Southern California Regional Railroad Authority (SCRRA) and License Maintenance Agreement with the City of Montclair. Completed. | Project Delivery |
| | I-215 Bi-County Landscaping | PS&E approval - Q1 | Delayed to FY 23/24 Q2 - Due to design revisions required to meet the newly adopted Landscape Design Policy No. 34502. Completed. | |
| | I-10 Eastbound Truck Climbing Lane | PS&E approval - Q1 | Delayed to Q2 - Due to incorporation of new Caltrans design standards and specifications released in October 2022. Completed. | |
| | I-215 University Parkway IC | PS&E approval - Q2 | Delayed to Q3 - Due to incorporation of new Caltrans design standards and specifications released in October 2022. | |
| | I-15 Corridor Freight and Express Lanes Contract 1 | PS&E approval - Q4 | On Schedule | |
| | Notes | | | |
| | | | | |

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

Attachment: FY 22_23 Budget Action Plan Quarterly Update Q2 (9039 : Fiscal Year 2022/2023 Budget

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

Division Strategy: Delivery of Capital Projects - Construction Milestones:

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 4G | North First Avenue Bridge over BNSF | Start construction - Q1 | Delayed to Q2 - Extended bid duration due to additional efforts to protect Security Sensitive Information (SSI) and address additional bidder inquiries. | Project Delivery |
| | I-10 Cedar Avenue Interchange | Start construction - Q1 | Delayed to Q2 - Delay in approval of Right of Way Certification due to coordination with UPRR on railroad Construction and Maintenance Agreement (CMA). | |
| | I-215 Bi-County Landscaping | Start construction - Q3 | Delayed to FY 23/24 Q4 - Due to incorporation of construction phase with I-215 Segment-5 Landscape Project. | |
| | ATP Metrolink Phase II | Start construction - Q3 | Delayed to Q4 - Due to delays in processing the Construction and Maintenance Agreement with Southern California Regional Railroad Authority (SCRRA) and License Maintenance Agreement with the City of Montclair. | |
| | I-10 Eastbound Truck Climbing Lane | Start construction - Q3 | Delayed to Q4 - Due to delays of processing of regulatory permits by California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB). | |
| | SR-60 Central Avenue Interchange | Complete for Beneficial Use - Q1 | Delayed to Q3 due to coordination with adjacent Caltrans project to minimize conflicts. | |
| | I-10 Alabama Street Interchange | Complete for Beneficial Use - Q2 | On Schedule | |
| | SR-210 Base line Interchange | Complete for Beneficial Use - Q4 | On Schedule | |
| | SR-210 Lane Addition | Complete for Beneficial Use - Q4 | On Schedule | |
| | Notes | | | |
| | | | | |

**Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments**

Division Strategy: Conduct regional forums to discuss issues of importance across our region

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 5A | Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects. | Advocate for legislation regarding increase in federal funding for local bridges (AB 2120), CEQA exemptions for transportation projects (SB 922), and flexible use of state funds for discounted transit fares, as well as Brown Act revisions providing for remote participation. Build coalitions in support of state and federal transportation grant applications and budget items. Maintain good working relationships and communication with state and federal officials. | AB 2120 and SB 922 were passed by the legislature and signed by the Governor. | Legislative/Public Affairs |
| | Notes | | | |
| | | | | |

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

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

## Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options

### Division Strategy: Build awareness of SBCTA programs and services

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 6A | Highlight Measure I's contributions to the region's transportation system. | Annual state of transportation event; monthly blog series "Measure I (Impact)". | Ongoing | Legislative/Public Affairs, Fund Administration |
| | Market SBCTA identity, promote awareness of programs and services. | Employee spotlight blog series. | Ongoing | Legislative/Public Affairs |
| | Notes | | | |
| | State of Transportation (B2B) event was held in person and with record attendance. | | | |

### Division Strategy: Leverage and grow public outreach and communication services

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 6B | Continue to enhance traditional and social media presence. | Provide project updates, alerts, and information. | Ongoing | Legislative/Public Affairs |
| | Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing & Branding Services Contract, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communication opportunities throughout the region. | Provide services for Mt. Vernon Viaduct, I-10 Express Lanes, 210 freeway, Redlands Passenger Rail Project. | Outreach efforts continue on active projects. | Legislative/Public Affairs, Transit |
| | Utilize On-Call Graphic Design Services Contracts & Marketing and Branding Services Contract to support each department in their efforts to communicate internally and externally. | Provide assistance with presentations, graphics (i.e. Budget Book), and collateral materials. | Ongoing | Legislative/Public Affairs, Fund Administration |
| | Notes | | | |
| | | | | |

### Division Strategy: Highlight transit options in San Bernardino County

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 6C | In partnership with transit operators, highlight transit connectivity options in the region. | Provide legislative information and updates, advocate at the state and federal levels for transit maintenance and operations funding. | Ongoing | Legislative/Public Affairs, Transit |
| | Support Omnitrans with implementation of pilot programs first/last mile shuttles from the Cucamonga Station and San Bernardino Transit Center that are coordinated with the Metrolink service schedule. | Q2 | Completed | Transit |
| | Notes | | | |
| | ONT Shuttle (Cucamonga Station to ONT Airport) began service on 08/08/2022. SB Shuttle (SBTC to Downtown San Bernardino) started on 10/24/22 to coincide with the start of Arrow Service. | | | |

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



Attachment: FY 22_23 Budget Action Plan Quarterly Update Q2 (9039 : Fiscal Year 2022/2023 Budget

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

## Initiative #7: Long Range Strategic Planning

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

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 7A | Prepare a Long Range Multimodal Transportation Plan (LRMTP). | Complete bus rapid transit study for Valley - Q2 | On schedule. Was determined that best path is to incorporate recommendations into SCAG Dedicated Transit Lanes Study. Initial SBCTA and Omnitrans input was provided to SCAG in July. | Planning, Transit, Fund Administration |
| | | Initiate full LRMTP - Q3 | On Schedule | |
| | Complete San Bernardino County input on growth and projects to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). | Assist SCAG with local growth distribution update - Q3 | On Schedule | Planning, Fund Administration |
| | | Provide updated list of RTP projects to SCAG - Q3 | On Schedule | |
| | Notes | | | |

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

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 7B | Maintain Measure I Strategic Plan Parts 1 and 2. | Ongoing | No updates in Q2 | Planning, Fund Administration |
| | Notes | | | |

**Division Strategy: Provide current, quality planning data**

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 7C | Support other departments with data analysis and mapping/Geographic Information System (GIS). | Multiple analysis/mapping efforts conducted for Project Delivery, Transit, and Air Quality/Mobility. | Ongoing | Planning |
| | Update SBTAM modeling system. | Complete updated SBTAM for testing - Q3 | On Schedule | |
| | | Complete Model Validation - Q4 | On Schedule | |
| | Upgrade to new Congestion Monitoring System. | Initiate operation - Q1 | Completed | |
| | | Prepare documentation - Q2 | On Schedule | |
| | Incrementally implement an SBCTA agency-wide data and analytics dashboard. | Ongoing | Ongoing | |
| | Notes | | | |

**Division Strategy: Conduct subarea and modal studies**

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| 7D | Update Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB 1 Solutions for Congested Corridors requirements. | Complete update - Q1 | Completed | Planning |
| | Conduct SR-18/138 Corridor Study with Metro and Caltrans. | Prepare final report - Q3 | On Schedule | |
| | Notes | | | |

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Attachment: FY 22_23 Budget Action Plan Quarterly Update Q2 (9039 : Fiscal Year 2022/2023 Budget

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

## Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications

| | Action Plan | Milestones | Milestone Status | Responsibility |
|---|---|---|---|---|
| **Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines** | | | | |
| 8A | Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies. | Comments provided in July on Final Tier 1 EIS/EIR for the RCTC Coachella Valley Rail Project | Ongoing | Planning, COG |
| | Prepare Grant Applications for SB1 and other funding. | Senate Bill 1 (SB1) Grants submitted - Q2 | On Schedule | Planning, Fund Administration |
| | | Award announcements - Q4 | On Schedule | |
| | Notes | | | |
| | The I-10 and US 395 TCEP applications submitted November 18. Metrolink Double Track December 2. | | | |
| **Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies** | | | | |
| 8B | Begin development of Vehicle Miles Traveled (VMT) mitigation bank and/or approaches to mitigation under SB 743. | Initiation of VMT mitigation bank - Q4 (conditioned on REAP funding and Board approval) | On Schedule | Planning |
| | Complete updated draft of the Regional Conservation Investment Strategy (RCIS). | Updated draft - Q3 | On Schedule | |
| | Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0. | Work with SCAG on REAP 2.0 application to California Housing and Community Development - Q2 | Ongoing. Continuing assistance to local jurisdictions on Housing Elements and related matters using supplemental REAP 1.0 funds. | |
| | Notes | | | |
| | SBCTA coordinating with County on submittal of draft RCIS to California Department of Fish and Wildlife, and County staff is analyzing going to a Multiple Species Habitat Conservation Plan (MSHCP). | | | |
| **Division Strategy: Prepare effective active transportation plans** | | | | |
| 8C | Prepare Active Transportation Plans: Safe Routes to School Program (with County). | Restart plan development following COVID - Q2 | On Schedule | Planning |
| | Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing. | Progress continuing. | Ongoing | |
| | Conduct Countywide Sidewalk Inventory, Phase 2. | Complete inventory, documentation, and update active transportation website with added data - Q3 | On Schedule | |
| | Notes | | | |
| | | | | |
| **Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant** | | | | |
| 8D | Implementation of Phase 2 of the Bicycle and Pedestrian improvements around the Metrolink Stations on the San Bernardino and Riverside Lines. | Complete final design - Q4 | On Schedule | Planning, Project Delivery |
| | Notes | | | |
| | | | | |

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Attachment: FY 22_23 Budget Action Plan Quarterly Update Q2 (9039 : Fiscal Year 2022/2023 Budget

San Bernardino County Transportation Authority
Fiscal Year 2022/2023 Budget Action Plan

| Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network | | | | |
|---|---|---|---|---|
| | Action Plan | Milestones | Milestone Status | Responsibility |
| 8E | Implement a mobile call box program. | Release RFP for call handling for program - Q3 | On schedule | Air Quality/Mobility |
| | | Target for program implementation - Q2 | Delayed to FY 23/24. Needs to occur after call handling contractor has been secured and able to implement systems/program. | |
| | Administer Freeway Service Patrol (FSP) and call box system to improve traffic safety, reduce congestion and traffic delays. | Ongoing. Present annual report on programs to Board - Q4 | Ongoing. | |
| | Merge IE 511 with a regional SoCal 511. | Merger expected - Q1 | Delayed. The transition to merge the two systems has begun and scheduled to be completed by Q2. | |
| | Merge the regional rideshare database with OCTA, LA Metro, RCTC, and VCTC enhancing ride matching functionality and customer experience. | Q2 | Delayed to Q4 - TripSpark, the database software company, is working on system updates and efficiencies to make sure the merged database will function properly when launched. This will be completed by the end of FY22/23. | Transit |
| | Notes | | | |
| | | | | |

| Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion. | | | | |
|---|---|---|---|---|
| | Action Plan | Milestones | Milestone Status | Responsibility |
| 8F | Administer multi-modal programs to reduce congestion and improve quality of life including coordination with transit providers and Consolidated Transportation Service Agencies (CTSA) serving San Bernardino County. | Work with the transit providers and CTSAs, to identify key activities for inclusion in the SBCTA LRMTP, and proposed SBCTA budgets, based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3 | Ongoing. The multimodal working group has identified several projects including Free Fare Days, Countywide Marketing, Fare Capping, and Travel Training. There are other projects that discussion has begun on but will be included on the SBCTA LRMTP once this project begins. | Transit, Fund Administration, Legislative/Public Affairs, Planning |
| | Notes | | | |
| | | | | |

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Red text signifies urgent and significant challenges in completing the task



Attachment: FY 22_23 Budget Action Plan Quarterly Update Q2 (9039 : Fiscal Year 2022/2023 Budget

# *Minute Action*

AGENDA ITEM: 5

***Date: December 14, 2022***

***Subject:***
Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date

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

Approve Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP to exercise the second option year, extending the termination date to April 30, 2024, and increase the contract amount by $138,000, for a revised not-to-exceed amount of $980,083.

***Background:***
On April 5, 2017, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Contract No. 17-1001615 with Crowe Horwath, LLP, via a competitive process, for an amount not-to-exceed $585,000 for a five-year term, with two (2) one-year options for a total not-to-exceed amount of $834,000, to perform auditing services. These services include the annual audit for the Annual Comprehensive Financial Report (ACFR) and several agreed-upon procedures required for compliance purposes including Single Audit, Local Transportation Fund, State Transit Assistance Fund, GANN Limit and State Transportation Improvement Program.

On May 31, 2018, the Executive Director approved Amendment No. 1, which incorporated additional costs associated with the review of construction in-progress for prior years and also incorporated additional scope to perform separate compliance reports for the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Low Carbon Transit Operations Program funds and to add a report for the Planning, Programming and Monitoring funds. Amendment No. 1 added $72,000 to the contract.

On December 16, 2019, the Executive Director approved Amendment No. 2, which addressed the auditing firm's name change, from Crowe Horwath, LLP, to Crowe LLP, and incorporated two additional agreed-upon procedure reports. These reports are necessary to comply with Federal Transit Administration requirements for the Vanpool Program. Amendment No. 2 increased the not-to-exceed amount by $25,290.

On October 6, 2021, the Board approved Amendment No. 3, to increase the overall contract amount by $8,213, for review of new Government Accounting Standards Board (GASB) pronouncement implementations that include implementation guide 2019-1 Revenue Recognition and GASB 84 Fiduciary Activities. This increased the overall contract not-to-exceed amount to $690,503.

On April 6, 2022, the Board approved Amendment No. 4 to the Contract, extending the term to April 30, 2023 to incorporate additional auditing services, and increasing the contract amount by $151,580.

*Entity: San Bernardino County Transportation Authority*

The current amendment is to exercise the second of two (2) one-year options, to extend the contract by one year, expiring on April 30, 2024. The overall cost of this one-year extension is $138,000 (of which $124,500 was approved by the Board with the original contract) for a total not-to-exceed amount of $980,083. Additional costs included in this amendment include $13,500 from Amendment No. 1 for additional scope to perform separate compliance reports for the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Low Carbon Transit Operations Program funds and to add a report for the Planning, Programming and Monitoring funds.

***Financial Impact:***
This item is consistent with Fiscal Year 2022/2023 Budget.

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

***Responsible Staff:***
Lisa Lazzar, Chief of Fiscal Resources

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# Contract Summary Sheet

## General Contract Information

Contract No: 17-1001615 Amendment No.: 5

Contract Class: Payable Department: Finance

Vendor No.: 03291 Vendor Name: Crowe LLP

Description: Professional Auditing Services for SBCTA

List Any Related Contract Nos.:

| Dollar Amount | | | | | |
|---|---|---|---|---|---|
| Original Contract | $ | 585,000.00 | Original Contingency | $ | - |
| Prior Amendments | $ | 257,083.00 | Prior Amendments | $ | - |
| Prior Contingency Released | $ | - | Prior Contingency Released (-) | $ | - |
| Current Amendment | $ | 138,000.00 | Current Amendment | $ | - |
| **Total/Revised Contract Value** | **$** | **980,083.00** | **Total Contingency Value** | **$** | **-** |
| | | | **Total Dollar Authority (Contract Value and Contingency)** | **$** | **980,083.0** |

## Contract Authorization

Board of Directors Date: 1/4/2023 Committee Item #

## Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No N/A

Federal/Local Services N/A

## Accounts Payable

Estimated Start Date: 4/5/2017 Expiration Date: 4/30/2023 Revised Expiration Date: 4/30/2024

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

| | Fund | Prog | Task | Sub-Task | Object | Revenue | PA Level | Revenue Code Name | Total Contract Funding: $ 980,083.00 | Total Contingency: $ - |
|---|---|---|---|---|---|---|---|---|---|---|
| GL: | 7001 | 01 | 0400 | 0000 | 52100 | 43001000 | | Indirect | 698,293.00 | - |
| GL: | 1030 | 01 | 0400 | 0000 | 52100 | 43001000 | | LTF Admin | 256,500.00 | - |
| GL: | 2122 | 15 | 0383 | 0000 | 52100 | 42107020 | | FTA 5307 CMAQ | 25,290.00 | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |

Lisa Lazzar
Project Manager (Print Name)

Hilda Flores
Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 10-05-2021 1.23pm - Blank [Revision 1] (8927 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to

Attachment: 17-1001615-5-PDF (8927 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date)

**AMENDMENT NO. 5 TO CONTRACT NO. 17-1001615**

**FOR**

**PROFESSIONAL FINANCIAL AUDITING SERVICES**

**(CROWE LLP)**

This AMENDMENT No. 5 to Contract No. 17-1001615 ("Amendment") is made by and between Crowe LLP ("CONSULTANT") and the San Bernardino County Transportation Authority ("SBCTA"). SBCTA and CONSULTANT are each a "Party" and collectively "Parties" herein.

**RECITALS:**

A. SBCTA, under Contract No. 17-1001615, engaged CONSULTANT to provide professional financial auditing services ("Contract"); and

B. On May 7, 2018, the Parties entered Amendment No. 1 to the Contract, increasing the scope of work and adding $72,000 to the contract amount; and

C. On December 19, 2019, the Parties entered Amendment No. 2 to the Contract, increasing the scope of work and adding $25,290 to the contract amount, and also acknowledging CONSULTANT's change of name; and

D. On October 14, 2021, the Parties entered Amendment No. 3 to the Contract, again increasing the scope of work and adding $8,213 to the contract amount; and

E. On April 11, 2022, the Parties entered Amendment No. 4 to the Contract, extending the term to April 30, 2023 to incorporate additional auditing services and increasing the Contract amount by $ 151,580; and

F. The Parties desire to exercise the second option year, extending the term to April 30, 2024, and increasing the Contract amount by $138,000.

**NOW THEREFORE**, the Parties mutually agree to amend Contract No. 17-1001615 as follows:

1. Article 2, "CONTRACT TERM," is deleted in its entirety and replaced with the following:

   "The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA's Procurement Analyst, and shall continue in full force and effect through April 30, 2024 until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

   The maximum term of this Contract, including the exercised Option Terms, will not exceed April 30, 2024."

DRAFT

2. Delete paragraph 3.2 of Article 3 "COMPENSATION" in its entirety and replace with the following:

   "3.2 The total Contract Not-To-Exceed Amount is Nine Hundred Eighty Thousand Eighty-Three Dollars ($980,083.00). All Work provided under this Contract is to be performed as set forth in Exhibits A, A.1, A.2 A.3, and A.4 "Scope of Work", and shall be reimbursed pursuant to Exhibits B, B.1, B.2, B.3, B.4 and B.5 "Price Form" or "Fees". The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibits B, B.1, B.2, B.3, B.4 and B.5. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not-to-exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibits B, B.1, B.2, B.3, B.4 and B.5 or agreed to and approved by SBCTA as required under this Contract."

3. The Price Form as contained in Exhibits B, B.1, B.2, B.3, and B.4 to the Contract is hereby amended to include the fee described in B.5, attached to this Amendment and incorporated herein by this reference. Except as to the amounts specifically added in B.5, the current Price Form shall remain in force and effect.

4. Except as amended by this Amendment No. 5, all other provisions of Contract No. 17-1001615, as previously amended, shall remain in full force and effect.

5. The Recitals set forth above are incorporated herein by this reference.

6. This Amendment No. 5 shall be effective upon execution by both Parties.

***----------SIGNATURES ARE ON THE FOLLOWING PAGE----------***

DRAFT



Attachment: 17-1001615-5-PDF (8927 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date)

**IN WITNESS WHEREOF**, the Parties have duly executed this Amendment No. 5 below.

**CROWE LLP, A CALIFORNIA GENERAL PARTNERSHIP**

By: _____
Brad Schelle
General Partner

Date: _____

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

By: _____
Art Bishop
President, Board of Directors

Date: _____

**APPROVED AS TO FORM:**

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

**CONCURRENCE:**

By: _____
Shaneka Morris
Procurement Manager

Date: _____

DRAFT



Attachment: 17-1001615-5-PDF (8927 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the Contract Termination Date)

Price Form
Exhibit B.5 - Contract 17-1001615

| | | | | | | Extensions | |
|---|---|---|---|---|---|---|---|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 |
| Original Agreement | 117,000 | 117,000 | 117,000 | 117,000 | 117,000 | 124,500 | 124,500 |
| Amendment 1 | 18,000 | 13,500 | 13,500 | 13,500 | 13,500 | 13,500 | 13,500 |
| Amendment 2 | | | 17,400 | 7,890 | | | |
| Amendment 3 | | | | | 8,213 | | |
| Amendment 4 | | | | | | 13,580 | |
| Total Per Year | 135,000 | 130,500 | 147,900 | 138,390 | 138,713 | 151,580 | 138,000 |
| | | | | | | | 980,083 |

Attachment: 17-1001615 Amendment 5 - Price Form (8927 : Amendment No. 5 to Contract No. 17-1001615 with Crowe LLP, to Extend the

# *Minute Action*

AGENDA ITEM: 6

***Date: December 14, 2022***

***Subject:***
Fiscal Year 2023/2024 Budget Schedule

***Recommendation:***
That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

Approve the Fiscal Year 2023/2024 Budget Schedule.

***Background:***
The preparation of the Fiscal Year (FY) 2023/2024 Budget requires a schedule for development, consideration and adoption of the final budget appropriations. The General Policy Committee is primarily responsible for policy input for the development and review of the budget. Other policy committees are also scheduled to consider proposed tasks under their review.

A Board of Directors (Board) Budget Workshop will be scheduled in conjunction with the May 2023 Board meeting for consideration of the proposed budget. The final budget adoption for FY 2023/2024 is scheduled for the June 2023 Board meeting. The attached schedule is similar to the prior year.

***Financial Impact:***
This item has no financial impact on the Fiscal Year 2023/2024 Budget.

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

***Responsible Staff:***
Lisa Lazzar, Chief of Fiscal Resources

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

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

# Budget Schedule
# Fiscal Year 2023/2024

| DATE | ACTIVITY |
|---|---|
| December 7, 2022 | General Policy Committee Review and Discussion of 2023/2024 Budget Schedule |
| January 4, 2023 | Board Approval of 2023/2024 Budget Schedule |
| February 9, 2023 | Metro Valley Study Session General Overview by Region |
| February 17, 2023 | Mountain/Desert Committee General Overview by Region |
| March 8, 2023 | General Policy Committee Review of Tasks |
| March 9, 2023 | Metro Valley Study Session Review of Tasks |
| March 9, 2023 | Transit Committee Review of Tasks |
| March 17, 2023 | Mountain/Desert Committee Review of Tasks |
| April 12, 2023 | General Policy Committee Further Review of Tasks, if Required |
| April 13, 2023 | Metro Valley Study Session Further Review of Tasks, if Required |
| April 13, 2023 | Transit Committee Further Review of Tasks, if Required |
| April 14, 2023 | Mountain/Desert Committee Further Review of Tasks, if Required |
| May 3, 2023 | Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Directors' Meeting<br>Adoption of the Council of Governments' Fiscal Year 2023/2024 Budget |
| June 7, 2023 | Public hearing on SBCTA's recommended Budget for Fiscal Year 2023/2024 and Board of Directors Adoption of the SBCTA Fiscal Year 2023/2024 Budget |

Attachment: Budget Schedule for Board & Committee (9071 : Fiscal Year 2023/2024 Budget Schedule)

# *Minute Action*

AGENDA ITEM: 7

***Date: December 14, 2022***

***Subject:***
Revisions to Policies No. 11000, 20000, and 34509

***Recommendation:***
That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Associated Governments:

A. Approve modifications to Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, as indicated in this report.

B. Approve revisions to Financial Policy No. 20000 to modify Section VII, Revenue Policies, to remove the Executive Director authority to approve and execute funding/revenue agreements or amendments as this is now incorporated into Policy 11000, minor changes to Section VI budget adjustments, and Section X, to update recording of donated assets at acquisition value.

C. Approve minor revisions to Policy No. 34509 to be consistent with classification changes created in January 2021 reorganization and to remove the Executive Director's authority to approve amendments to cooperative agreements and memorandum of understanding as this is now incorporated into Policy 11000.

***Background:***
Policies and procedures are reviewed on a routine basis to help identify any changes that will ensure the effective operations of the Agency. Staff is recommending your approval of the following policy updates.

The Contracting and Procurement Policy No. 11000, formerly the Procurement and Special Risk Assessment Policy No. 11000, is being updated with additional definitions, non-substantial revisions, and the following substantive changes:

- Section IV. General:
  - Allows software license and subscription agreements to be evergreen as long as identified separately in the current adopted budget.
- Section V.A.3 Goods Amendments – removed the previously approved provisions regarding re-competition.
- Section V.B.3 Construction Amendments – Added this section to clarify that amendments are allowed and for what purposes.
- Section V.C.3 Professional Services Architecture and Engineering Amendments – revised to clarify that contracts amendments are allowed following the instances listed in the policy unless it is disallowed by applicable laws or regulations.
- Section V.D.3 Professional Services for Non-Architecture and Engineering Amendments – revised to delineate when contract amendments are allowed instead of referencing to other sections of the Policy.
- Section VI.4 Uniformity Exception – revised to expand to incorporate subscriptions and brand or trade name products.
- Section VIII.B.4.a Delegation of Authority – authorizes the Executive Director to

approve and execute perpetual software license and subscription agreements up to $100,000.

- Section VIII.4.e Delegation of Authority – authorizes the Executive Director to approve and execute Non-Procurement agreements, if they meet specific criteria.
- Section VIII.4.f Delegation of Authority – authorizes the Executive Director to approve and execute amendments to Non-Procurement agreements up to a net funding change of $100,000 and for any period of time if they meet specific criteria.
- Section VIII.7 Delegation of Authority – authorizes the Director of Management Services, or their designee, to execute software license and subscription agreements and/or online terms and conditions for any agreements approved by the Board of Directors (Board) or Executive Director via Purchase Order and/or Contract.

Financial Policy No. 20000 sets the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments (SBCOG). The Policy provides guidance on how to operate with fiscal responsibility independent of changing circumstances and conditions. The Policy states the importance of fiscal management and delineates management's responsibility to establish internal controls to safeguard SBCTA's and SBCOG's assets.

Staff recommends the following changes to Financial Policy No. 20000:

- Update Section VI, Budget Amendment Policy, to clarify that Board approval of budget amendments is required except in three specific circumstances and define the circumstances that qualify for administrative budget amendments.

- Update Section VII, Revenue Policies, to remove the Executive Director, or designee, authority to approve and execute funding/revenue agreements or amendments as long as SBCTA is not required to incur additional cost or staff that is not budgeted. It also removes the restriction that all SBCOG funding/revenue agreements required Board of Directors' approval. This authority language has been incorporated into Policy 11000.

- Update Section X, Capital Outlay, to update recording of donated assets based on acquisition value at date of donation that complies with Statement 72 of the Governmental Accounting Standards Board.

Policy No. 34509 was initially approved by the Board in June 2013 to delegate signature authority to certain SBCTA staff to enable projects to be carried out efficiently. The Policy has been revised several times since then, most recently in November 2021. Staff recommends two further, minor, revisions: 1) update classifications due to the most recent reorganization approved by the Board on June 5, 2022 and 2) remove the Executive Director's authority to approve funding agreement changes of up to $100,000 as this is now part of Policy 11000.

***Financial Impact:***
This item does not have a financial impact on the adopted Fiscal Year 2022/2023 Budget.

***Reviewed By:***
This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Procurement Manager have reviewed this item and the

proposed policy revisions.

***Responsible Staff:***
Beatriz Valdez, Director of Special Projects/Strategic Initiatives

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

| | | |
|---|---|---|
| San Bernardino County Transportation Authority | **Policy** | **11000** |
| Adopted by the Board of Directors January 3, 1997 | Revised | ~~10/06/21~~11/04/23 |
| Contracting and **Procurement** ~~and Special Risk Assessment~~ **Policy** | Revision No. | ~~25~~26 |

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

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## I. PURPOSE

This policy establishes contracting and procurement standards to guide the selection of the most qualified ~~firms~~vendors to perform services to the best advantage of the Agency and to acquire goods at a fair and reasonable price. It provides guidance to San Bernardino County Transportation Authority (SBCTA) staff with respect to policy considerations adopted by the SBCTA and San Bernardino Associated Governments (SANBAG or SBCOG) Board of Directors. ~~In addition, it provides additional authority to the Executive Director, Director of Special Projects and Strategic Initiatives, and the Risk Manager in regards to insurance provisions.~~

## II. REFERENCES

Policy 10025, Guidelines for Agenda Materials.

California Government Code § 4525 et seq.;

Public Contract Code; and Public Utilities Code §§ 130221–130239.

2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).

2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).

40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.

23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.

California Department of Transportation Local Assistance Procedures Manual.

Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

## III. POLICY

All procurement activity on behalf of SBCTA~~/SANBAG~~ and SBCOG is required to demonstrate that the expenditure of funds is conducted in an honest, competitive, fair, and transparent manner that achieves the best value for money and protects ~~SBCTA's~~the agency's reputation.

## IV. GENERAL

A. Definitions

Awarding Authority means the Board, a Board Committee, or the Executive Director to whom the Board delegated authority to award a contract or purchase order under this Policy or by other action of the Board.



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Construction (Public Works) as defined by Public Contract Code (PCC) § 22002, means construction, reconstruction, erection, alteration, renovation, demolition, painting, and repair work involving any publicly owned, leased or operated facility, building, structure, real property, street or highway, or other public improvement of any kind.

Contract means an agreement with a third party for acquisition of Goods, Services or Construction work.

Change Order is a written order issued after execution of a construction contract authorizing: (1) an addition, deletion or revision to the Work; (2) adjustment in the contract amount; and/or (3) adjustment to the performance time.

Executive Director means the Executive Director of SBCTA and shall be deemed to include any designee specified by the Executive Director to act in his or her behalf.

Goods means supplies, materials, equipment, and other movable/tangible things.

Independent Cost Estimates (ICE) means the best 'estimate' as to the cost of the Goods, services or construction work being procured. The method and degree of analysis is dependent on the complexity of the Goods, services or construction work being procured. An ICE should be prepared in advance of the receipt of any bids or proposals, amendments or ~~change orders.~~Change Orders. The United States Department of Transportation, Federal Highways Administration and Federal Transit Administration require recipients of federal dollars to "perform a cost or price analysis in connection with every procurement action, including contract modifications…" The starting point for cost or price analysis is the development of an ICE which should be used in the evaluation of the consultant's or contractor's price proposal.

Invitation for Bids (IFB) means a competitive procurement process that requires the award be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

Invitation for Quotes (IFQ) means a competitive procurement process which the award of a contract or purchase order will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

Non-Procurement Agreement refers to an agreement other than those utilized to acquire Goods, Services, and Construction work, which includes but is not limited to, a cooperative agreement, memorandum of understanding, and revenue/funding agreement.

Non-Professional Services means janitorial, maintenance, security, advertising, printing, postal, landscape maintenance, including mowing, weeding, watering, trimming/pruning, planting, and servicing of irrigation and sprinkler systems, the maintaining or servicing of Goods, and other services that are not deemed a professional service.

Procurement Professional means procurement staff responsible for overseeing the Procurement Solicitation.

Procurement Solicitation means Invitation for Bids (IFB), Request for Proposals (RFP), Request for Qualifications (RFQ), Invitation for Quotes (IFQ), or other forms of written or verbal solicitations for the procurement of Goods, Non-Professional and Professional Services, and Construction work.

Professional Services (A & E) means architectural, engineering, environmental, land surveying, construction engineering, construction project management services, or other professional services of an architectural or engineering nature that are required to be performed or approved by a person licensed, registered, or certified to provide such services.

Professional Services (Non A & E) means advisory, information technology, legal, financial, accounting, auditing, legislative advocacy, marketing, freeway service patrol, program management, and any other services which involve the exercise of professional discretion and independent

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judgment based on advanced or specialized knowledge, expertise or training gained by formal studies or experience, but excludes Professional Services (A & E).

Purchase Order (PO) is a written authorization issued by a buyer committing to pay the seller for the sale of specific Goods or services to be delivered in the future.

Receivable means any agreement by in which the agency expects to receive monetary or in-kind value.

Request for Information (RFI) means a solicitation used to obtain general information about products, services, or suppliers.

Request for Proposal/Request for Qualifications (RFP/RFQ) means a competitive procurement process that requires evaluation of a consultant's proposal and qualifications.

Split Procurement means a willful splitting of a single transaction into a series of transactions for the purpose of evading the applicable procurement requirements.

B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws~~.~~

2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.

3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.

4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders ~~awarded in accordance with this Policy~~ shall be five years, ~~except for~~with the following exceptions: (1) Contracts or Purchase Orders for software ~~license agreements and~~ related maintenance and support services~~, which~~ can ~~be~~ have a period of up to 10 years~~.~~; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.

5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.

6. Independent Cost ~~Estimates~~Estimate (ICE). Except for purchases under $1,000, an ICE ~~are~~is required for ~~all~~every procurement ~~actions~~action.

7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.

8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.

9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.

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10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

~~10.~~11. Written Contracts~~.~~ and Non-Procurement Agreements. All Contracts and Non-Procurement Agreements shall be in writing and signed by authorized representatives of all parties.

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## V. TYPES OF PROCUREMENTS

A. Goods – Competitive Procurement

1. Informal Procurement (PUC § 130232(b))

   The following procedures will generally be used when each expected procurement for Goods is valued in excess of $1,000, but not exceeding $25,000:

   a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.

   b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.

   c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

   d. SBCTA will document the results of all such informal procurement actions.

2. Formal Procurement (PUC § 130232(a))

   The following applies to procurements valued in excess of $25,000:

   a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.

   b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.

   c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

   d. The Board, at its discretion, may reject any and all bids and readvertise.

3. Amendments:

   ~~a. Contracts and Purchase Orders may be amended to increase the not to exceed amount, quantity and/or extend the term.~~

   ~~b.~~
   Contracts and Purchase Orders may be amended to add ~~additional scope of work and~~ quantities, increase compensation, and/or extend the delivery period for ~~additional work~~Goods that ~~was not foreseen at the time~~were listed in the original ~~Contract or Purchase Order was awarded pursuant to~~ competitive procurement~~, if the Awarding Authority determines it is in the best interests of SBCTA to do so. The Awarding Authority shall consider cost-effectiveness, timeliness, prior quality of performance of services in determining if it is in the best interests of SBCTA.~~

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c. Re-competition for required services serves to assess the competitive market conditions relative to expertise and pricing for such services and may be prudent on a periodic basis. However, where services relate to specific on-going projects or levels of unique qualifications, skills, and experience, it may be appropriate to extend such Contracts or Purchase Order without re-competition. Staff shall analyze each Contract or Purchase Order based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director.

d. It may be prudent for staff to recommend against a renewed competitive process in , provided the proposed amendment complies with one or more of the following instances:circumstances.

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the new work were clearly examined as part

a. Cumulatively, any additional quantity does not exceed 25% of the prior quantity listed in the original competitive procurement process.

;ii. When, on the basis of a specific finding or competitive process prior to approval

b. An ICE prepared in advance of the original proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order, the firm was determined to be add quantities than procuring the most qualified and responsive to undertake the work addressed by the Contract or Purchase Order amendment.additional quantities under a separate procurement process.

iii. Where the firm, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

B. Construction – Competitive Procurement

1. Informal Procurement

The following generally applies to Construction procurements valued at $25,000 or less:

a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.

b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.

c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.

d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Construction procurements in excess of $25,000. (PUC § 130232)

a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.

b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.

c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.

e. The Board, at its discretion, may reject any and all bids and re-advertise.



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3. Amendments

Contracts may be amended to extend the term, increase the not-to-exceed amount of the contract, or as otherwise needed.

C. Professional Services (A & E) – Qualifications Based Procurement

1. Informal Procurement

The following generally applies to Professional Services (A & E) procurements valued at $25,000 or less:

a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.

b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.

c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.

d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Professional Services (A & E) procurements valued at more than $25,000:

a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.

b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.

c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.

d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.

e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

~~a.~~b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or

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federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.

~~b.~~c. In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

~~c. In certain instances, SBCTA consultants are required to work closely with other public agency partners and SBCTA member jurisdictions. When such a professional services Contract is being considered for a revised scope or extension, staff will solicit input from the representatives of those public agencies on the performance, demeanor, and timely implementation of work performed by the consultant.~~

~~d. Based upon the demonstrated competence and on the professional qualifications of the consultant and upon the particular project needs, Professional Services Contracts may be recommended for extension or be recommended for re-competition.~~

~~Re-competition for required professional services serves to assess the competitive market conditions relative to expertise and pricing for such services and may be prudent on a periodic basis. However, where professional services relate to specific on-going projects or levels of unique qualifications, skills, and experience, it may be appropriate to extend such Contracts without re-competition. Staff shall analyze~~

d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.

ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.

iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

D. Non A & E Services (Non A & E Professional Services and Non-Professional Services) – Qualifications Based Procurement

1. Informal Procurement

a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.

b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.

2. Formal Consultant Selection Process

The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.

3. Amendments

a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but

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typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.

c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

a.d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director.:

e. It may be prudent for staff to recommend against a renewed competitive process in the following instances:

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the newadditional tasks were clearly examined as part of the prior competitive process.

ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.

iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

f. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

D.A. Non A & E Services (Non A & E Professional Services and Non-Professional Services) – Qualifications Based Procurement

2.1. Informal Procurement

a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.

b.a. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.

3.1. Formal Consultant Selection Process

The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.

4.1. Amendments

Amendments to Contracts for Non A & E Services shall be processed in accordance with the provisions contained in Section V.A.3 or V.C.3.



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## VI. EXCEPTIONS

A. Non-Competitive Procurements

Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition based on the following standards, and any Contracts or Purchase Orders exceeding the Executive Director's authority must be presented to the Board for approval, specifically calling out the Non-Competitive finding, and shall be placed on the discussion calendar.

1. Competitive processes are not required for purchases of Goods and services under $1,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.

2. Services – Sole Source

   a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.

   b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:

      i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.

         a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.

         b. After solicitation of a number of sources, the competition is determined inadequate.

3. Goods – Single Source

   Pursuant to Public Utilities Code § 130237, the Board may direct the purchase of any Goods without engaging in a competitive procurement process upon a finding by two-thirds (2/3) of all Board members that there is only a single source of procurement and the purchase is for the sole purpose of duplicating or replacing the supply, equipment, or material already in use.

4. Uniformity Exemption for technology related procurements

   ~~The~~For non-federalized purchases, the competitive process shall not apply to purchases of software licenses/subscriptions and maintenance support services that are required to maintain compatibility, functionality, or conformity with existing designs, products, equipment, facilities, systems, software, technologies, standardizations, proprietary product and the like~~,~~ (i.e., an article of a specified brand or trade name is the only article that will properly meet the needs of SBCTA), or to maintain current warranties, or are the "only authorized distributor~~" circumstances, or contractual obligations deemed to~~". All federalized technology purchases shall be in ~~the Agency's best interests in the determination of the awarding authority.~~compliance with requirements stipulated by the associated funding source.

~~Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition.~~

~~Contracts or Purchase Orders exceeding the Executive Director's approval must be presented to the Board for approval specifically calling out the Non-Competitive finding and shall be placed on the discussion calendar.~~

B. Cooperative Procurements (piggybacking)

SBCTA may contract with the vendor or supplier of any federal, state or local governmental department or agency (Public Agency) that has selected the vendor or supplier after complying with the Public Agency's competitive procurement requirements, and if it is in the best interest of SBCTA to do so. SBCTA's Procurement Manager will determine whether the purchase of Goods and



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services directly from the vendor or supplier of a Public Agency is in the best interest of SBCTA based upon price, quality and whether the terms and conditions of the cooperative procurement Contract meet SBCTA's procurement policy.

C. Emergency Procurements (PUC § 130234)

In the event of great public calamity, as defined by Public Utilities Code § 130234, the Board may declare and determine, by resolution adopted by two-thirds (2/3) vote of all its members, that public interest and necessity demand the immediate expenditure of funds to safeguard life, health, or property, and enter into a Contract without observance of the provisions of this policy and/or Public Utilities Code § 130232.

D. Remedial Measures (PUC § 130235)

Upon determining that immediate remedial measures are necessary to avert or alleviate damage to property, or to replace, repair, or restore damaged/destroyed property in order to ensure that SBCTA's facilities are available to serve the transportation needs of the public, and upon determining that available remedial measures are inadequate, including the procurement of Goods and services or construction in accordance with Public Utilities Code §§ 130232-130234, the Executive Director may authorize the expenditure of funds for the procurement of Goods and services without observance of the provisions of this policy and/or Public Utilities Code §§ 130232-130234. The Executive Director shall submit a report to the Board explaining the necessity of any such expenditure.

E. Prototype Equipment (PUC § 130236)

Upon a finding by two-thirds (2/3) vote by all members of the Board that a proposed competitive bid or open market purchase, in accordance with Public Utilities Code §§ 130232 and 130233, does not constitute an adequate method of procurement for the operation of SBCTA facilities or equipment, the Board may direct the procurement of prototype equipment or modifications in an amount sufficient to conduct and evaluate operational testing without further observance of the provisions of this policy and/or Public Utilities Code § 130232.

F. Specialized Equipment (PUC § 130238)

The Board may, upon a finding by two-thirds (2/3) vote by all its members, direct that the procurement of (1) specialized rail transit equipment, including rail cars, and (2) computers, telecommunications equipment, fare collections equipment, microwave equipment, and other related electronic equipment and apparatus be conducted through competitive negotiation as set forth in Public Utilities Code § 130238.

G. Open Market (PUC § 130233)

If after rejecting bids received from a formal competitive procurement process, the Board determines by a majority vote that the Goods may be purchased at a lower price in the open market, the procurement of such Goods or services may proceed without further observance of the provisions of this policy regarding Contracts, bids, advertisement, or notice.

H. Design-Build

Procurements may be authorized by the Board, pursuant to the Public Contract Code § 6820 et seq., Public Contract Code § 222160 et seq., or other applicable law, for the design and construction of eligible projects through design-build Contracts. Such procurements shall be performed in accordance with applicable state and federal laws.

I. Utilities Services

The provisions of this policy are not required for procuring utility services including but not limited to water, sewer, electricity, natural gas, waste disposal, and telecommunications (telephone and internet).





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J. Venues

The provisions of this policy are not required for the selection of venues for SBCTA's events. Venues are selected based on location, size, and other specific needs as required depending on the event.

## VII. PURCHASE ORDERS

Issuance of Purchase Orders shall follow the competitive and non-competitive processes set forth in this Policy, but do not require legal counsel approval as to form or written concurrence of the Procurement Manager. Purchase Orders are authorized for the following purposes only:

A. Purchase of Goods
B. Purchase of Services under $10,000, when the risks to SBCTA are considered low, in the discretion of the Procurement Manager and the Risk Manager.
C. Software license and related maintenance and support agreements, unless software customization is required.

## VIII. DELEGATION OF AUTHORITY

A. Invitations for Quotes, Requests for Proposals, Requests for Qualifications, Invitations for Bids

1. The Executive Director is authorized to release and advertise Requests for Proposals (RFP), Requests for Qualifications (RFQ) and Invitations for Bids (IFB) for proposed Contracts/projects for which ~~funding~~ the solicitation has been ~~approved~~listed in SBCTA's ~~current Annual~~most recent adopted Budget and which are estimated not to exceed $1 Million.

   Board approval must be obtained prior to circulation of any RFP/RFQ/IFB if ~~funding~~the solicitation has not been ~~approved~~listed in SBCTA's ~~current Annual~~most recent adopted Budget, or if the anticipated value of the RFP/RFQ/IFB exceeds $1 Million.

2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.

3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed $25,000 and Requests for Information.

B. Contracts, Purchase Orders, Non-Procurement Agreements, Amendments and Contingency Amendments

1. General Policy.

   a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of $100,000 require approval by the Board, unless otherwise authorized by the Board.

   b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.

2. Board President. The Board President is the officer designated to sign Contracts on behalf of the organization, unless otherwise authorized by the Board. In the absence of the Board President, the Board Vice President is authorized to sign Contracts on behalf of the organization.

3. General Policy Committee. The General Policy Committee is authorized to approve Contracts in excess of $100,000, ~~CTOs~~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.





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4. Executive Director. The Executive Director is authorized to approve and execute:

   a. All Contracts ~~and~~, Purchase Orders~~.~~, and Non-Procurement Agreements (not Receivable) up to $100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.

   b. Contract amendments ~~and~~, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:

      i. With zero dollar value.

      ii. For Contracts ~~or~~, Purchase Orders, or Non-Procurement Agreements originally less than $100,000, up to 50% of the original Contract ~~or~~, Purchase Order, or Non-Procurement Agreement value.

      iii. For Contracts ~~or~~, Purchase Orders, or Non-Procurement Agreements originally over $100,000, amendments that cumulatively do not exceed 50% of the original Contract ~~or~~, Purchase Order, or Non-Procurement Agreement value or $100,000, whichever is less.

      iv. Amendments to extend ~~Contract~~ term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.

      v. Non-Procurement Agreements that extend time for any period.

      vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.

   c. Contract Task Orders (CTO):

      i. All CTOs up to $500,000, not-to-exceed the available Contract balance.

      ii. CTO amendments within available Contract balance:

         - With zero dollar value.
         - For CTOs originally less than $500,000, increasing the CTO amount up to $500,000.
         - For CTOs originally $500,000 or more, increasing the CTO amount by up to $250,000.

   d. Sole source procurements for services up to $100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of $50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.

   ~~e~~e. Zero Dollar and Receivable Non-Procurement Agreements up to $100,000, as long as they:

      i. Are not the original cooperative agreement for new projects with an overall project value in excess of $100,000;

      ii Do not require hiring additional staff not budgeted;

      iii. Do not result in increased agency costs that are not reimbursed in excess of $100,000; and

      iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).

   f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:

      i. That extend time, for any period; and

      ii. Do not exceed a net funding change of $100,000.

   g. Leases of real property by SBCTA~~:~~ (lessee):

      i. With a term not to exceed five (5) years.

      ii. Total rent not to exceed $100,000 for entire lease term.

      iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.

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(Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)

5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to $100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.

6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and ~~change orders~~Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board~~,~~ or the Executive Director. Contingency amendments and ~~change orders~~Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.

7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

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**IX. Delegation of Authority to Act Upon Special Risks or Circumstances related To Insurance Requirements In Awarded Contracts, Purchase Orders, and License/Lease Agreements**

A. Delegation of Authority

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:

   a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.

   b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.

   c. Approve deductibles and self-insured retention up to $500,000.

2. Executive Director. The Executive Director is authorized to:

   a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.

   b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.

   c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.

   d. Approve deductibles and self-insured retention up to $5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to $1,000,000 for all other companies.

B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:

   a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders

   b. Insurance market-related constraints, such as type of insurers or coverage available

   c. Change in company size

   d. Change in number of vehicles owned by company



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e. Changes that may trigger or eliminate requirement of worker's compensation coverage

f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added

g. Insurance levels required are too high for company size and consequently not available in the market

h. Company-secured insurance that requires a deductible or self-insured retention

C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.

   a. The review will include the following steps:

      i. Review scope of work and reassess insurance types and limits

      ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.

      iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:

         1. Financial statements

         2. Actuary reports for self-insured program

         3. Third Party Administrator reputation

         4. Number of claims in the past five years

      iv. Review the insurers' financial strength and, when applicable, require an increase to their financial rating to mitigate additional risks.

D. Mechanism to Incorporate Approved Changes

1. The following will require amendments that will be approved by the Executive Director or the Board of Directors, as is appropriate under this Policy's provisions:

   a. Changes to insurance limits.

   b. Elimination of any coverage, limits, or other requirements.

2. The following changes can be done by preparing a memo that is provided to the vendor and a copy is filed with the Contract or Purchase Order:

   a. Financial rating of insurers (Financial rating lower than A-VII will require Board of Directors' approval).

   b. Deductibles and self-insured retention.

   c. Endorsements.

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## X. STANDARD OF ETHICS

A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.

B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.

C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.



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## XI. REVISION HISTORY

| Revision No. | Revisions | Adopted |
|---|---|---|
| 0 | New Policy. Adopted by the Board of Directors | 01/03/97 |
| 1 | Modified Para. 11000.10 | 01/07/98 |
| 2 | Modified Para. 11000.7.2 | 01/07/98 |
| 3 | Deleted & replaced Para. 11000.7.3 | 01/07/98 |
| 4 | Added Para. 11000.10 B | 03/04/98 |
| 5 | Modified Para. 11000.10 | 06/03/99 |
| 6 | -Added Para. 11000.7.2.f<br>-Modified Para. 11000.7.3.5.B<br>-Modified Para. 11000.9.3.2 | 09/01/99 |
| 7 | -Added new Para. 11000.5.G<br>-Re-identified Para. 11000.5.H (was Para. 11000.5.G) and revised to add "…or the Plans and Programs Committee . . ."<br>-Re-identified Para. 11000.5.I (was Para. 11000.5.H)<br>-Moved Para. 11000.7.5.3 to new paragraph 11000.7.5.1.d and added "...and shall be placed on the discussion calendar."<br>-Added Para 11000.12 REVISION HISTORY | 07/05/00 |
| 8 | -Revised Par. 11000.2 DEFINITIONS to REFERENCES and added Policy 10025, Guidelines for Agenda Materials.<br>-Revised Paragraphs 11000.5.H and 11000.5.I<br>-Re-numbered original Par. 11000.5.I to 11000.5.J<br>-Deleted Par. 11000.10 POLICY GOVERNING DISADVANTAGED BUSINESS ENTERPRISES; re-numbered original Paragraphs 11000.11 and 11000.12 to 11000.10. and 11000.11. | 01/09/02 |
| 9 | Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE. | 07/02/03 |
| 10 | Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D. | 11/07/07 |
| 11 | Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from $25,000 to $50,000. | 12/03/08 |
| 12 | Revised the "Director of Freeway Construction" to "Director of Project Delivery".<br>Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from $25,000 to $50,000.<br>All other changes in language were made for clarity. | 10/06/10 |
| 13 | Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to $50,000.<br>Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs. | 07/11/12 |
| 14 | Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'.<br>Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years). | 08/01/12 |
| 15 | Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6. | 10/03/12 |
| 16 | Par. VII.A.2: Added Insurance Requirements.<br>Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5).<br>Par. VII.D, Sole Source Process renamed to Par. VII.C.. | 11/07/12 |
| 17 | Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements. | 12/05/12 |
| 18 | Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32.<br>Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows:<br>1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed $1,000,000.<br>2. To approve and execute all purchase orders and contracts up to $100,000; and<br>3. To approve and execute contract amendments that meet at least one of the following criteria:<br>a. Amendments with zero dollar value;<br>b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or<br>c. Amendments that cumulatively do not exceed 50% of the original contract value or $100,000 individually whichever is less.<br>Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes.<br>Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees. | 02/06/13 |

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| Revision No. | Revisions | Adopted |
|---|---|---|
| 19 | Change approved by the Board of Directors on May 1, 2013, Agenda Item 6.<br>VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees." | 05/01/13 |
| 20 | Change approved by the Board of Directors on April 9, 2014, Agenda Item 7.<br>Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments. | 04/09/14 |
| 21 | Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to $100,000. | 01/04/17 |
| 22 | Change approved by the Board of Directors on December 6, 2017, Agenda Item 4.<br>Incorporated language regarding 2 CFR part 200 federal requirements. | 12/06/17 |
| 23 | Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6.<br>Added in Executive Director CTO signature limit. | 01/08/20 |
| 24 | Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments. | 06/03/20 |
| 25 | Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award. | 10/06/21 |
| 26 | Changes approved by Board of Directors on XXXXX, Agenda Item XX. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the Uniformity Exception clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments. | 1/04/23 |

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| San Bernardino County Transportation Authority | Policy | 11000 |
|---|---|---|
| Adopted by the Board of Directors January 3, 1997 | Revised | 01/04/23 |
| **Contracting and Procurement Policy** | Revision No. | 26 |

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**Table of Contents**

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## I. PURPOSE

This policy establishes contracting and procurement standards to guide the selection of the most qualified vendors to perform services to the best advantage of the Agency and to acquire goods at a fair and reasonable price. It provides guidance to San Bernardino County Transportation Authority (SBCTA) staff with respect to policy considerations adopted by the SBCTA and San Bernardino Associated Governments (SANBAG or SBCOG) Board of Directors.

## II. REFERENCES

Policy 10025, Guidelines for Agenda Materials.

California Government Code § 4525 et seq.;

Public Contract Code; and Public Utilities Code §§ 130221–130239.

2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).

2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).

40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.

23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.

California Department of Transportation Local Assistance Procedures Manual.

Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

## III. POLICY

All procurement activity on behalf of SBCTA and SBCOG is required to demonstrate that the expenditure of funds is conducted in an honest, competitive, fair, and transparent manner that achieves the best value for money and protects the agency's reputation.

## IV. GENERAL

A. Definitions

Awarding Authority means the Board, a Board Committee, or the Executive Director to whom the Board delegated authority to award a contract or purchase order under this Policy or by other action of the Board.

Construction (Public Works) as defined by Public Contract Code (PCC) § 22002, means construction, reconstruction, erection, alteration, renovation, demolition, painting, and repair work



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involving any publicly owned, leased or operated facility, building, structure, real property, street or highway, or other public improvement of any kind.

Contract means an agreement with a third party for acquisition of Goods, Services or Construction work.

Change Order is a written order issued after execution of a construction contract authorizing: (1) an addition, deletion or revision to the Work; (2) adjustment in the contract amount; and/or (3) adjustment to the performance time.

Executive Director means the Executive Director of SBCTA and shall be deemed to include any designee specified by the Executive Director to act in his or her behalf.

Goods means supplies, materials, equipment, and other movable/tangible things.

Independent Cost Estimates (ICE) means the best 'estimate' as to the cost of the Goods, services or construction work being procured. The method and degree of analysis is dependent on the complexity of the Goods, services or construction work being procured. An ICE should be prepared in advance of the receipt of any bids or proposals, amendments or Change Orders. The United States Department of Transportation, Federal Highways Administration and Federal Transit Administration require recipients of federal dollars to "perform a cost or price analysis in connection with every procurement action, including contract modifications…" The starting point for cost or price analysis is the development of an ICE which should be used in the evaluation of the consultant's or contractor's price proposal.

Invitation for Bids (IFB) means a competitive procurement process that requires the award be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

Invitation for Quotes (IFQ) means a competitive procurement process which the award of a contract or purchase order will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

Non-Procurement Agreement refers to an agreement other than those utilized to acquire Goods, Services, and Construction work, which includes but is not limited to, a cooperative agreement, memorandum of understanding, and revenue/funding agreement.

Non-Professional Services means janitorial, maintenance, security, advertising, printing, postal, landscape maintenance, including mowing, weeding, watering, trimming/pruning, planting, and servicing of irrigation and sprinkler systems, the maintaining or servicing of Goods, and other services that are not deemed a professional service.

Procurement Professional means procurement staff responsible for overseeing the Procurement Solicitation.

Procurement Solicitation means Invitation for Bids (IFB), Request for Proposals (RFP), Request for Qualifications (RFQ), Invitation for Quotes (IFQ), or other forms of written or verbal solicitations for the procurement of Goods, Non-Professional and Professional Services, and Construction work.

Professional Services (A & E) means architectural, engineering, environmental, land surveying, construction engineering, construction project management services, or other professional services of an architectural or engineering nature that are required to be performed or approved by a person licensed, registered, or certified to provide such services.

Professional Services (Non A & E) means advisory, information technology, legal, financial, accounting, auditing, legislative advocacy, marketing, freeway service patrol, program management, and any other services which involve the exercise of professional discretion and independent judgment based on advanced or specialized knowledge, expertise or training gained by formal studies or experience, but excludes Professional Services (A & E).

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Purchase Order (PO) is a written authorization issued by a buyer committing to pay the seller for the sale of specific Goods or services to be delivered in the future.

Receivable means any agreement by in which the agency expects to receive monetary or in-kind value.

Request for Information (RFI) means a solicitation used to obtain general information about products, services, or suppliers.

Request for Proposal/Request for Qualifications (RFP/RFQ) means a competitive procurement process that requires evaluation of a consultant's proposal and qualifications.

Split Procurement means a willful splitting of a single transaction into a series of transactions for the purpose of evading the applicable procurement requirements.

B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws

2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.

3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.

4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders shall be five years, with the following exceptions: (1) Contracts or Purchase Orders for software related maintenance and support services can have a period of up to 10 years; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.

5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.

6. Independent Cost Estimate (ICE). Except for purchases under $1,000, an ICE is required for every procurement action.

7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.

8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.

9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.

10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

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11. Written Contracts and Non-Procurement Agreements. All Contracts and Non-Procurement Agreements shall be in writing and signed by authorized representatives of all parties.

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## V. TYPES OF PROCUREMENTS

A. Goods – Competitive Procurement

1. Informal Procurement (PUC § 130232(b))

   The following procedures will generally be used when each expected procurement for Goods is valued in excess of $1,000, but not exceeding $25,000:

   a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.

   b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.

   c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.

   d. SBCTA will document the results of all such informal procurement actions.

2. Formal Procurement (PUC § 130232(a))

   The following applies to procurements valued in excess of $25,000:

   a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.

   b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.

   c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

   d. The Board, at its discretion, may reject any and all bids and readvertise.

3. Amendments:

   Contracts and Purchase Orders may be amended to add quantities, increase compensation, and/or extend the delivery period for Goods that were listed in the original competitive procurement process, provided the proposed amendment complies with one or more of the following circumstances.

   a. Cumulatively, any additional quantity does not exceed 25% of the quantity listed in the original competitive procurement process; or

   b. An ICE prepared in advance of the proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order to add quantities than procuring the additional quantities under a separate procurement process.

B. Construction – Competitive Procurement

1. Informal Procurement

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The following generally applies to Construction procurements valued at $25,000 or less:

a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.

b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.

c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.

d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Construction procurements in excess of $25,000. (PUC § 130232)

a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.

b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.

c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.

d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.

e. The Board, at its discretion, may reject any and all bids and re-advertise.

3. Amendments

Contracts may be amended to extend the term, increase the not-to-exceed amount of the contract, or as otherwise needed.

C. Professional Services (A & E) – Qualifications Based Procurement

1. Informal Procurement

The following generally applies to Professional Services (A & E) procurements valued at $25,000 or less:

a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.

b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.

c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.

d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

The following applies to Professional Services (A & E) procurements valued at more than $25,000:

a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.

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b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.

c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.

d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.

e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.

c. In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.

ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.

iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

D. Non A & E Services (Non A & E Professional Services and Non-Professional Services) – Qualifications Based Procurement

1. Informal Procurement

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a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.

b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.

2. Formal Consultant Selection Process

The provisions of Section V.C.2 for the Formal Procurement for A & E Professional Services Contracts generally apply to Non A & E Services procurements. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the RFP and is most advantageous to the agency based on qualifications, price and other factors considered.

3. Amendments

a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.

b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.

c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.

d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director:

i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.

ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.

iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

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## VI. EXCEPTIONS

A. Non-Competitive Procurements

Any recommendation for approval of a Contract or Purchase Order for which a competitive process has not been completed shall contain justification for the lack of competition based on the following standards, and any Contracts or Purchase Orders exceeding the Executive Director's authority must be presented to the Board for approval, specifically calling out the Non-Competitive finding, and shall be placed on the discussion calendar.

1. Competitive processes are not required for purchases of Goods and services under $1,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.

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2. Services – Sole Source

   a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.

   b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:

      i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.

         a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.

         b. After solicitation of a number of sources, the competition is determined inadequate.

3. Goods – Single Source

   Pursuant to Public Utilities Code § 130237, the Board may direct the purchase of any Goods without engaging in a competitive procurement process upon a finding by two-thirds (2/3) of all Board members that there is only a single source of procurement and the purchase is for the sole purpose of duplicating or replacing the supply, equipment, or material already in use.

4. Uniformity Exemption for technology related procurements

   For non-federalized purchases, the competitive process shall not apply to purchases of software licenses/subscriptions and maintenance support services that are required to maintain compatibility, functionality, or conformity with existing designs, products, equipment, facilities, systems, software, technologies, standardizations, proprietary product and the like (i.e., an article of a specified brand or trade name is the only article that will properly meet the needs of SBCTA), or to maintain current warranties, or are the “only authorized distributor”. All federalized technology purchases shall be in compliance with requirements stipulated by the associated funding source.

B. Cooperative Procurements (piggybacking)

SBCTA may contract with the vendor or supplier of any federal, state or local governmental department or agency (Public Agency) that has selected the vendor or supplier after complying with the Public Agency’s competitive procurement requirements, and if it is in the best interest of SBCTA to do so. SBCTA’s Procurement Manager will determine whether the purchase of Goods and services directly from the vendor or supplier of a Public Agency is in the best interest of SBCTA based upon price, quality and whether the terms and conditions of the cooperative procurement Contract meet SBCTA’s procurement policy.

C. Emergency Procurements (PUC § 130234)

In the event of great public calamity, as defined by Public Utilities Code § 130234, the Board may declare and determine, by resolution adopted by two-thirds (2/3) vote of all its members, that public interest and necessity demand the immediate expenditure of funds to safeguard life, health, or property, and enter into a Contract without observance of the provisions of this policy and/or Public Utilities Code § 130232.

D. Remedial Measures (PUC § 130235)

Upon determining that immediate remedial measures are necessary to avert or alleviate damage to property, or to replace, repair, or restore damaged/destroyed property in order to ensure that SBCTA’s facilities are available to serve the transportation needs of the public, and upon determining that available remedial measures are inadequate, including the procurement of Goods and services or construction in accordance with Public Utilities Code §§ 130232-130234, the Executive Director may authorize the expenditure of funds for the procurement of Goods and services without observance of the provisions of this policy and/or Public Utilities Code §§ 130232-130234. The

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Executive Director shall submit a report to the Board explaining the necessity of any such expenditure.

E. Prototype Equipment (PUC § 130236)

Upon a finding by two-thirds (2/3) vote by all members of the Board that a proposed competitive bid or open market purchase, in accordance with Public Utilities Code §§ 130232 and 130233, does not constitute an adequate method of procurement for the operation of SBCTA facilities or equipment, the Board may direct the procurement of prototype equipment or modifications in an amount sufficient to conduct and evaluate operational testing without further observance of the provisions of this policy and/or Public Utilities Code § 130232.

F. Specialized Equipment (PUC § 130238)

The Board may, upon a finding by two-thirds (2/3) vote by all its members, direct that the procurement of (1) specialized rail transit equipment, including rail cars, and (2) computers, telecommunications equipment, fare collections equipment, microwave equipment, and other related electronic equipment and apparatus be conducted through competitive negotiation as set forth in Public Utilities Code § 130238.

G. Open Market (PUC § 130233)

If after rejecting bids received from a formal competitive procurement process, the Board determines by a majority vote that the Goods may be purchased at a lower price in the open market, the procurement of such Goods or services may proceed without further observance of the provisions of this policy regarding Contracts, bids, advertisement, or notice.

H. Design-Build

Procurements may be authorized by the Board, pursuant to the Public Contract Code § 6820 et seq., Public Contract Code § 222160 et seq., or other applicable law, for the design and construction of eligible projects through design-build Contracts. Such procurements shall be performed in accordance with applicable state and federal laws.

I. Utilities Services

The provisions of this policy are not required for procuring utility services including but not limited to water, sewer, electricity, natural gas, waste disposal, and telecommunications (telephone and internet).

J. Venues

The provisions of this policy are not required for the selection of venues for SBCTA's events. Venues are selected based on location, size, and other specific needs as required depending on the event.

## VII. PURCHASE ORDERS

Issuance of Purchase Orders shall follow the competitive and non-competitive processes set forth in this Policy, but do not require legal counsel approval as to form or written concurrence of the Procurement Manager. Purchase Orders are authorized for the following purposes only:

A. Purchase of Goods
B. Purchase of Services under $10,000, when the risks to SBCTA are considered low, in the discretion of the Procurement Manager and the Risk Manager.
C. Software license and related maintenance and support agreements, unless software customization is required.

## VIII. DELEGATION OF AUTHORITY



Attachment: Policy 11000 final - clean version - no tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

A. Invitations for Quotes, Requests for Proposals, Requests for Qualifications, Invitations for Bids

1. The Executive Director is authorized to release and advertise Requests for Proposals (RFP), Requests for Qualifications (RFQ) and Invitations for Bids (IFB) for proposed Contracts/projects for which the solicitation has been listed in SBCTA's most recent adopted Budget and which are estimated not to exceed $1 Million.

   Board approval must be obtained prior to circulation of any RFP/RFQ/IFB if the solicitation has not been listed in SBCTA's most recent adopted Budget, or if the anticipated value of the RFP/RFQ/IFB exceeds $1 Million.

2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.

3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed $25,000 and Requests for Information.

B. Contracts, Purchase Orders, Non-Procurement Agreements, Amendments and Contingency Amendments

1. General Policy.

   a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of $100,000 require approval by the Board, unless otherwise authorized by the Board.

   b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.

2. Board President. The Board President is the officer designated to sign Contracts on behalf of the organization, unless otherwise authorized by the Board. In the absence of the Board President, the Board Vice President is authorized to sign Contracts on behalf of the organization.

3. General Policy Committee. 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.

4. Executive Director. The Executive Director is authorized to approve and execute:

   a. All Contracts, Purchase Orders, and Non-Procurement Agreements (not Receivable) up to $100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.

   b. Contract amendments, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:

      i. With zero dollar value.

      ii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally less than $100,000, up to 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value.

      iii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally over $100,000, amendments that cumulatively do not exceed 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value or $100,000, whichever is less.

      iv. Amendments to extend term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.

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v. Non-Procurement Agreements that extend time for any period.

vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.

c. Contract Task Orders (CTO):

i. All CTOs up to $500,000, not-to-exceed the available Contract balance.

ii. CTO amendments within available Contract balance:

- With zero dollar value.
- For CTOs originally less than $500,000, increasing the CTO amount up to $500,000.
- For CTOs originally $500,000 or more, increasing the CTO amount by up to $250,000.

d. Sole source procurements for services up to $100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of $50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.

e. Zero Dollar and Receivable Non-Procurement Agreements up to $100,000, as long as they:

i. Are not the original cooperative agreement for new projects with an overall project value in excess of $100,000;

ii Do not require hiring additional staff not budgeted;

iii. Do not result in increased agency costs that are not reimbursed in excess of $100,000; and

iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).

f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:

i. That extend time, for any period; and

ii. Do not exceed a net funding change of $100,000.

g. Leases of real property by SBCTA (lessee):

i. With a term not to exceed five (5) years.

ii. Total rent not to exceed $100,000 for entire lease term.

iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.

(Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)

5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to $100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.

6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board or the Executive Director. Contingency amendments and Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.

7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

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**IX. Delegation of Authority to Act Upon Special Risks or Circumstances related To Insurance Requirements In Awarded Contracts, Purchase Orders, and License/Lease Agreements**



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A. Delegation of Authority

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:

   a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.

   b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.

   c. Approve deductibles and self-insured retention up to $500,000.

2. Executive Director. The Executive Director is authorized to:

   a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.

   b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.

   c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.

   d. Approve deductibles and self-insured retention up to $5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to $1,000,000 for all other companies.

B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:

   a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders

   b. Insurance market-related constraints, such as type of insurers or coverage available

   c. Change in company size

   d. Change in number of vehicles owned by company

   e. Changes that may trigger or eliminate requirement of worker's compensation coverage

   f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added

   g. Insurance levels required are too high for company size and consequently not available in the market

   h. Company-secured insurance that requires a deductible or self-insured retention

C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.

   a. The review will include the following steps:

      i. Review scope of work and reassess insurance types and limits

      ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.

      iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:

         1. Financial statements

         2. Actuary reports for self-insured program

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3. Third Party Administrator reputation
4. Number of claims in the past five years

iv. Review the insurers' financial strength and, when applicable, require an increase to their financial rating to mitigate additional risks.

D. Mechanism to Incorporate Approved Changes

1. The following will require amendments that will be approved by the Executive Director or the Board of Directors, as is appropriate under this Policy's provisions:
   a. Changes to insurance limits.
   b. Elimination of any coverage, limits, or other requirements.
2. The following changes can be done by preparing a memo that is provided to the vendor and a copy is filed with the Contract or Purchase Order:
   a. Financial rating of insurers (Financial rating lower than A-VII will require Board of Directors' approval).
   b. Deductibles and self-insured retention.
   c. Endorsements.

## X. STANDARD OF ETHICS

A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.

B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.

C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.

## XI. REVISION HISTORY

| Revision No. | Revisions | Adopted |
|---|---|---|
| 0 | New Policy. Adopted by the Board of Directors | 01/03/97 |
| 1 | Modified Para. 11000.10 | 01/07/98 |
| 2 | Modified Para. 11000.7.2 | 01/07/98 |
| 3 | Deleted & replaced Para. 11000.7.3 | 01/07/98 |
| 4 | Added Para. 11000.10 B | 03/04/98 |
| 5 | Modified Para. 11000.10 | 06/03/99 |
| 6 | -Added Para. 11000.7.2.f<br>-Modified Para. 11000.7.3.5.B<br>-Modified Para. 11000.9.3.2 | 09/01/99 |
| 7 | -Added new Para. 11000.5.G<br>-Re-identified Para. 11000.5.H (was Para. 11000.5.G) and revised to add "…or the Plans and Programs Committee . . ."<br>-Re-identified Para. 11000.5.I (was Para. 11000.5.H)<br>-Moved Para. 11000.7.5.3 to new paragraph 11000.7.5.1.d and added "...and shall be placed on the discussion calendar."<br>-Added Para 11000.12 REVISION HISTORY | 07/05/00 |
| 8 | -Revised Par. 11000.2 DEFINITIONS to REFERENCES and added Policy 10025, Guidelines for Agenda Materials.<br>-Revised Paragraphs 11000.5.H and 11000.5.I<br>-Re-numbered original Par. 11000.5.I to 11000.5.J<br>-Deleted Par. 11000.10 POLICY GOVERNING DISADVANTAGED BUSINESS ENTERPRISES; re-numbered original Paragraphs 11000.11 and 11000.12 to 11000.10. and 11000.11. | 01/09/02 |



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| Revision No. | Revisions | Adopted |
|---|---|---|
| 9 | Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE. | 07/02/03 |
| 10 | Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D. | 11/07/07 |
| 11 | Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from $25,000 to $50,000. | 12/03/08 |
| 12 | Revised the "Director of Freeway Construction" to "Director of Project Delivery".<br>Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from $25,000 to $50,000.<br>All other changes in language were made for clarity. | 10/06/10 |
| 13 | Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to $50,000.<br>Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs. | 07/11/12 |
| 14 | Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'.<br>Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years). | 08/01/12 |
| 15 | Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6. | 10/03/12 |
| 16 | Par. VII.A.2: Added Insurance Requirements.<br>Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5).<br>Par. VII.D, Sole Source Process renamed to Par. VII.C.. | 11/07/12 |
| 17 | Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements. | 12/05/12 |
| 18 | Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32.<br>Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows:<br>1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed $1,000,000.<br>2. To approve and execute all purchase orders and contracts up to $100,000; and<br>3. To approve and execute contract amendments that meet at least one of the following criteria:<br>a. Amendments with zero dollar value;<br>b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or<br>c. Amendments that cumulatively do not exceed 50% of the original contract value or $100,000 individually whichever is less.<br>Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes.<br>Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees. | 02/06/13 |
| 19 | Change approved by the Board of Directors on May 1, 2013, Agenda Item 6.<br>VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees." | 05/01/13 |
| 20 | Change approved by the Board of Directors on April 9, 2014, Agenda Item 7.<br>Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments. | 04/09/14 |
| 21 | Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to $100,000. | 01/04/17 |
| 22 | Change approved by the Board of Directors on December 6, 2017, Agenda Item 4.<br>Incorporated language regarding 2 CFR part 200 federal requirements. | 12/06/17 |
| 23 | Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6.<br>Added in Executive Director CTO signature limit. | 01/08/20 |
| 24 | Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments. | 06/03/20 |
| 25 | Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award. | 10/06/21 |
| 26 | Changes approved by Board of Directors on XXXXX, Agenda Item XX. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the Uniformity Exception | 01/04/23 |

Attachment: Policy 11000 final - clean version - no tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

| Revision No. | Revisions | Adopted |
|---|---|---|
| | clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments. | |

Attachment: Policy 11000 final - clean version - no tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

| San Bernardino County Transportation Authority | | Policy No. | 20000 |
|---|---|---|---|
| Adopted by the Board of Directors | August 7, 1991 | Revised | ~~11/3/2021~~01/04/23 |
| **Financial Policies** | | Revision No. | ~~7~~8 |

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**Table of Contents**

| Purpose | References | Definitions | Policy | Operating Budget Policies | Budget Amendment Policy | Revenue Policies | Cash Management Policies | Debt Policies | Investment Policies | Auditing Policies | Revision History |

## I. PURPOSE

The purpose of this policy is to set the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments doing business as San Bernardino Council of Governments (SBCOG).

## II. References

~~**Procedure 20000-10**~~ Procedure 20000-10 Capital Asset Procedure

2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
Investment Policy, Policy No. 20100

Debt Management Policy, Policy No. 20300- SBCTA

Debt Management Policy, Policy No. 20400-SBCOG

## III. DEFINITIONS

~~None~~

Encumbrance is a commitment for goods and services that reduces the budget available for the fiscal year.

Budget is a plan of financial operation of proposed expenditure for a given period, such as fiscal year, and the proposed means of financing the expenditure. The means of funding is from reserves, new revenue expected for the period covered, or issuance of short-term debt such as commercial paper or loans, or long-term debt such as sales tax revenue bonds.

Expense or Revenue Map is a document issued within the annual budget that shows the complete strings for expenditure and revenue. The string format is as follows:

> Expense string format: XXXX.XX.XXXX.XXXX.XXXXX.XXXXXXXX = Fund.Program.Task.Sub-Task.Object Code.Revenue Code
>
> Revenue string format: XXXX.XX.XXXX.XXXX.XXXXXXXX = Fund.Program.Task.Sub-Task.Revenue Code

Fund is the first segment of an expenditure or revenue string that represents a specific fund received that is segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Program is the second segment of expenditure or revenue string that identifies organizational units directed to attaining specific purposes or objectives.



Attachment: Policy 20000 final tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

Task Manager is the person responsible for developing the detailed line item budget for the various tasks that are included in the Budget.

## IV. POLICY

Operating independently of changing circumstances and conditions, the following financial policies shall assist in the decision-making process and fiscal management of SBCTA and SBCOG.

## V. OPERATING BUDGET POLICIES

The Annually, the Boards of Directors of SBCTA and SBCOG adopt an annuala fiscal year budget that includes SBCOG as a blended component unitseparate program of the SBCTA budget. The following principles shall apply to the SBCTA and SBCOG operating budget:

A. SBCTA and SBCOG shall utilize a decentralized operating budget process, whereby all task managers participate.

B. The budget shall be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and funds available from proceeds of long or short-term debt.

C. Encumbrance accounting relatedshall be available to commit goods and services purchased with a purchase orders shall be usedorder as an element of control in the formal budgetary integration. process.

D. No new or expanded contracts shall be authorized for expenditure in the current year without implementing adjustments of expenses or revenues at the same time.

ED. Costs of administration for Measure I will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration, as prescribed in the Measure I Strategic Plan.

FE. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made during the year.

## VI. BUDGET AMENDMENT POLICY

When it becomes necessary to modify the adopted budget, theA Board-approved budget amendment procedure shall be determined by the type of change that is needed.necessary except in the following circumstances:

**A. Administrative Budget Amendment**

An administrative budget amendment shall not increase the overall program's budget.

There are four types of administrative budget amendments:

1. Transfers from one line item to anothertask, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same programFund and fundProgram. This amendment shall require the approval of the program/task managerTask Manager.
2. Reallocation of budgeted salary and benefits costs, and associated revenues, from one programFund or Program to another within the same fund or from one approved funding source/grant to another approved funding source/grant within a program.Fund or Program when both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
3. Change of sales tax revenue which affects the Measure I Pass-Through allocation to the various participating agencies. This amendment shall require the approval of the Chief Financial Officer.
4.3. Substitution of one approved funding source/grant Fund for another approved funding source/grant within a programFund where both Funds are included in the adopted budget within the same Program, not to exceed $1 million. This amendment shall require the approval of the Executive Director or their designee.



Attachment: Policy 20000 final tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

~~**B. Board Approved Budget Amendment**~~

~~A Board-approved budget amendment shall be necessary to address changes in the total expenditures or revenue sources for a program. These changes shall include, but are not limited to:~~

1. ~~The acceptance of additional grant monies.~~
2. ~~The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.~~
3. ~~The re-appropriation of monies/expenditures (excluding SBCTA staff salary costs) from one program or fund to another.~~

~~These changes shall require a budget authorization and a formal agenda item to be reviewed by the appropriate Policy Committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, in recognition of time constraints and extenuating circumstances, the authorization request may be submitted to the Board of Directors without Policy Committee review.~~

~~The agenda items requesting budget amendment shall define the expected funding source and shall adhere to the balanced budget requirements.~~

~~All budget amendments shall be documented by the Finance Department and be tracked in SBCTA's electronic financial system.~~

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## VII. REVENUE POLICIES

~~SBCOG establishes General Assessment Dues for all member jurisdictions based on jurisdictions' populations and net assessed property values. In addition, the~~The following principles shall apply to ~~other~~ sources of revenue ~~for SBCOG and SBCTA~~:

A. Aggressively seek additional federal, state, and local funding/grants.

B. Review and monitor changes in Measure I Sales Tax receipts.

C. Monitor sales tax projections to ensure use of current and relevant data and adjust amounts annually to reflect the most current economic trends.

~~D. Notwithstanding any other provision in this policy, the Executive Director, or designee, is authorized to approve and execute funding/revenue agreements, and amendments to funding/revenue agreements, as long as SBCTA is not required to incur additional cost or staff that is not budgeted. Board approval will be required in the event additonal cost or staff is required. All SBCOG revenue agreements must be approved by SBCOG Board.~~

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## VIII. CASH MANAGEMENT POLICIES

A. All funds received shall be deposited in a timely manner at least once per week~~.~~.

B. Measure I funds shall be electronically transferred to SBCTA's accounts to reduce any delays in depositing the funds. When possible, additional sources of revenue shall also be electronically transferred.

C. Revenues shall be collected in accordance with contractual requirements. For federal reimbursable agreements, ~~reimbursements~~reimbursement requests shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For federal agreements under which cash is advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in 2 C.F.R. Part 200, including, but not limited to, 2 C.F.R. 200.305~~, which provides, *inter alia*:~~ .

1. ~~Funds must be deposited and maintained in insured accounts whenever possible and in interest-bearing accounts.~~
2. ~~Interest earned amounts up to $500 per year may be retained for administrative expenses. Any additional interest earned will be remitted annually to the federal government.~~



Attachment: Policy 20000 final tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

D. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.

E. Idle funds shall be invested in accordance with ~~established investment policy~~ the Investment Policy, Policy No. 20100 emphasizing, in order of priority, safety, liquidity, diversification, and a reasonable market rate of return.

F.Wire transfers are infrequent, but when processing wires the initiator and approver must not be performed by the same person. Confirmation receipt must be obtained within minutes of processing wire. Wire information must be sent via secured method; such as encrypted e-mail or drop box.

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## ~~IX~~IX. DEBT POLICIES

A. SBCTA shall judiciously ~~issue bonds~~incur debt for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden ~~(See~~, in accordance with the Debt Management Policy, Policy No. 20300~~)~~.

B. All ~~bond or note issues~~incurred debt shall be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.

C. ~~SBCTA shall publish and distribute an official statement for each bond issue.~~ SBCTA shall meet all disclosure requirements in accordance with Generally Accepted Accounting Principles (GAAP).

~~D. SBCTA shall meet all disclosure requirements.~~

~~E~~D. SBCTA will maintain, at a minimum, a 2.0 debt coverage ratio on all senior lien debt.

~~F~~E. SBCOG will only issue debt in accordance with the Debt Management ~~Policy No. 20400.~~Policy No. 20400.

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## X. CAPITAL OUTLAY

A. SBCTA's capital assets, which include land, buildings, building improvements, call box network, communications, computer network, electric vehicle charging stations, equipment, furniture, vehicles, infrastructure, rail stations, rail tracks, and train cars are recorded at historical cost or estimated historical cost when purchased or constructed. Donated capital assets are recorded at ~~estimated fair~~acquisition value at the date of donation.

1. Depreciation will be recorded based on life of assets, as provided in ~~Procedure 20000-10.~~Procedure 20000-10.
2. Inventory of capital assets and inventoriable items will be conducted biennially.

~~B.~~ B. Costs for construction or improvements on SBCTA-owned assets will be capitalized as construction in progress (CIP). CIP will be capitalized upon completion of the construction or improvements. CIP additions, deletions, and transfers to land, building, building improvements, and other capital assets categories will be reviewed annually.

C. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

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## XI. INVESTMENT POLICIES

A. SBCTA shall instruct financial institutions to make investments in accordance with the original indenture and investment policy. ~~(See Investment Policy No.~~ (Investment Policy, Policy No 20100) ~~20100)~~

B. SBCTA shall engage the services of an investment advisor who shall provide on-going advice on portfolio performances, current investment strategies, cash management and cash flow projections.

C. SBCTA shall ~~present~~provide a monthly and quarterly investment status report to the Board of Directors.



Attachment: Policy 20000 final tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

D. SBCTA shall perform the above functions on behalf of SBCOG.

## XII. AUDITING POLICIES

Laws applicable to SBCTA and bylaws applicable to SBCOG direct that an independent audit, by a recognized Certified Public Accountant (CPA) firm, be conducted annually. In addition, the following principles shall apply:

A. SBCTA shall produce annual financial statements in accordance with ~~Generally Accepted Accounting Principles (GAAP)~~GAAP as outlined by the Governmental Accounting Standards Board.

B. The financial statements are the responsibility of SBCTA's ~~management~~Chief Financial Officer.

C. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.

D. SBCTA shall establish internal controls to provide reasonable, rather than absolute, assurances that: the financial statements are free of any material misstatements; operations are effective and efficient; and the agency has maintained compliance with applicable laws and regulations.

E. An annual internal control assessment will be conducted to analyze the controls throughout the organization and determine if changes are required. The Executive Director or designee shall review and approve the assessment, recommendations, and final corrective action plan, if any.
~~1. The assessment and recommendations will be reviewed by the Executive Director or designee.~~

F. The costs of internal controls should not exceed the anticipated benefits.

## XII. REVISION HISTORY

| Revision No. | Revisions | Adopted |
|---|---|---|
| 0 | Adopted. | 08/07/91 |
| 1 | Modified Section 20000.5.1 – adopted April 1, 1998) | 04/01/98 |
| 2 | Revised Par. X: AUDITING POLICIES to clarify the SANBAG internal control standards | 08/06/08 |
| 3 | Revised Section VIII (A), See Debt Management Policy, Policy No. 20300 (Agenda Item 5, 9/3/14) | 09/03/14 |
| 4 | Revised to reflect name change from SANBAG to SBCTA and SBCOG, include reference to Debt Management Policy, Policy No. 20400, incorporate Cash Management language to meet federal requirements, and add the Capital Outlay section. | 06/07/17 |
| 5 | Revised to incorporate reference to Procedure 20000-10 Capital Assets, update Section X Capital Outlay, and indicate that an annual internal control assessment will take place to analyze internal controls. | 06/06/18 |
| 6 | Revised Sections V and VI to modify wording for clarification and Section X to reflect inventory will be performed biennially. (Agenda Item 5, 12/4/19) | 12/04/19 |
| 7 | Revised Section VII to include delegation of authority to Executive Director or Designee to approve SBCTA grant/revenue contracts and amendments that do not increase additional cost that is not budgeted. SBCOG revenue agreements to be approved by SBCOG Board. Updates to Section VI to match with budget document. | 11/03/21 |
| 8 | Updated Section III definitions and section V to reflect current practices, revised Section VII to remove delegation of authority to Executive Director or Designee to approve grant/revenue agreements, and clarify when budget adjustments are allowed under the Executive Director, Chief Finanical Officer, or Task Manager and minor change to the donated capital assets to be in conformance with GAAP. | 01/04/23 |



Attachment: Policy 20000 final tracked changes (8854 : Revisions to Policies No. 11000, 34509, and 20000)

| San Bernardino County Transportation Authority | | **Policy No.** | 20000 |
|---|---|---|---|
| Adopted by the Board of Directors | August 7, 1991 | Revised | 01/04/23 |
| **Financial Policies** | | Revision No. | 8 |

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## II. References

Procedure 20000-10 Capital Asset Procedure

2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Investment Policy, Policy No. 20100

Debt Management Policy, Policy No. 20300- SBCTA

Debt Management Policy, Policy No. 20400-SBCOG

## III. DEFINITIONS

Encumbrance is a commitment for goods and services that reduces the budget available for the fiscal year.

Budget is a plan of financial operation of proposed expenditure for a given period, such as fiscal year, and the proposed means of financing the expenditure. The means of funding is from reserves, new revenue expected for the period covered, or issuance of short-term debt such as commercial paper or loans, or long-term debt such as sales tax revenue bonds.

Expense or Revenue Map is a document issued within the annual budget that shows the complete strings for expenditure and revenue. The string format is as follows:

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>
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Fund is the first segment of an expenditure or revenue string that represents a specific fund received that is segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Program is the second segment of expenditure or revenue string that identifies organizational units directed to attaining specific purposes or objectives.

Task Manager is the person responsible for developing the detailed line item budget for the various tasks that are included in the Budget.



Attachment: Revised Policy20000 Oct 2022 - Clean (8854 : Revisions to Policies No. 11000, 34509, and 20000)

## IV. POLICY

Operating independently of changing circumstances and conditions, the following financial policies shall assist in the decision-making process and fiscal management of SBCTA and SBCOG.

## V. OPERATING BUDGET POLICIES

Annually, the Boards of Directors of SBCTA and SBCOG adopt a fiscal year budget that includes SBCOG as a separate program of the SBCTA budget. The following principles shall apply to the SBCTA and SBCOG operating budget:

A. SBCTA and SBCOG shall utilize a decentralized operating budget process, whereby all task managers participate.

B. The budget shall be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and funds available from proceeds of long or short-term debt.

C. Encumbrance accounting shall be available to commit goods and services purchased with a purchase order as an element of control in the formal budgetary integration process.

D. Costs of administration for Measure I will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration, as prescribed in the Measure I Strategic Plan.

E. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made during the year.

## VI. BUDGET AMENDMENT POLICY

A Board-approved budget amendment shall be necessary except in the following circumstances:

1. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same Fund and Program. This amendment shall require the approval of the Task Manager.
2. Reallocation of budgeted salary and benefits costs, and associated revenues, from one Fund or Program to another Fund or Program when both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
3. Substitution of one Fund for another Fund where both Funds are included in the adopted budget within the same Program, not to exceed $1 million. This amendment shall require the approval of the Executive Director or their designee.

## VII. REVENUE POLICIES

The following principles shall apply to sources of revenue:

A. Aggressively seek additional federal, state, and local funding/grants.

B. Review and monitor changes in Measure I Sales Tax receipts.

C. Monitor sales tax projections to ensure use of current and relevant data and adjust amounts annually to reflect the most current economic trends.

## VIII. CASH MANAGEMENT POLICIES

A. All funds received shall be deposited in a timely manner at least once per week.



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B. Measure I funds shall be electronically transferred to SBCTA's accounts to reduce any delays in depositing the funds. When possible, additional sources of revenue shall also be electronically transferred.

C. Revenues shall be collected in accordance with contractual requirements. For federal reimbursable agreements, reimbursement requests shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For federal agreements under which cash is advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in 2 C.F.R. Part 200, including, but not limited to, 2 C.F.R. 200.305.

D. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.

E. Idle funds shall be invested in accordance with the Investment Policy, Policy No. 20100 emphasizing, in order of priority, safety, liquidity, diversification, and a reasonable market rate of return.

F.Wire transfers are infrequent, but when processing wires the imitator and approver must not be performed by the same person. Confirmation receipt must be obtained within minutes of processing wire. Wire information must be sent via secured method; such as encrypted e-mail or drop box.

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## IX. DEBT POLICIES

A. SBCTA shall judiciously incur debt for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden, in accordance with the Debt Management Policy, Policy No. 20300.

B. All incurred debt shall be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.

C. SBCTA shall meet all disclosure requirements in accordance with Generally Accepted Accounting Principles (GAAP).

D. SBCTA will maintain, at a minimum, a 2.0 debt coverage ratio on all senior lien debt.

E. SBCOG will only issue debt in accordance with the Debt Management Policy No. 20400.

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## X. CAPITAL OUTLAY

A. SBCTA's capital assets, which include land, buildings, building improvements, call box network, communications, computer network, electric vehicle charging stations, equipment, furniture, vehicles, infrastructure, rail stations, rail tracks, and train cars are recorded at historical cost or estimated historical cost when purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

1. Depreciation will be recorded based on life of assets, as provided in Procedure 20000-10.
2. Inventory of capital assets and inventoriable items will be conducted biennially.

B. Costs for construction or improvements on SBCTA-owned assets will be capitalized as construction in progress (CIP). CIP will be capitalized upon completion of the construction or improvements. CIP additions, deletions, and transfers to land, building, building improvements, and other capital assets categories will be reviewed annually.

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Attachment: Revised Policy20000 Oct 2022 - Clean (8854 : Revisions to Policies No. 11000, 34509, and 20000)

B. SBCTA shall engage the services of an investment advisor who shall provide on-going advice on portfolio performances, current investment strategies, cash management and cash flow projections.

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B. The financial statements are the responsibility of SBCTA's Chief Financial Officer.

C. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.

D. SBCTA shall establish internal controls to provide reasonable, rather than absolute, assurances that: the financial statements are free of any material misstatements; operations are effective and efficient; and the agency has maintained compliance with applicable laws and regulations.

E. An annual internal control assessment will be conducted to analyze the controls throughout the organization and determine if changes are required. The Executive Director or designee shall review and approve the assessment, recommendations, and final corrective action plan, if any.

F. The costs of internal controls should not exceed the anticipated benefits.

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|---|---|---|
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| 1 | Modified Section 20000.5.1 – adopted April 1, 1998) | 04/01/98 |
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Attachment: Revised Policy20000 Oct 2022 - Clean (8854 : Revisions to Policies No. 11000, 34509, and 20000)

| San Bernardino County Transportation Authority | | Policy | 34509 |
|---|---|---|---|
| Adopted by the Board of Directors | June 5, 2013 | Revised | ~~11/03/21~~11/04/23 |
| **Project Development and Program Management Signatory and Approval Authority** | | Revision No. | ~~4~~5 |

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**Table of Contents**

| Purpose | References | Definitions | Policy | Revision History |

## I. PURPOSE

The intent of this policy is to define delegation of signatory and approval authority for certain documents associated with funding, right-of-way, design, and construction phases of SBCTA transportation projects, and management of SBCTA programs.

## II. REFERENCES

Resolution No. 13041
Policy 11000 Contracting and Procurement Policy
Policy 31602 Rail Property Policy
Policy 34507 Measure I Major Projects Program, Administrative Settlement Policy: Right-of-Way Acquisition for Measure I Major Projects
Policy 50100 Environmental Policy and Approval Authority

## III. DEFINITIONS

~~A. "~~Permit~~"~~ means authorization from a Federal, State, or local jurisdiction, to access certain areas, or to perform construction work, repair, maintenance, and/or mitigation.

~~B. "~~Assumption of Liability~~"~~ means an agreement to indemnify, defend and hold harmless the other party; such assumption may be general and broad in scope.

~~C. "~~Manager~~"~~ includes ~~Project~~Corridor Manager, Construction Manager, Project Delivery Manager, and any other equivalent level position.

~~D. "~~Department Director~~,"~~ " for the purposes of this Policy, includes Chief Financial Officer~~" and "~~, General Counsel~~" include~~, Assistant General Counsel, and Deputy Directors and includes those individuals' designees, identified in writing, when those individuals are out of the office or otherwise unavailable~~. For purposes of this Policy, "Department Director" includes Director of Project Delivery, Director of Toll Program and Deputy Director of Transit and Rail - Capital Delivery.~~.

~~E. "~~Designee~~,"~~ as used in Table 1, may include appropriate project team members, including consultant staff.

~~F. "~~Inspector~~"~~ includes appropriate project team members, including consultant staff.

Executive Management Team for purposes of this Policy, includes Deputy Executive Director and all Department Directors as defined above.

Chief includes any SBCTA Chief position.

## IV. POLICY

Through the life cycle of a project, SBCTA prepares various documents to initiate, study and design the project, and determine the right-of-way needs for the project. This policy will authorize certain designated persons to sign documents as specified below. This policy also authorizes certain designated persons to sign documents associated with management of SBCTA programs.





Attachment: Policy 34509 final Tracked version (8854 : Revisions to Policies No. 11000, 34509, and 20000)

It is the policy of SBCTA to comply with all Federal, State, and local statutes and regulations. In doing so, certain documents are required. This policy defines the signature and approval authority for these documents in Table 1 below.

In all circumstances, the Executive Director is authorized to sign any listed documents. General Counsel must review any assumption of liability provision, except for those contained in Right-of-Way certifications and data sheets and manifests pertaining to hazardous materials.

## V. REVISION HISTORY

| Revision No. | Revisions | Adopted |
|---|---|---|
| 0 | Adopted by the Board of Directors, June 5, 2013, Agenda Item 12. | 06/05/13 |
| 1 | Revision adds design and construction phase related delegations. | 07/10/19 |
| 2 | Revision adds additional delegation of signatory and approval authority. | 3/3/2021 |
| 3 | Revision adds delegation for amendments to Co-Ops, MOUs and Utility Agreements. | 6/2/2021 |
| 4 | Revision corrects title of Deputy Director of Transit and Rail – Capital Delivery and deletes "General" in footnote 1 to reflect that approval as to form may be done by outside counsel. | 11/03/21 |
| 5 | Revised Section III Definitions to update classifications based on recent reorganizations and remove the Executive Director's authority to approve amendments to cooperative agreements and MOUs (moved to another policy). | 01/04/23 |

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**TABLE 1**

| Documents [1] | Signature and Approval Authority |
|---|---|
| **Certificates of Acceptance**<br>For documents pertaining to property purchased by SBCTA (Deeds, Easements, Temporary Construction Easements, Agreements, etc.) | Department Director |
| **Agreements / Documents related to SBCTA access to other property**<br>Rights of Entry, Permits to Enter, Encroachment Permits, etc. | Department Director |
| **Agreements / Documents related to Property Acquisitions** (Purchase & Sale Agreements, Possession & Use Agreements, Settlement Agreements, Temporary Easements, Stipulated Judgments, Leases, Rental Agreements, Right-of-Way Contracts, Licenses, etc.) | Executive Director or designee within the Executive Management Team, in accordance with SBCTA Policies ~~11000~~ 31602 and/or 34507, as applicable. |
| **Utility Agreements up to $2,000,000,** so long as the cost is included in the current Board approved project, **plus assumption of liability** | Department Director |
| **Documents related to SBCTA-Requested New Utility Services** | Department Director |
| **SBCTA Conveyances to Others** including but not limited to:<br>• Deeds of Easements (Including Permanent Easements and Temporary Construction Easements)<br>• Fee conveyances, including but not limited to Quit Claim Deeds;<br>  ○ pursuant to a Utility Agreement not requiring Board approval (see "Utility Agreements" above); or<br>  ○ conveyance to another public agency of property acquired for a project, for which SBCTA no longer has a need. | Executive Director or designee within the Executive Management Team |
| **Right-of-Way Data Sheets, Right-Way-Requirements Maps, Appraisal Maps, and Certifications[2] *** | Department Director or Designee |
| **Escrow Instructions *** | Department Director or Designee |
| **Notices to Utility Owners to Relocate *** | ~~Project~~ Manager |
| **Utility Agent Assignment Agreements, Non-Disclosure Agreements and Applications/Agreements for New Utility Services (including assumption of liability)** | Department Director, Chief or Manager |
| **Determination of Just Compensation*** | Department Director, upon recommendation by a qualified appraiser |
| **Permits** (including cost so long as the cost is included in the current Board approved project)*****<br>Applications for and acceptance of Permits from, including but not limited to, US Army Corps, US Fish and Wild Life Service, State Water Resources Control Board, Regional Water Quality Control Board, Department of Toxic Substances Control, County, etc.<br><br>**Mitigation Measures and Agreements for permits up to $2,000,000 plus** assumption of liability**,** so long as the cost of the mitigation measures and/or agreements for permits is included in the current Board approved project. | Department Director |
| **Manifests*** pertaining to hazardous materials | Inspector |
| **Plans, Specifications, and Estimate,** including supporting documents and studies***** | Department Director |
| ~~**Amendments to Cooperative Agreements and MOUs,** that are consistent with prior SBCTA Board of Directors action, and do not exceed a net funding change of $100,000.~~ | ~~Executive Director or designee~~ |

Attachment: Policy 34509 final Tracked version (8854 : Revisions to Policies No. 11000, 34509, and 20000)

**TABLE 1**

| | |
|---|---|
| **Planning Documents,** including but not limited to, Project Initiation Documents, Feasibility Studies, Project Reports, etc.* | Department Director |
| **Quality Assurance Manual*** | Department Director or Manager |
| **Dispute Resolution Board (DRB) Agreements*** | Department Director |
| **Change Order*** | Department Director, up to the authorized contingency amount, in accordance with the SBCTA Policy No. 11000 |
| **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Disbursement Requests**, including certifications as required by TIFIA Loan Agreement* | Chief Financial Officer |
| **Funding Authorization Documents*** (consistent with Board-approved allocations), including but not limited to California Transportation Commission Allocation Requests, Transportation Development Act (TDA) Allocation Instructions and Disbursements, Notices of Federal Transit Administration (FTA) Suballocations and verification of FTA balances | Director of Fund Administration |
| **Project Authorization Documents*** (consistent with Board-approved allocations), including but not limited to Requests for Authorization with associated documentation, Finance Letters, and invoicing and reimbursement documents | Chief Financial Officer, Department Director ~~and/~~or Manager~~,~~ |
| **Close Out Documents*** | Department Director, Chief or Manager |

[1] All listed documents must be approved as to form by SBCTA's counsel, except those documents with an asterisk *.

[2] Resolution No. 13041 delegated authority to the Executive Director or designee to certify certain Rights-of-Way.

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| San Bernardino County Transportation Authority | | Policy | 34509 |
|---|---|---|---|
| Adopted by the Board of Directors | June 5, 2013 | Revised | 01/04/23 |
| **Project Development and Program Management Signatory and Approval Authority** | | Revision No. | 5 |

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

**Table of Contents**

| Purpose | References | Definitions | Policy | Revision History |

## I. PURPOSE

The intent of this policy is to define delegation of signatory and approval authority for certain documents associated with funding, right-of-way, design, and construction phases of SBCTA transportation projects, and management of SBCTA programs.

## II. REFERENCES

Resolution No. 13041
Policy 11000 Contracting and Procurement Policy
Policy 31602 Rail Property Policy
Policy 34507 Measure I Major Projects Program, Administrative Settlement Policy: Right-of-Way Acquisition for Measure I Major Projects
Policy 50100 Environmental Policy and Approval Authority

## III. DEFINITIONS

Permit means authorization from a Federal, State, or local jurisdiction, to access certain areas, or to perform construction work, repair, maintenance, and/or mitigation.

Assumption of Liability means an agreement to indemnify, defend and hold harmless the other party; such assumption may be general and broad in scope.

Manager includes Corridor Manager, Construction Manager, Project Delivery Manager, and any other equivalent level position.

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Attachment: Revised Policy34509 Oct 2022 - Clean (8854 : Revisions to Policies No. 11000, 34509, and 20000)

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| **Utility Agreements up to $2,000,000,** so long as the cost is included in the current Board approved project, **plus assumption of liability** | Department Director |
| **Documents related to SBCTA-Requested New Utility Services** | Department Director |
| **SBCTA Conveyances to Others** including but not limited to:<br>• Deeds of Easements (Including Permanent Easements and Temporary Construction Easements)<br>• Fee conveyances, including but not limited to Quit Claim Deeds;<br>  ○ pursuant to a Utility Agreement not requiring Board approval (see "Utility Agreements" above); or<br>  ○ conveyance to another public agency of property acquired for a project, for which SBCTA no longer has a need. | Executive Director or designee within the Executive Management Team |
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| **Determination of Just Compensation*** | Department Director, upon recommendation by a qualified appraiser |
| **Permits** (including cost so long as the cost is included in the current Board approved project)*****<br>Applications for and acceptance of Permits from, including but not limited to, US Army Corps, US Fish and Wild Life Service, State Water Resources Control Board, Regional Water Quality Control Board, Department of Toxic Substances Control, County, etc.<br><br>**Mitigation Measures and Agreements for permits up to $2,000,000 plus** assumption of liability**,** so long as the cost of the mitigation measures and/or agreements for permits is included in the current Board approved project. | Department Director |
| **Manifests*** pertaining to hazardous materials | Inspector |
| **Plans, Specifications, and Estimate,** including supporting documents and studies***** | Department Director |
| | |

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| **Project Authorization Documents*** (consistent with Board-approved allocations), including but not limited to Requests for Authorization with associated documentation, Finance Letters, and invoicing and reimbursement documents | Chief Financial Officer, Department Director or Manager |
| **Close Out Documents*** | Department Director, Chief or Manager |

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Attachment: Revised Policy34509 Oct 2022 - Clean (8854 : Revisions to Policies No. 11000, 34509, and 20000)

# *Minute Action*

AGENDA ITEM: 8

***Date: December 14, 2022***

***Subject:***
Reassignment of the Deputy Director of Planning to Senior Management Group

***Recommendation:***
Approve reassignment of the Deputy Director of Planning from the Professional/Administrative Staff group to Senior Management group.

***Background:***
Each classification at San Bernardino County Transportation Authority falls into one of three groups: Senior Management, Professional/Administrative Staff, and Support Staff as established by the Executive Director and approved by the Board of Directors.

On April 6, 2022, the Board approved the reclassification of the Chief of Planning (Range 38) to Deputy Director of Planning (Range 40). The change in classification was to reflect the Council of Governments and Air Quality and Mobility programs being merged into an expanded Planning and Regional Programs Department. The reclassification recognized the increased tasks and staff oversight required with more staff and programs, and the complexity to manage.

At the time of the reclassification the Deputy Director of Planning position remained assigned to the Professional/Administrative Staff group. Staff is now recommending the classification be designated to the Senior Management group based on reporting relationship, the degree of independent decision-making required and the breadth of specialized knowledge and skills required to perform the functions of the position.

***Financial Impact:***
This item is consistent with the Fiscal Year 2022/2023 Budget.

***Reviewed By:***
This item has not received prior policy committee or technical advisory committee review.

***Responsible Staff:***
Colleen Franco, Director of Management Services

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

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

**Table of Regular Positions**
Fiscal Year 2022/2023

| **Support Group** | **Fiscal Year 2019/2020** | **Fiscal Year 2020/2021** | **Fiscal Year 2021/2022** | **Fiscal Year 2022/2023** |
|---|---|---|---|---|
| Accounting Assistant | 3 | 3 | 2 | 2 |
| Accounting Assistant, Senior | 1 | 1 | 2 | 2 |
| Administrative Assistant | 1 | 1 | 1 | 0 |
| Administrative Assistant, Senior | 4 | 4 | 4 | 5 |
| Assistant to the Clerk of the Board | 1 | 1 | 1 | 1 |
| Office Assistant | 1 | 1 | 1 | 1 |
| Records Technician | 1 | 1 | 1 | 1 |
| **Total Support Group** | **12** | **12** | **12** | **12** |
| **Administrative/Professional Group** | | | | |
| Accountant | 2 | 2 | 2 | 3 |
| Accounting Manager | 0 | 0 | 1 | 1 |
| Accounting Supervisor | 1 | 1 | 1 | 1 |
| Assistant Project Manager I | 0 | 1 | 0 | 0 |
| Assistant Project Manager II | 0 | 1 | 0 | 0 |
| Chief of Air Quality and Mobility Programs | 1 | 1 | 1 | 1 |
| Chief of Information Technology | 0 | 0 | 1 | 1 |
| Chief of Fiscal Resources | 1 | 1 | 1 | 1 |
| Chief of Fund Administration | 1 | 1 | 1 | 1 |
| Chief of Legislative and Public Affairs | 1 | 1 | 1 | 1 |
| Chief of Management Services | 0 | 1 | 0 | 0 |
| Chief of Planning | 1 | 1 | 0 | 0 |
| Chief of Project Controls | 0 | 0 | 1 | 1 |
| Chief of Toll Operations | 0 | 0 | 0 | 1 |
| Chief of Transit and Rail Programs | 1 | 0 | 0 | 0 |
| Clerk of the Board/Administrative Supervisor | 1 | 1 | 1 | 1 |
| Construction Manager | 1 | 2 | 2 | 2 |
| Corridor Manager | 1 | 1 | 1 | 1 |
| Council of Governments Administrator | 1 | 0 | 0 | 0 |
| Council of Governments and Equity Programs Manager | 0 | 1 | 1 | 1 |
| Deputy Clerk of the Board | 1 | 1 | 1 | 1 |
| Energy Project Manager | 0 | 0 | 0 | 1 |
| GIS Administrator | 1 | 1 | 1 | 1 |
| GIS Analyst | 1 | 1 | 1 | 1 |
| Human Resources/Information Services Administrator | 1 | 0 | 0 | 0 |
| Legislative Analyst | 0 | 0 | 0 | 1 |
| Management Analyst I | 0 | 0 | 2 | 3 |
| Management Analyst II | 7 | 6 | 6 | 9 |
| Management Analyst III | 6 | 5 | 5 | 3 |
| Mobility Analyst | 0 | 2 | 0 | 0 |
| Multimodal Mobility Programs Administrator | 0 | 0 | 2 | 2 |
| Procurement Analyst | 2 | 2 | 2 | 2 |

Attachment: FY2022-2023 Staffing Section-Table of Regular Positions - dbaker - (9079 : Classification Reassignment to Senior Management

**Table of Regular Positions**
Fiscal Year 2022/2023

| Administrative/Professional Group (continued) | Fiscal Year 2019/2020 | Fiscal Year 2020/2021 | Fiscal Year 2021/2022 | Fiscal Year 2022/2023 |
|---|---|---|---|---|
| Procurement Manager | 1 | 1 | 1 | 1 |
| Program Manager | 1 | 0 | 0 | 0 |
| Project Controls Analyst II | 0 | 3 | 3 | 3 |
| Project Controls Analyst III | 0 | 1 | 2 | 2 |
| Project Controls Manager | 1 | 2 | 1 | 1 |
| Project Delivery Manager | 1 | 1 | 1 | 1 |
| Project Manager | 0 | 1 | 0 | 0 |
| Right of Way Administrator | 1 | 1 | 0 | 0 |
| Right of Way Manager | 0 | 1 | 1 | 1 |
| Right of Way Specialist | 0 | 0 | 1 | 1 |
| Risk Manager | 1 | 1 | 1 | 1 |
| Senior Accountant | 1 | 1 | 1 | 1 |
| Senior Planner | 1 | 1 | 1 | 1 |
| Toll Financial Administrator | 1 | 1 | 0 | 0 |
| Toll Financial Supervisor | 0 | 0 | 1 | 1 |
| Toll Operations Administrator | 1 | 1 | 1 | 0 |
| Transit Manager | 0 | 1 | 1 | 1 |
| **Total Administrative/Professional Group** | **42** | **51** | **52** | **56** |
| **Senior Management Group** | | | | |
| Assistant General Counsel | 1 | 1 | 1 | 1 |
| Chief Financial Officer | 1 | 1 | 1 | 1 |
| Deputy Director of Planning | 0 | 0 | 1 | 1 |
| Deputy Director of Transit and Rail Programs – Capital Delivery | 0 | 0 | 1 | 1 |
| Deputy Executive Director | 1 | 1 | 1 | 1 |
| Director of Capital Delivery | 0 | 1 | 0 | 0 |
| Director of Fund Administration | 1 | 1 | 1 | 1 |
| Director of Legislative and Public Affairs | 1 | 1 | 1 | 1 |
| Director of Management Services | 0 | 0 | 1 | 1 |
| Director of Planning | 1 | 1 | 1 | 1 |
| Director of Project Delivery | 0 | 1 | 1 | 1 |
| Director of Project Delivery and Toll Operations | 1 | 1 | 0 | 0 |
| Director of Special Projects and Strategic Initiatives | 1 | 1 | 1 | 1 |
| Director of Toll Operations | 0 | 1 | 1 | 1 |
| Director of Transit and Rail Programs | 1 | 1 | 1 | 1 |
| **Executive Director** | 1 | 1 | 1 | 1 |
| **General Counsel** | 1 | 1 | 1 | 1 |
| **Total Senior Management Group** | **11** | **14** | **14** | **15** |
| **TOTAL REGULAR POSITIONS** | **65** | **77** | **78** | **83** |

Attachment: FY2022-2023 Staffing Section-Table of Regular Positions - dbaker - (9079 : Classification Reassignment to Senior Management

# *Minute Action*

AGENDA ITEM: 9

***Date: December 14, 2022***

***Subject:***
Transportation Development Act Article 3 Extension Request - Rialto Fiscal Year 2017/2018 Cedar Railroad Crossing Improvement

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

Approve the City of Rialto's extension request from December 31, 2022 to December 31, 2023 for their Fiscal Year 2017/2018 Cedar Avenue Railroad Crossing Pedestrian Improvements Project Transportation Development Act Article 3 award.

***Background:***
San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of two percent (2%) of the Local Transportation Funds (LTF) made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy that eighty percent (80%) of the Article 3 program would be made available for projects that improve bicycle and pedestrian facilities. The remaining twenty percent (20%) would be available for projects that improve access to transit stops for pedestrians and persons with disabilities.

According to the TDA Article 3 Guidelines approved by the Board on June 2, 2021, section "IV. Deadline Extensions":

> "Two, one-year extensions may be granted at the discretion of SBCTA staff for projects that are moving forward but cannot be completed by the award sunset date. Extension requests must be submitted through the TDA Article 3 portal found at https://gosbcta.com/tda3 (use Chrome or Firefox) at least THREE months before the project sunset date, include appropriate justification for an extension, and provide a revised project schedule with an expected completion date. Subsequent extensions are at the discretion of the Board."

Below is the only current extension request. Please see the attached request letter submitted by the award recipient.

**Rialto:** Fiscal Year 2017/2018 Cedar Ave Railroad Crossing Pedestrian Improvements

**Additional Extension Requested:** December 31, 2022 to December 31, 2023

**Reason:** The city and contractor have been trying to satisfy Southern California Regional Rail Authority's (SCRRA) additional requirements to restart work and there have been delays with SCRRA to set up training for access to the project site.

**Project Information:**

| TDA Article 3 | | | Local Match | Total Project Cost | Deadline | | | |
|---|---|---|---|---|---|---|---|---|
| Award Amount | Dispersed to Date | Balance Available | | | Original | Last Approved | Extension Requested | No. of Yrs. Extended (if approved) |
| $250,000 | $225,000 | $25,000 | $428,000 | $678,000 | 2019-10-04 | 2021-10-04 | 2023-12-31 | 4.20 |

***Financial Impact:***
This item is consistent with the Fiscal Year 2022/2023 Budget.

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

***Responsible Staff:***
Ginger Koblasz, Senior Planner

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# City of Rialto
## California

November 2, 2022

***via Email and USPS Mail***

Ginger Koblasz, Senior Planner
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

08-SBD-0-RIA
SR2SL-5205(018)

**SUBJECT: REQUEST FOR EXTENSION FOR THE FY2017/2018 CEDAR AVE RAILROAD CROSSING PED IMPROVEMENTS**

Dear Ms. Koblasz:

We are submitting this request for a deadline extension to complete the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved Transportation Development Act (TDA) Article 3 grant funded project, the Cedar Avenue Railroad Crossing Ped Improvements, Allocation number L18-0702-0747-00 due to the following reasons:

- The city and contractor have been trying to satisfy SCRRA's additional requirements to restart work to no avail thus far.
- There have been delays with SCRRA to set up training for access to the project.

Considering the amount of time required for SCRRA's additional requirements to restart work, the time to schedule and complete training, and construction completion, the City is requesting for a one (1) year extension to December 31, 2023 to be granted by the SBCTA Board. Considering the difficulties of the last several months to restart the project, the City believes it would be best to request a 12-month extension as opposed to a 6-month extension. The revised project schedule is as follows but is subjected to additional delays by SCRRA:

**PROJECT SCHEDULE**

| DATES | TASK DESCRIPTION |
|---|---|
| December 2022 - January 2023 | • Satisfy SCRRA's additional requests<br>• Complete Railroad Safety Training class for construction personnel<br>• City Contractor remobilize |
| February 2023 – April 2023 | • City Contractor to complete railroad crossing improvements |
| May 2023 | • Begin project closeout. |





Attachment: Art3_Rialto_FY17_BikePed_CedarXing_5_ExtRqst3_221102 (9125 : TDA Article 3 Extension Request - Rialto FY17 Cedar RR

Should you have any questions regarding this project, please contact me at (909) 820-2531 or via email at acervantes@rialtoca.gov

Sincerely,

Art Cervantes
Engineering Manager

cc: Project File

Attachment: Art3_Rialto_FY17_BikePed_CedarXing_5_ExtRqst3_221102 (9125 : TDA Article 3 Extension Request - Rialto FY17 Cedar RR

# *Minute Action*

AGENDA ITEM: 10

***Date: December 14, 2022***

***Subject:***
2024 Regional Transportation Plan/Sustainable Communities Strategy Project List Update

***Recommendation:***
Receive information on the 2024 Regional Transportation Plan/Sustainable Communities Strategy project list.

***Background:***
The San Bernardino County Transportation Authority (SBCTA) currently collaborates with the Southern California Association of Governments (SCAG) on a broad range of transportation and sustainability initiatives. As part of these collaborative efforts, SBCTA was directly involved in the development of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and is currently involved in development of the 2024-2050 RTP/SCS (also called "Connect SoCal 2024"). The 2024-2050 RTP/SCS was adopted by SCAG's Regional Council on September 3, 2020.

While SCAG develops the RTP/SCS, the land use and transportation changes within it are largely driven by the respective actions of local governments, transit agencies, California Department of Transportation (Caltrans), and County Transportation Commissions. It is, therefore, critical that the County Transportation Commissions be engaged in the implementation of the Plan in order for its benefits to be realized. In addition, progress toward the implementation of the RTP/SCS needs to be reflected in each subsequent RTP/SCS cycle.

The RTP portion of the RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 25 to 30-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The SCS was required by Senate Bill 375 to better integrate land use and transportation strategies that will achieve Greenhouse Gas (GHG) reduction targets set by the California Air Resources Board (CARB). The focus of the SCS is on GHG reductions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning.

The long range Countywide Transportation Plan (CTP) for San Bernardino County, maintained by SBCTA, is the foundation for SBCTA's submittal of projects to SCAG for the RTP/SCS. SCAG requested that County Transportation Commissions submit their lists of transportation projects by November 1, 2022. SBCTA staff has worked with the jurisdictions within the county on revisions, additions, and deletions to this list and has submitted those to SCAG. Changes to those project lists may occur as the development of the 2024 RTP/SCS continues, but SBCTA staff wanted to bring this submittal to the attention of the SBCTA Board of Directors (Board), given the number of critical projects needing to be reflected. Approval of the project list by the

Board is not required, but staff typically briefs the Board when the project list is being developed.

Concurrent with the development of the 2024 RTP/SCS project list, staff is working on an update to the SBCTA 10-Year Delivery Plan, with a target date for completion by the end of calendar year 2023. The projects in the 10-Year Plan have specific funding sources and schedules identified. Projects beyond the 10-Year Plan forecasted for construction through 2050 are also included in the RTP/SCS, but there is less certainty for those projects on funding and schedule. Staff must make estimates of cost and schedule for the RTP/SCS in five-year increments, but it is likely that these estimates would change in subsequent RTP/SCS cycles or amendments. Inclusion in the RTP/SCS is typically necessary for initiating project development where federal funds or federal approvals are involved, and schedules can be adjusted based on funding availability and Board priorities. The project list for San Bernardino County can be summarized into three sections:

- The Federal Transportation Improvement Program (FTIP). The FTIP forms the foundation of the RTP Project Investment Strategy and represents the first six years of committed funding. It is part of the "Financially Constrained" RTP/SCS.
- The Financially Constrained Plan. The Financially Constrained Plan also contains additional transportation projects out beyond the timeline of the FTIP. The federal government allows for "reasonably available" sources of funding to be included in the pool of funding allowable in the Financially Constrained Plan. It is the Financially Constrained Plan that undergoes tests of conformity with the federal Clean Air Act.
- The Strategic Plan. The Strategic Plan represents an unconstrained list of potential projects that the region might be able to pursue given additional funding and commitment.

The Financially Constrained Plan is being used as the framework for submittal of projects to SCAG for the 2020 RTP/SCS. This is consistent with the strategy for inclusion of projects for the 2024 RTP/SCS, which was based on SCAG's discussions with the Federal Highway Administration (FHWA) on potential funding that could be expected in the future. This does not financially commit SBCTA to all of the projects, but it does provide additional flexibility on which projects can be advanced for further project development. In addition, SBCTA and its partner agencies are beginning the preparation of the Long Range Multimodal Transportation Plan (LRMTP) in early 2023. This will help to further refine project scopes and schedules, including how/when to invest in high-capacity transit projects such as additional Bus Rapid Transit (BRT) projects, but not in time for input to the 2024 RTP/SCS.

It should be noted that SCAG is currently evaluating projections of revenue to determine funding levels that can be considered as "reasonably available" according to the FHWA definition. It is possible that SCAG could request that agencies reexamine their project lists and scale back on projects that cannot be accommodated with funding levels that hold to that definition. If requested by SCAG, staff will come back to the Board with proposals for scaling back on projects to fit within the forecast revenue under the Financially Constrained Plan. Funding limitations on transit operating costs could result in how much additional transit capital investment is feasible. The LRMTP will attempt to address that question.

It is important to note that funding for maintenance and operations is a critical issue not only for the RTP/SCS, but for the San Bernardino County CTP as well. Consideration of life-cycle costs is an increasingly important topic and will be an issue going forward for San Bernardino County and the Region. The project lists in this agenda item represent estimates for capital projects after consideration of operations needs as they are known at this time. However, these future needs are very difficult to predict. SBCTA has no current responsibility for local jurisdiction street or state highway maintenance, but estimates of those costs are included in the RTP/SCS. However, maintenance and operations for the Express Lanes are accounted for through toll revenue.

**Capital Projects for the FTIP and 10-Year Plan**

The FTIP and 10-Year Plan include all projects identified in the 2021 Update to the 10-Year Plan. These projects include, but are not limited to, the following:

**FTIP and 10-Year Plan Projects for the Valley**

- Interstate (I)-215/Mt Vernon Avenue (Ave) Interchange (Caltrans project)
- State Route (SR)-210 widening from Highland Ave to I-10 (in construction)
- I-10 Express Lanes from San Antonio Ave to I-15 (Contract 1, under construction)
- I-10 Express Lanes from I-15 to Pepper Ave (Contract 2, in design)
- I-15 Express Lanes from Riverside County Line to SR-210 (in design)
- I-10 Eastbound Truck Climbing Lane (Yucaipa, in design)
- Various freeway interchange projects, including the Nexus Interchange Top 10 List
- Gold Line extension to Montclair
- West Valley Connector BRT from Pomona to Victoria Gardens
- Metrolink double track project (Rancho to Lilac)
- Tunnel to Ontario International Airport
- Brightline from Las Vegas to Rancho Cucamonga (privately funded)

**FTIP and 10-Year Plan Projects for the Mountain/Desert**

- Yucca Loma Corridor – Green Tree Boulevard (Blvd) extension and widening
- Ranchero Road (Rd) Corridor widening
- Main Street (St) widening from US-395 to 11th Ave, Phases 1 and 2
- US-395 widening, Phase 2 from I-15 to SR-18
- First Ave bridge projects over BNSF and Mojave River (Barstow)
- El Mirage Rd from US 395 to Koala Rd
- Apple Valley Rd and SR 18 Realignment
- Stoddard Wells Rd widening from I-15 to Johnson Rd
- Bear Valley Rd bridge over Mojave Rd
- Central Rd widening from SR-8 to Bear Valley Rd
- Johnson Rd widening from Stoddard Wells Rd to Navajo Rd
- Dale Evans Parkway Phase 1 (Waalew realignment)
- Bear Valley Rd overhead at BNSF
- Rock Springs Rd bridge over Mojave River
- Phelan Rd widening from SR-138 to Hesperia city limits

**Additional Capital Projects included for the Financially Constrained Plan (i.e. beyond the 10-Year Plan)**

**Projects Beyond the 10-Year Plan in the Valley**

- Additional Freeway Improvements
  - Completion of I-10 Express Lanes from Pepper Ave to Ford St in Redlands
  - I-215 additional lane in each direction from SR-210 to I-15
  - I-215 mixed flow lane from SR-60 to I-10
  - SR-210 High Occupancy Vehicle (HOV) lane from I-215 to I-10
  - I-10/I-15 Express Lane Connectors (partial funding of connectors are listed in the Measure I Expenditure Plan)

- Full Interchange Program (including all Nexus Study interchanges plus SR-210/Victoria)
- Arterial Program buildout, per Nexus Study
- All Nexus Study rail/highway grade separations
- Redlands Passenger Rail Phase 2
- Double tracking of single track segments on San Bernardino Line
- BRT for Foothill/5th and express bus and hybrid BRT/express on remainder of planned BRT routes
- Additional facilities in the SBCTA Active Transportation Plan

**Projects Beyond the 10-Year Plan in the Mountain/Desert**

- SR-18 widening from LA County Line to US-395
- US-395 widening from Chamberlaine Way to 1.8 M s/o Desert Flower
- US-395 widening from 1.8 M s/o Desert Flower to Farmington Rd (Caltrans)
- I-15/Eucalyptus Interchange
- I-15/Muscatel Interchange
- I-15/Mojave Interchange
- SR-247 widening from Yucca Valley to Reche Rd
- Big Bear Blvd widening from East to West City Limits
- Grade separation at Eucalyptus St & BNSF
- Grade separation at Mauna Loa/Lemon St
- Grade separation at Lime & BNSF
- Grade separation at Main St (in Hesperia)
- Grade separation at Vista Rd (in Helendale)
- Arterial Program buildout

In addition, the 2024 RTP/SCS submittal includes I-15 Express Lanes from SR-210 through the Cajon Pass and terminating just north of Victorville.

The current list that SBCTA is providing to SCAG represents a draft RTP/SCS Project List that includes updated and current information for the projects included in the 10-Year Plan, updated

and current information for projects that have historically appeared in the RTP/SCS, and new projects added since the 2020 RTP/SCS Project List. If the 2024 RTP/SCS development follows the pattern of the 2020 cycle, it is anticipated that the projects listed above that are beyond the 10-Year Plan will be included in the SCAG Financially Constrained Plan. But it is important to note the caveat mentioned earlier regarding a possible request from SCAG to reduce the project list, pending the determination of "reasonably available" funding levels.

Staff has been coordinating with local jurisdictions regarding local input into the planning process through regular updates at Transportation Technical Advisory Committee meetings. Staff is not requesting approval of the list at this time, but is presenting information so that Board members can provide comments on both overall direction and specific projects.

***Financial Impact:***
This item has no impact on the Fiscal Year 2022/2023 Budget.

***Reviewed By:***
This item is not scheduled for review by any other policy committee. The material in this item was reviewed by the Transportation Technical Advisory Committee on December 5, 2022.

***Responsible Staff:***
Ginger Koblasz, Senior Planner

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# *Minute Action*

AGENDA ITEM: 11

***Date: December 14, 2022***

***Subject:***
Active Transportation Program Cycle 6 Award List and Twenty Points Allocation

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

A. Adopt the Metropolitan Planning Organization (MPO) portion of the State Active Transportation Program (ATP) Cycle 6 project award list (Attachment A), specifically for:

- City of Upland – City of Upland Mobility Master Plan
- County of San Bernardino – San Bernardino Valley Safe Routes to School Plan (21 schools)
- City of Montclair – Montclair SRTS Implementation Project
- Town of Apple Valley – Powhatan Road Complete Streets, Apple Valley
- City of Twentynine Palms – Sullivan Road/Hatch Road Side Path/Bicycle Lanes
- City of Rialto – Rialto Pacific Electric Trail Extension
- City of Yucaipa – 15th Street (Avenue D to Yucaipa Blvd)
- City of Adelanto – Adelanto Safe Routes to School
- City of Needles – City of Needles Schools and Seniors Sidewalk Project
- City of Barstow – Pedestrian, Bicyclist, and Safety Improvements (Partial)
- City of Fontana – Foothill Boulevard Active Transportation Improvement (Partial)

B. Adopt an additional 20 points allocation in the grant evaluation process to all projects in the MPO portion of the ATP as they have been determined to be consistent with regional plans, which is consistent with the methodology adopted by the SBCTA Board of Directors for ATP Cycles 1 through 5.

***Background:***
The Active Transportation Program (ATP) was created by Senate Bill (SB) 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active modes of transportation, such as biking and walking. The Cycle 6 Call-for-Projects was released by the California Department of Transportation (Caltrans) on March 16, 2022, and went through a statewide review process. On October 20, 2022 the California Transportation Commission (CTC) released the staff recommended award list.

For the Cycle 6 ATP funding and review process, the CTC recommended to continue the same fund allocation calculation as in Cycles 1 through 5. Fifty percent (50%) of the total $1,707,040,000 program funds were apportioned for the Statewide call-for-projects while forty percent (40%) of the total funds were apportioned for Metropolitan Planning Organizations (MPOs). MPO apportionment is recommended to be distributed based on their population share. In total, the Southern California Association of Governments' (SCAG) portion represents $361,151,000. Based on population, San Bernardino County's, share of the MPO portion is $41,856,000.

As expected, the selection process for ATP Cycle 6 was highly competitive. Unfortunately, San Bernardino County jurisdictions fared even worse in Cycle 6 when it comes to the State

portion than in Cycle 5, having secured no funding under that category. In Cycle 5, San Bernardino County local jurisdictions received two project awards (totaling nearly $6.3 million) from the statewide portion of the ATP and four more projects were awarded through the $10.2 million MPO portion. SBCTA staff will be meeting with the CTC in February in an attempt to better understand why San Bernardino County has been experiencing a decline in awards through the State portion and what can be done in the future to improve.

As with previous cycles, SCAG deferred project rankings to Caltrans and forfeited its option to issue a supplemental regional call-for-projects. The project scoring and rankings received during the Statewide call-for-projects will be used to determine a project award list for the MPO portion. A separate evaluation committee will not be required at the county or regional level within the SCAG region to separately score the infrastructure projects. However, for the selection of the regional MPO projects, up to 20 additional points can be given to projects based on their consistency with a regional plan. The SBCTA Board has always opted to award all supplemental points to every application submitted by our local jurisdictions and agencies and accepted scores given by the CTC review committee.

Based on the ATP project submittal list, SBCTA staff reviewed the applications from the County and determined that all of the projects are consistent with either SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SBCTA's ATP and/or local jurisdiction plans. For San Bernardino County, the SBCTA Board adopted the guideline for assigning the additional points for regional consistency in May 2014 for the ATP Cycle 1 process and the same methodology has been used for all subsequent cycles. SBCTA staff is proposing to apply the same methodology for the ATP Cycle 6 process and will assign 20 points to each of the San Bernardino County projects.

The project award list, Attachment A, will be submitted to SCAG for inclusion in the final ranking of regional projects. The adoption of the final recommended project award list will also be brought forward by SCAG staff for approval at their Regional Council meeting. SBCTA staff will continue its collaboration with SCAG staff to implement the regional projects.

Even though the application review scores from the State did not reflect it, San Bernardino County jurisdictions continue to submit many excellent active transportation project applications (21 total projects - see Attachment A for the full list of projects from San Bernardino County) and will receive over twice the amount previously awarded in any one cycle. The approval of this agenda item will pave the way for distributing nearly $42 million for the completion of eleven (11) active transportation projects to the following eleven (11) jurisdictions: Adelanto, Apple Valley, Barstow, County of San Bernardino, Fontana, Montclair, Needles, Rialto, Twentynine Palms, Upland, and Yucaipa.

The Cities of Barstow and Fontana both scored 89 points which meant both were eligible to split a partial award. SBCTA reached out to both jurisdictions and both have expressed interest in receiving the partial funding. They have until December 20, 2022, to let SCAG know if they intend to proceed with their projects as is, with additional funding from other sources, or to submit a scope change request commensurate with the reduced funding. There have been occasions where some small amount of additional funds has been available to apply to projects for various reasons. In those rare circumstances, SBCTA staff will first use the funds to increase the award amount for partially funded projects and then move on to awarding projects on the

current contingency list. The table below is a history of ATP project submittals and awards through the first six cycles. Dollars are in $1000s.

| Cycle | SBC Funds Requested (in 1,000) | No. of SBC Applications Submitted | CTC Funding | | | | SBC MPO Share | No. SBC MPO Awarded* | Total Amount Awarded | Total No. Projects Awarded |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Available | No. Project Awarded to | Amount Awarded | Share of Funds | | | | |
| **1 (2017)** | $ 59,746 | 43 | $ 181,874 | 7 | $ 9,925 | 5.46% | $ 9,361 | 7 | $ 19,286 | 14 |
| **2 (2018)** | $ 83,649 | 58 | $ 179,698 | 6 | $ 10,163 | 5.66% | $ 8,777 | 6 | $ 18,940 | 12 |
| **3 (2019)** | $ 45,961 | 27 | $ 140,009 | 6 | $ 8,868 | 6.33% | $ 10,119 | 7 | $ 18,987 | 13 |
| **4 (2020)** | $ 86,154 | 24 | $ 237,566 | 2 | $ 8,852 | 3.73% | $ 10,420 | 6 | $ 19,272 | 8 |
| **5 (2021)** | $ 136,046 | 22 | $ 245,941 | 2 | $ 6,273 | 2.55% | $ 10,157 | 4 | $ 16,430 | 6 |
| **6 (2022)** | $ 99,797 | 21 | $ 853,520 | 0 | $ - | 0.00% | $ 41,856 | 11 | $ 41,856 | 11 |
| **Total** | $ 511,353 | 195 | $ 1,838,608 | 23 | $ 44,081 | 23.72% | $ 90,690 | 41 | $ 134,771 | 64 |

**Includes partial awards.*

***Financial Impact:***
There is no financial impact to the Fiscal Year 2022/2023 Budget.

***Reviewed By:***
This item is not scheduled for review by any other policy committee. The Transportation Technical Advisory Committee has been briefed on the results of the ATP awards.

***Responsible Staff:***
Josh Lee, Deputy Director of Planning

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# ATTACHMENT A

## Cycle 6 Active Transportation Program (ATP) Applications

| | Original Funding | Revised Total |
|---|---|---|
| Total Available Non-Infrastructure Funds | $2,093 | $800 |
| Total Available Infrastructure Funds | $39,763 | $41,056 |

| Jurisdiction | Projects | Total Proj Cost | ATP Rqstd | Other Funding | CTC Score | SBCTA +20 | ATP Accum Total | Award Recom |
|---|---|---|---|---|---|---|---|---|
| **Non-Infrastructure** | | | | | | | | |
| SBCTA | San Bernardino County Safe Routes to Schools Phase III Program (15 Schools) | $500 | $500 | $0 | 86.0 | 106.0 | $500 | Decline |
| Upland | City of Upland Mobility Master Plan | $300 | $300 | $0 | 84.0 | 104.0 | $800 | Full |
| County | San Bernardino Valley Safe Routes to School Plan (21 schools) | $500 | $500 | $0 | 81.0 | 101.0 | $1,300 | Full |
| | **Total Non-Infrastructure** | **$1,300** | **$1,300** | **$0** | | | | |
| **Infrastructure** | | | | | | | | |
| Montclair | Montclair SRTS Implementation Project | $6,335 | $5,701 | $634 | 89.0 | 109.0 | $5,701 | Full |
| County | Bloomington Area Schools Pedestrian Safety Improvements | $3,383 | $3,383 | $0 | 84.0 | 104.0 | $9,084 | Full |
| Apple Valley | Powhatan Road Complete Streets, Apple Valley | $1,735 | $1,562 | $173 | 80.0 | 100.0 | $10,646 | Full |
| Twentynine | Sullivan Road/Hatch Road Side Path/Bicycle Lanes | $3,480 | $3,480 | $0 | 77.5 | 97.5 | $14,126 | Full |
| Rialto | Rialto Pacific Electric Trail Extension | $7,822 | $7,822 | $0 | 75.0 | 95.0 | $21,948 | Full |
| Yucaipa | 15th Street (Avenue D to Yucaipa Blvd) | $320 | $320 | $0 | 75.0 | 95.0 | $22,268 | Full |
| Adelanto | Adelanto Safe Routes to School | $9,121 | $9,121 | $0 | 71.0 | 91.0 | $31,389 | Full |
| Needles | City of Needles Schools and Seniors Sidewalk Project | $1,658 | $1,565 | $93 | 71.0 | 91.0 | $32,954 | Full |
| Fontana | San Sevaine Class I Multi-Use Trail: Valley to Foothill | $16,992 | $16,992 | $0 | 70.0 | 90.0 | $49,946 | Decline |
| Barstow | Pedestrian, Bicyclist, and Safety Improvements | $9,939 | $9,939 | $0 | 69.0 | 89.0 | $59,885 | $4,051 |
| Fontana | Foothill Boulevard Active Transportation Improvements | $9,971 | $8,871 | $1,100 | 69.0 | 89.0 | $68,756 | $4,051 |
| Fontana | Marygold Avenue Sidewalk Improvements | $1,920 | $1,920 | $0 | 64.0 | 84.0 | $70,676 | $0 |
| Redlands | Orange Blossom Trail Phase IV | $1,162 | $1,162 | $0 | 62.0 | 82.0 | $71,838 | $0 |
| San | Marshall Elementary Safe Route to School Improvements | $3,889 | $3,889 | $0 | 56.0 | 76.0 | $75,727 | $0 |
| Ontario | Mission Boulevard Bike Lane and Pedestrian Improvements, Ontario | $8,363 | $8,363 | $0 | 55.0 | 75.0 | $84,090 | $0 |
| Fontana | San Sevaine Class I Multi-Use Trail: Philadelphia to Slover | $12,366 | $11,866 | $500 | 54.0 | 74.0 | $95,956 | $0 |
| Colton | William McKinley Elementary ES Safe Route to School Project | $712 | $712 | $0 | 36.0 | 56.0 | $96,668 | $0 |
| Apple Valley | Bear Valley Road Class 1 Bike Path, Apple Valley | $2,069 | $1,829 | $240 | 33.0 | 53.0 | $98,497 | $0 |
| | **Total Infrastructure** | **$101,237** | **$98,497** | **$2,740** | | | | |
| | **Grand Total** | **$102,537** | **$99,797** | **$2,740** | | | | |

# *Minute Action*

AGENDA ITEM: 12

***Date: December 14, 2022***

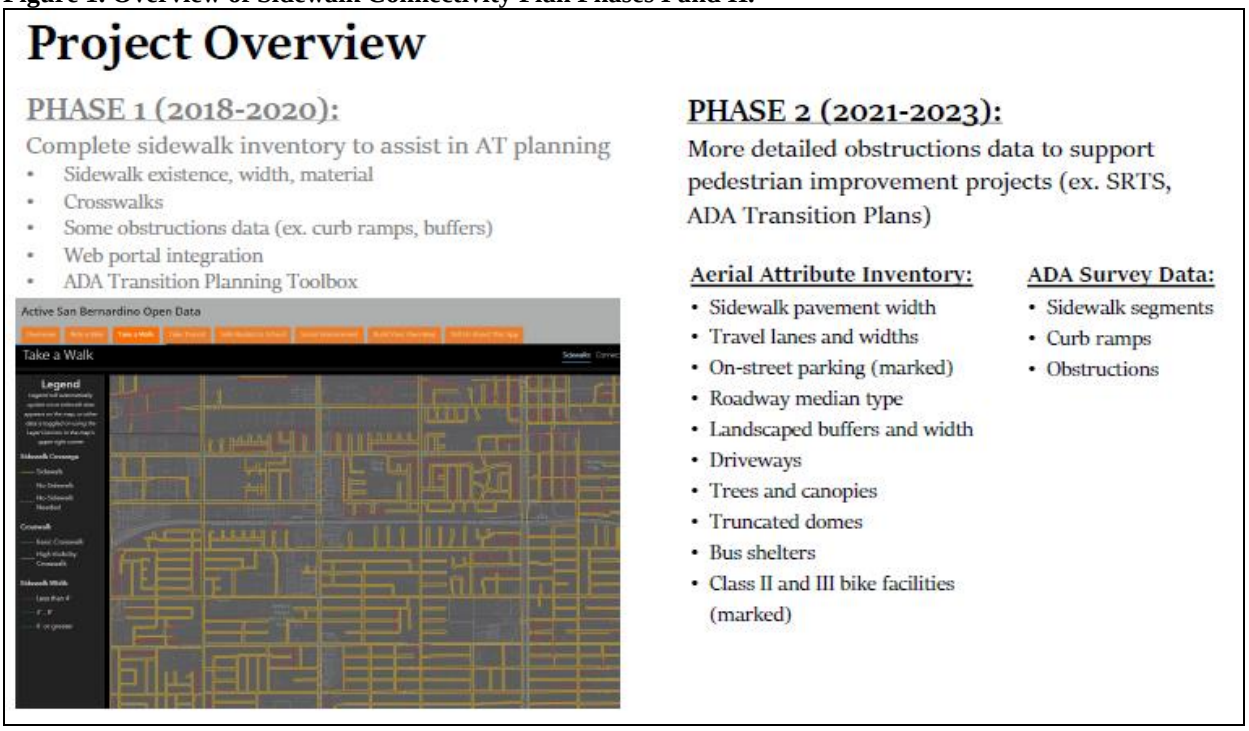
***Subject:***
San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Final Report

***Recommendation:***
Receive information relating to the completion of the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II Project.

***Background:***
In March 2021, the San Bernardino County Transportation Authority (SBCTA) Board approved Contract No. 21-1002466 with Fehr and Peers (F&P) for the San Bernardino County Comprehensive Pedestrian Sidewalk Connectivity Plan (Plan) – Phase II in the amount of $536,905. Development of the Plan was funded by a California Department of Transportation (Caltrans) Sustainable Communities grant award in the amount of $537,377 (Contract No. 21-1002471).

To assist regional and local agencies in the planning and implementation of pedestrian improvements, SBCTA commissioned an inventory of pedestrian infrastructure to help agencies identify sidewalk gaps and other pedestrian obstructions. The first phase of this Plan inventoried approximately 17,000 miles of sidewalk across San Bernardino County, with attributes containing sidewalk width, condition, and material. Building off of the initial countywide effort, a more refined inventory of pedestrian facilities within the public right-of-way was conducted to support each agency's ongoing efforts to ensure compliance of sidewalks and curb ramps with the American Disabilities Act (ADA). This inventory focused on identifying existing pedestrian barriers that affect pedestrian comfort, connectivity, and access in high demand areas, providing a detailed blueprint for cities to continue the full self-evaluation effort of all remaining sidewalks and curb ramps within their jurisdiction. This blueprint can facilitate future active transportation planning and ADA transition planning efforts. Figure 1 below shows an overview of the work performed during Phase I as compared to the work that was completed in Phase II.

**Figure 1. Overview of Sidewalk Connectivity Plan Phases I and II.**




Working with F&P, SBCTA will complete Phase II of the Plan by February of 2023 as required by grant guidelines. The data collected in Phase II has been integrated with the results from Phase I into the existing Active San Bernardino Story Map in the Take a Walk tab, which can be viewed at www.gosbcta.com/activesanbernardino, and more specifically summarized into a local-facing ePlan that is accessible by specific agency staff.

The local-facing ePlan for each member agency serves as a foundational guide to help them develop an ADA Transition Plan by outlining the steps required to achieve implementation. These steps include:

1. Designating an ADA Coordinator
2. Providing Public Notice
3. Developing a Grievance Procedure
4. Conducting a Self-Evaluation
5. Implementing a Transition Plan

The self-evaluation component of a transition plan is critical in assessing the existing conditions of public program facilities to identify where deficiencies exist and the level of remediation that is required. This ePlan kickstarts the self-evaluation of sidewalks and curb ramps and identifies the level of priority based on sidewalk and curb conditions. Figures 2 and 3 highlight a dynamic web application that allows member agencies to view the condition and photos of their sidewalks and curb ramps in high pedestrian demand areas and provides a methodology that they can adopt to achieve a full self-evaluation of all sidewalk and curb ramps within their jurisdiction.

**Figure 2. Sample Photo from Database Highlighting Sidewalk in Need of Improvement**
(segment identification and rating shown on left side of graphic)

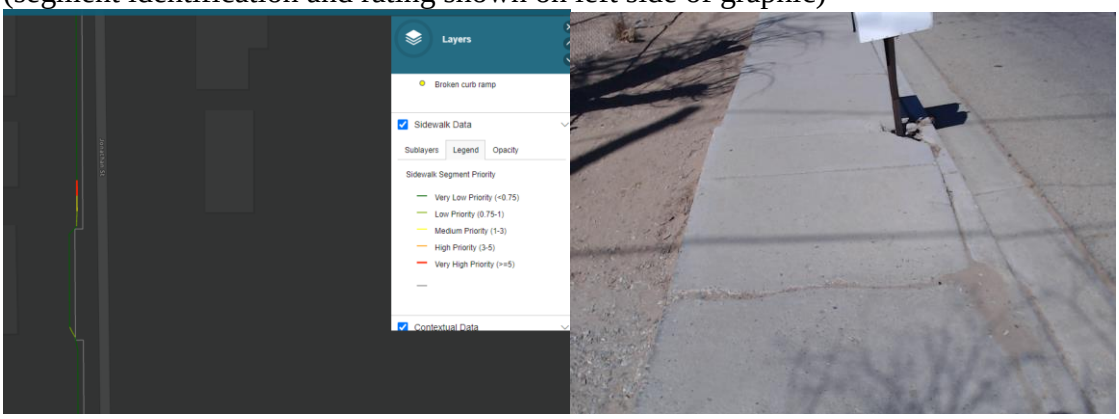
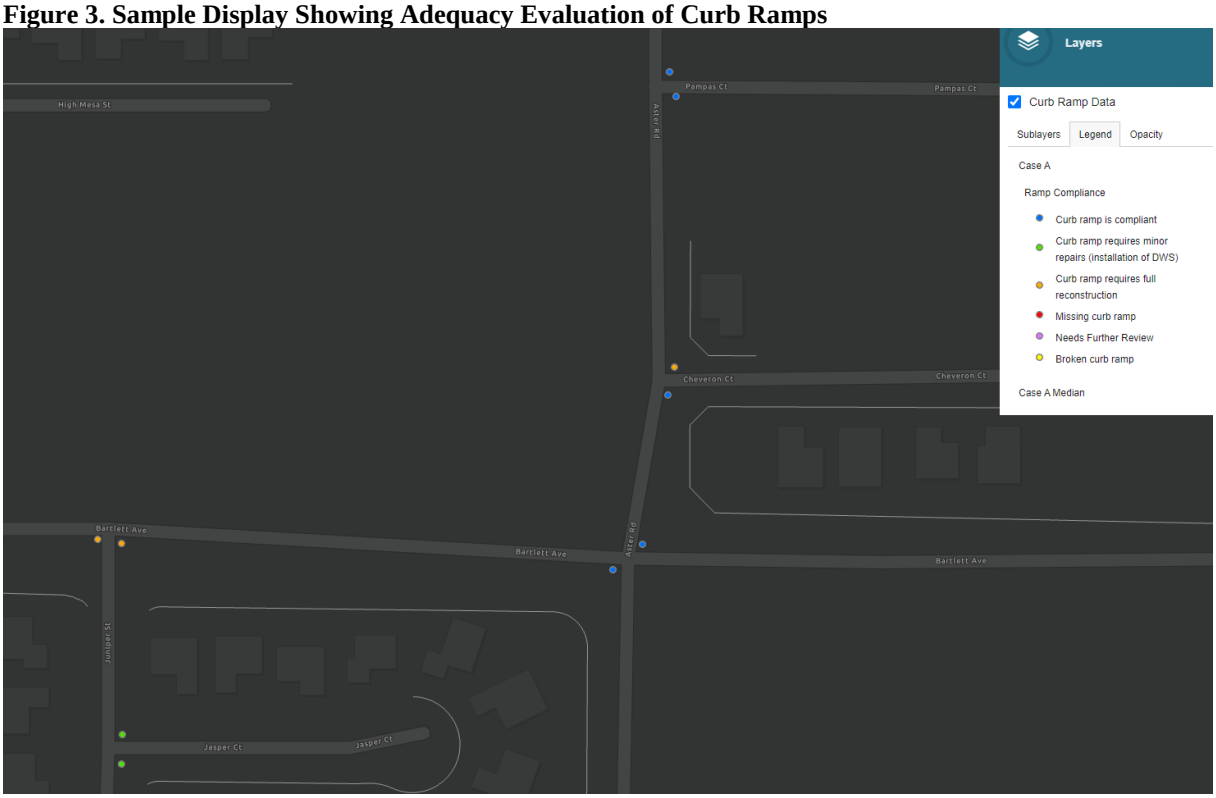
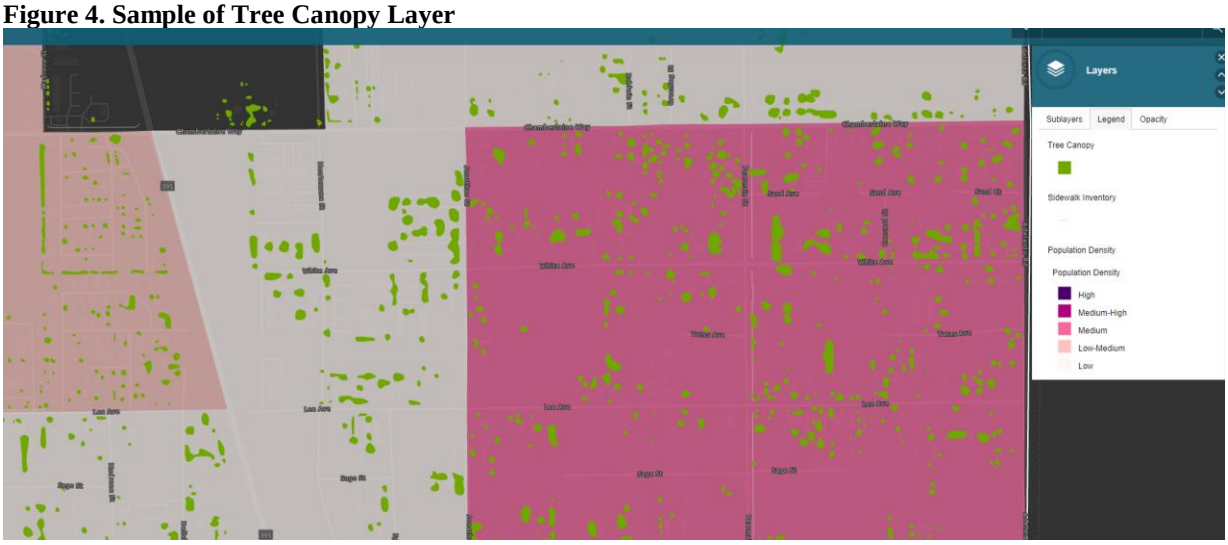



**Figure 3. Sample Display Showing Adequacy Evaluation of Curb Ramps**



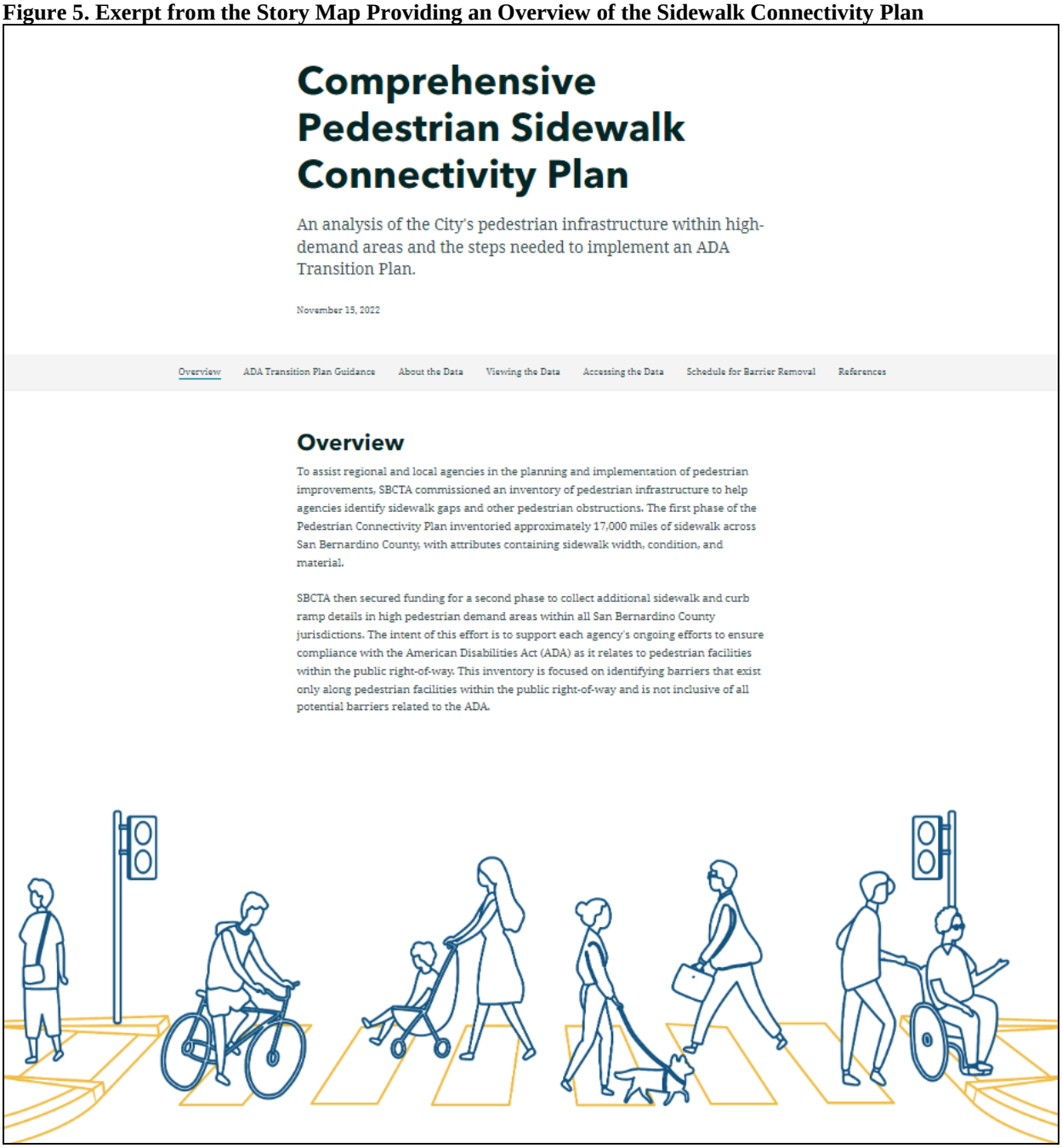

The web application includes additional contextual layers related to the existing transit environment, population density, employment density, and tree canopy as show in Figure 4.

**Figure 4. Sample of Tree Canopy Layer**




All ADA guidance, data, analysis, media, and references are summarized in a Story Map that serves as the local-facing ePlan (Figure 5).

**Figure 5. Exerpt from the Story Map Providing an Overview of the Sidewalk Connectivity Plan**



# Comprehensive Pedestrian Sidewalk Connectivity Plan

An analysis of the City's pedestrian infrastructure within high-demand areas and the steps needed to implement an ADA Transition Plan.

November 15, 2022

Overview | ADA Transition Plan Guidance | About the Data | Viewing the Data | Accessing the Data | Schedule for Barrier Removal | References

## Overview

To assist regional and local agencies in the planning and implementation of pedestrian improvements, SBCTA commissioned an inventory of pedestrian infrastructure to help agencies identify sidewalk gaps and other pedestrian obstructions. The first phase of the Pedestrian Connectivity Plan inventoried approximately 17,000 miles of sidewalk across San Bernardino County, with attributes containing sidewalk width, condition, and material.

SBCTA then secured funding for a second phase to collect additional sidewalk and curb ramp details in high pedestrian demand areas within all San Bernardino County jurisdictions. The intent of this effort is to support each agency's ongoing efforts to ensure compliance with the American Disabilities Act (ADA) as it relates to pedestrian facilities within the public right-of-way. This inventory is focused on identifying barriers that exist only along pedestrian facilities within the public right-of-way and is not inclusive of all potential barriers related to the ADA.

***Financial Impact:***
This item is consistent with the Fiscal Year 2021/2022 Budget.

***Reviewed By:***
This item was reviewed by the Planning Directors Technical Forum on July 27, 2022 and the Transportation Technical Advisory Committee on August 1, 2022. Technical aspects of this project were also presented at the ESRI Conference for peer review on July 12, 2022.

***Responsible Staff:***
Tricia Vivian, GIS Administrator

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Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

# *Minute Action*

AGENDA ITEM: 13

***Date: December 14, 2022***

***Subject:***
Summary Report of the Measure I Five-Year Capital Improvement Plans of Member Agencies

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

Accept the Summary Report of the Measure I Five-Year Capital Improvement Plans for Local Pass-Through Funds for Member Agencies for Fiscal Year (FY) 2022/2023 through FY 2026/2027.

***Background:***
The Measure I Expenditure Plan requires each local jurisdiction to annually adopt a Five-Year Capital Improvement Plan (CIP) that details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures must be detailed in the CIP and adopted by resolution of the governing body.

In accordance with Measure I Strategic Plan Policies 40003, 40012, and 40016, the CIP shall:

1. Specifically identify improvements to be funded with Measure I Local Pass-Through Funds by street name, boundaries, and project type, or as an eligible program of work.

2. Constrain the total amount of planned expenditures to 150% of San Bernardino County Transportation Authority (SBCTA) forecasted revenue for Measure I Local Pass-Through Funds plus any fund balances and/or revenue resulting from bonds secured by Measure I revenue.

3. Include total estimated cost of capacity enhancing projects to Nexus Study roadways, the Measure I share of project cost and the development share of cost, as applicable. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution in the CIP.

4. Use the SBCTA-approved forms and/or online database.

In the San Bernardino Valley subarea, 20% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects.

In the Rural Mountain/Desert subareas, 68% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects. In the Victor Valley subarea, 67% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects as 1% has been transferred from the Local Streets Program to the Senior and Disabled Transit Program as per Policy VVLS-7.

Jurisdictions have flexibility to move projects around in their CIP based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the CIP. As the CIP is the basis for the annual audit, if a CIP

isn't submitted in accordance with the Strategic Plan polices, it could result in an audit finding or withholding of funds until corrected. If changes happen after the CIP has been approved, a revised CIP must be prepared and submitted to SBCTA by September 1 following the end of the Fiscal Year (FY).

Attachment 1 summarizes the CIP project lists as received and approved by the local agencies' approving authorities. SBCTA provides the estimate of available revenues to be included in the CIP, and the jurisdictions determine the amounts programmed for projects for their jurisdiction for FY 2022/2023 through 2026/2027. The CIPs contain locally prioritized and eligible projects for road maintenance, repair and construction.

Attachment 2 contains the Expenditure Strategy provided by each jurisdiction. The Expenditure Strategy provides a general description of the types of uses of Measure I and provides an opportunity for jurisdictions to explain large balances being accumulated for future projects.

A copy of Attachment 1, the Summary Report of the Measure I Five-Year Capital Improvement Plans for FY 2022/2023 through 2026/2027, has been posted on the SBCTA website.

***Financial Impact:***
This item is consistent with the Fiscal Year 2022/2023 Budget.

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

***Responsible Staff:***
Marc Lucius, Management Analyst II

Approved
General Policy Committee
Date: December 14, 2022

Witnessed By:

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Saba Engineer, P.E., City Engineer |
| Phone: | (760) 246-2300 X11188 |
| Email: | sengineer@adelantoca.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Adelanto**

6/30/22 Carryover Balance **$1,700,000.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,257,529** | **$1,264,598** | **$1,271,702** | **$1,281,990** | **$1,302,073** | **$6,377,892** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Jonathan Street & Chamberlaine Way Improvements | | Yes | 36.0% | 64.0% | $476,000 | $476,000 | $0 | $0 | $0 | $0 | **$476,000** |
| Bartlett Road Rehabilitation and Safety Improvements | | Yes | 50.0% | 50.0% | $500,000 | $500,000 | $0 | $0 | $0 | $0 | **$500,000** |
| Koala Road Rehabilitation | | Yes | 64.0% | 36.0% | $2,000,000 | $0 | $0 | $0 | $2,000,000 | $0 | **$2,000,000** |
| El Mirage Road Rehabilitation Phase I | | Yes | 0.0% | 0.0% | $1,200,000 | $1,200,000 | $0 | $0 | $0 | $0 | **$1,200,000** |
| Citywide Concrete Repairs | | Yes | 0.0% | 0.0% | $250,000 | $50,000 | $50,000 | $50,000 | $50,000 | $50,000 | **$250,000** |
| Citywide Street Maintenance and Repairs | | Yes | 0.0% | 0.0% | $500,000 | $100,000 | $100,000 | $100,000 | $100,000 | $100,000 | **$500,000** |
| Traffic Surveys & Warrant Studies | | No | 0.0% | 0.0% | $27,500 | $5,500 | $5,500 | $5,500 | $5,500 | $5,500 | **$27,500** |
| Vehicles and Equipment | | No | 0.0% | 0.0% | $350,000 | $150,000 | $50,000 | $50,000 | $50,000 | $50,000 | **$350,000** |
| Sinage Improvements, Bellflower south of Rancho Road | | Yes | 0.0% | 0.0% | $20,000 | $20,000 | $0 | $0 | $0 | $0 | **$20,000** |
| Speed Limit Sign Replacement at Various Locations | | No | 0.0% | 0.0% | $21,650 | $21,650 | $0 | $0 | $0 | $0 | **$21,650** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $2,523,150 | $205,500 | $205,500 | $2,205,500 | $205,500 | **$5,345,150** |

**Total Programming is currently** **66%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$5,345,150**

| | |
|---|---|
| Resolution Number: | 2022-34 |
| Resolution Approval Date: | 8/23/2022 |
| Contact Person/Title: | Rich Berger |
| Phone: | 760-240-7000 ext. 7530 |
| Email: | rberger@applevalley.org |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Apple Valley**

6/30/22 Carryover Balance **$3,862,407.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | $2,770,980 | $2,786,558 | $2,802,212 | $2,824,881 | $2,869,134 | $14,053,766 |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Total |
| Apple Valley SR 18 Corridor Enhancement Plan | No | No | 0.0% | 100.0% | $350,000 | $23,205 | $23,299 | $4,641 | $0 | $0 | $51,145 |
| Bear Valley Bridge (Mojave River Bridge) | Yes | No | 0.0% | 100.0% | $44,534,790 | $337,052 | $2,231,112 | $2,440,472 | $0 | $0 | $5,008,635 |
| Bear Valley Intersection Improvements | No | No | 45.0% | 55.0% | $1,000,000 | $500,000 | $0 | $0 | $0 | $0 | $500,000 |
| Central Road, from Bear Valley Road to Nisqually Road | No | No | 0.0% | 100.0% | $1,200,000 | $200,000 | $500,000 | $500,000 | $0 | $0 | $1,200,000 |
| Central Road, from Highway 18 to Nisqually Road | No | No | 0.0% | 100.0% | $2,000,000 | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| Dale Evans Parkway @ Waalew Road (Realignment) | No | No | 0.0% | 100.0% | $1,310,000 | $1,310,000 | $0 | $0 | $0 | $0 | $1,310,000 |
| High Desert Corridor | No | No | 0.0% | 100.0% | $12,500 | $2,500 | $2,500 | $2,500 | $2,500 | $2,500 | $12,500 |
| Hwy 18 West End Widening (Phase 2, AVR to TAO) | No | No | 0.0% | 100.0% | $10,000,000 | $0 | $0 | $0 | $100,000 | $0 | $100,000 |
| Johnson Road Widening | No | No | 0.0% | 100.0% | $2,650,000 | $0 | $50,000 | $100,000 | $100,000 | $560,000 | $810,000 |
| Local Road Safety Plan (LRSP) Implementation | No | No | 0.0% | 100.0% | $910,000 | $2,500 | $152,500 | $252,500 | $502,500 | $0 | $910,000 |
| Mohawk Road Widening | No | No | 0.0% | 100.0% | $1,160,000 | $10,000 | $75,000 | $75,000 | $1,000,000 | $0 | $1,160,000 |
| Paving Priorities | No | No | 0.0% | 100.0% | $5,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $5,000,000 |
| Rancherias Plaza Frontage Road Conversion | No | No | 0.0% | 100.0% | $5,000,000 | $0 | $0 | $0 | $20,000 | $20,000 | $40,000 |
| Reata Road Intersection Improvements | No | No | 0.0% | 100.0% | $200,000 | $200,000 | $0 | $0 | $0 | $0 | $200,000 |
| Safe Routes to School Implementation | No | No | 0.0% | 100.0% | $860,000 | $0 | $2,500 | $152,500 | $352,500 | $352,500 | $860,000 |
| Standing Rock Road Realignment / Hwy 18 Signal | No | No | 0.0% | 100.0% | $3,000,000 | $0 | $0 | $100,000 | $0 | $0 | $100,000 |
| Tao Road South of Highway 18 Extension | No | No | 0.0% | 100.0% | $350,000 | $0 | $0 | $10,000 | $0 | $0 | $10,000 |
| Yucca Loma Elementary School Safe Routes to School | No | Yes | 0.0% | 100.0% | $986,000 | $30,000 | $647,000 | $0 | $0 | $0 | $677,000 |
| Yucca Loma Road Widening (Apple Valley Rd to Rincon Rd) | No | No | 45.0% | 55.0% | $5,075,000 | $0 | $0 | $2,040,000 | $3,035,000 | $0 | $5,075,000 |
| Yucca Loma Road Widening (Kiowa Rd to Yakima Rd) | No | No | 45.0% | 55.0% | $3,000,000 | $0 | $0 | $0 | $75,000 | $0 | $75,000 |
| Yucca Loma Road Widening (Rincon Rd to Kiowa Rd) | No | No | 45.0% | 55.0% | $3,000,000 | $0 | $0 | $75,000 | $0 | $0 | $75,000 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | | | Projects Total: | $3,615,257 | $4,683,911 | $6,802,613 | $6,187,500 | $1,935,000 | $23,224,280 |

**Total Programming is currently** **130%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$23,224,280**

| | |
|---|---|
| Resolution Number: | _____-2022 |
| Resolution Approval Date: | 1-Aug-22 |
| Contact Person/Title: | D. Gonzales, Engineering Services Adm |
| Phone: | (760)255-5156 |
| Email: | dgonzales@barstowca.org |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Barstow**

6/30/22 Carryover Balance **$0.0**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$2,017,042** | **$2,025,360** | **$2,033,705** | **$2,062,496** | **$2,091,686** | **$10,230,288** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| First Avenue over BNSF - Project Management | | | 0.0% | 0.0% | $706,000 | $100,000 | $356,000 | $150,000 | $100,000 | $0 | **$706,00** |
| First Avenue over Mojave River - Project Management | | | 0.0% | 0.0% | $800,000 | $100,000 | $200,000 | $300,000 | $200,000 | $0 | **$800,00** |
| West Section 7 Project Phase 2 - Design/Management/Inspection | | | 0.0% | 0.0% | $40,000 | $0 | $40,000 | | $0 | $0 | **$40,00** |
| West Section 7 Project Phase 2 - Construction | | | 0.0% | 0.0% | $1,200,000 | $0 | $0 | $1,200,000 | $0 | $0 | **$1,200,00** |
| West Section 7 Project, Phase 3, Design/Management/Inspection | | | 0.0% | 0.0% | $40,000 | $0 | $0 | $40,000 | $0 | $0 | **$40,00** |
| West Section 7 Project, Phase 3, Construction | | | 0.0% | 0.0% | $950,000 | $0 | $0 | $0 | $950,000 | $0 | **$950,00** |
| Pavement Rehabilitation Project - Design | | | 0.0% | 0.0% | $40,000 | $0 | $0 | $0 | $40,000 | $0 | **$40,00** |
| Pavement Rehabilitation Project - Construction | | | 0.0% | 0.0% | $5,000,000 | $0 | $0 | $0 | $270,000 | $1,120,000 | **$1,390,00** |
| Pavement Maintenance | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| Pedestrian and Bicycle Corridors - (ATP) | | Yes | 0.0% | 0.0% | $496,000 | $496,000 | $0 | $0 | $0 | $0 | **$496,00** |
| General Fund Debit Payment | | | 0.0% | 0.0% | $1,700,000 | $0 | $50,000 | $50,000 | $50,000 | $500,000 | **$650,00** |
| Payment Preservation 4 - Design | | | 0.0% | 0.0% | $10,000 | $0 | $0 | $0 | $10,000 | $0 | **$10,00** |
| Payment Preservation 4 - Construction | | | 0.0% | 0.0% | $20,000 | $0 | $0 | $0 | $0 | $200,000 | **$200,00** |
| Payment Preservation 5 - Design | | | 0.0% | 0.0% | $25,000 | $0 | $0 | $0 | $0 | $25,000 | **$25,00** |
| Irwin Road Preservation | | | 0.0% | 0.0% | $42,000 | $42,000 | $0 | $0 | $0 | $0 | **$42,00** |
| Barstow Road and Rimrock Road Traffic Signal | | | 0.0% | 0.0% | $575,000 | $575,000 | $0 | $0 | $0 | $0 | **$575,00** |
| Rimrock Road Reconstruction-Barstow Rd to Avenue H | | | 0.0% | 0.0% | $651,000 | $20,000 | $631,000 | $0 | $0 | $0 | **$651,00** |
| Yucca Avenue over BNSF - Design | | | 0.0% | 0.0% | $30,000 | $0 | $0 | $0 | $0 | $30,000 | **$30,00** |
| Pavement Mangement Program (PMP) | | | 0.0% | 0.0% | $33,963 | $33,963 | $0 | $0 | $0 | $0 | **$33,96** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | | | Projects Total: | $1,366,963 | $1,277,000 | $1,740,000 | $1,620,000 | $1,875,000 | **$7,878,96** |

**Total Programming is currently** **77%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)*** **Total Estimated Programming:** **$7,878,96**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | 2022-XX |
| Resolution Approval Date: | 18-Jul-22 |
| Contact Person/Title: | Sean Sullivan, Director of Public Services |
| Phone: | 909-866-5831 |
| Email: | ssulivan@citybigbearlake.com |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Big Bear Lake**

6/30/22 Carryover Balance: **$0.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | $650,009 | $650,407 | $650,801 | $657,706 | $664,681 | $3,273,604 |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Total |
| FY 22/23 Street Rehabiliation Project | | | 0.0% | 0.0% | $1,400,000 | $409,900 | $0 | $0 | $0 | $0 | $409,900 |
| FY 23/24 Street Rehabiliation Project | | | 0.0% | 0.0% | $1,400,000 | $0 | $424,300 | $0 | $0 | $0 | $424,300 |
| FY 24/25 Street Rehabiliation Project | | | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $439,200 | $0 | $0 | $439,200 |
| FY 25/26 Street Rehabiliation Project | | | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $0 | $454,400 | $0 | $454,400 |
| FY 26/27 Street Rehabiliation Project | | | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $0 | $0 | $470,400 | $470,400 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | | | Projects Total: | $409,900 | $424,300 | $439,200 | $454,400 | $470,400 | $2,198,200 |

**Total Programming is currently** **67%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$2,198,200**

| | |
|---|---|
| Resolution Number: | 2022 - XXX |
| Resolution Approval Date: | 4-Oct-22 |
| Contact Person/Title: | Eduardo Diaz / Associate |
| Phone: | (909) 334 - 3534 |
| Email: | ediaz@cityofchino.org |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Chino**

6/30/22 Carryover Balance **$3,305,355.01**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | $2,262,498 | $2,277,114 | $2,277,174 | $2,296,322 | $2,317,473 | $11,430,580 |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Total |
| C7053/TR131- Traffic Signal Modification at Riverside Drive and Ramona Avenue | No | No | 0.0% | 100.0% | $293,341 | $263,566 | $0 | $0 | $0 | $0 | **$263,566** |
| C7061/TR152- Traffic Signal Modification at Telephone Avenue and Philadelphia Street | Yes | No | 0.0% | 100.0% | $150,000 | $140,466 | $0 | $0 | $0 | $0 | **$140,466** |
| MS202- Accessibility Improvements Citywide | No | No | 0.0% | 100.0% | $252,000 | $224,256 | $0 | $0 | $0 | $0 | **$224,256** |
| TR 220 Traffic Signal Modifications at San Antonio Avenue at Walnut Avenue, Philadelphia Street at Monte Vista Avenue | Yes | No | 0.0% | 100.0% | $467,000 | $46,000 | $0 | $0 | $0 | $0 | **$46,000** |
| TR221 CCTV Camera Installation for TS Communications- Phase 3- at Pipeline Ave/Chino Ave; Pipeline Ave/Schaefer Ave; Pipeline Ave/Spectrum North; Pipeline Ave/Grand -Edison Ave; Spectrum West/Grand Ave; Spectrum East/Grand Ave; Ramona Ave/ Chino Ave; Ramona Ave/Edison Ave; Monte Vista Ave/Edison Ave | No | No | 0.0% | 100.0% | $220,000 | $220,000 | $0 | $0 | $0 | $0 | **$220,000** |
| TRXXX TBD CCTV Camera Installation- Phase 4 | No | No | 0.0% | 100.0% | $225,000 | $0 | $225,000 | $0 | $0 | $0 | **$225,000** |
| TRXXX TBD Traffic Signal Modification Central Avenue at Eucalyptus Avenue | No | No | 0.0% | 100.0% | $300,000 | $0 | $300,000 | $0 | $0 | $0 | **$300,000** |
| TR211 Traffic Signal Modifications- Riverside Drive at Magnolia Avenue and Riverside Drive at Mountain Avenue | No | No | 0.0% | 100.0% | $450,000 | $7,593 | $0 | $0 | $0 | $0 | **$7,593** |
| TR212 Traffic Signal Installation Monte Vista Ave at Walnut Ave | No | No | 0.0% | 100.0% | $520,000 | $50,000 | $0 | $0 | $0 | $0 | **$50,000** |
| TR214- Traffic Signal Upgrades- Philadelphia Street at Town Square Avenue (Previous TR161) | No | No | 0.0% | 100.0% | $200,000 | $33,444 | $0 | $0 | $0 | $0 | **$33,444** |
| ST182 - Bicycle, Pedestrian, & Transit Improvements | No | No | 0.0% | 100.0% | $332,890 | $332,890 | $0 | $0 | $0 | $0 | **$332,890** |
| SN211 - Alley/Sanitation Rehabilitation | No | No | 0.0% | 100.0% | $370,000 | $343,826 | $0 | $0 | $0 | $0 | **$343,826** |
| ST061 Pine Ave Connection SR71 | No | No | 0.0% | 100.0% | $350,000 | $350,000 | $0 | $0 | $0 | $0 | **$350,000** |
| Maint. MS181 - Local Street Overlay Program | No | No | 0.0% | 100.0% | $230,750 | $230,750 | $0 | $0 | $0 | $0 | **$230,750** |
| Maint. MS222 - Preserve/College Park Slurry Project | No | No | 0.0% | 0.0% | $900,000 | $882,198 | $0 | $0 | $0 | $0 | **$882,198** |
| Maint. 7120-Traffic Control | No | No | 0.0% | 0.0% | $295,000 | $295,000 | $0 | $0 | $0 | $0 | **$295,000** |
| Maint. 7140-Asphalt Maint NC231 | No | No | 0.0% | 0.0% | $585,000 | $585,000 | $0 | $0 | $0 | $0 | **$585,000** |
| Maint. 7150-Concrete Maint | No | No | 0.0% | 0.0% | $270,000 | $270,000 | $0 | $0 | $0 | $0 | **$270,000** |
| Reimb. R7221-East End Ave County Project | No | No | 0.0% | 0.0% | $539,000 | $539,000 | $0 | $0 | $0 | $0 | **$539,000** |
| Reimb. R7231-Chino Hills Parkway Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,000,000 | $1,000,000 | $0 | $0 | $0 | $0 | **$1,000,000** |
| MS232 Chino Spectrum Traffic Study | No | No | 0.0% | 0.0% | $150,000 | $150,000 | $0 | $0 | $0 | $0 | **$150,000** |
| MS233 Citywide Telecommunication Plan | No | No | 0.0% | 0.0% | $50,000 | $50,000 | $0 | $0 | $0 | $0 | **$50,000** |
| MS236 Traffic Signal Synchronization Plan | No | No | 0.0% | 0.0% | $80,000 | $80,000 | $0 | $0 | $0 | $0 | **$80,000** |
| N7604 Coordinated Traffic Signal System | No | No | 0.0% | 0.0% | $70,000 | $70,000 | $0 | $0 | $0 | $0 | **$70,000** |
| TR172 Traffic Signal Modification Ramona & Schaefer | No | No | 0.0% | 0.0% | $592,000 | $17,364 | $0 | $0 | $0 | $0 | **$17,364** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $6,181,353 | $525,000 | $0 | $0 | $0 | **$6,706,353** |

**Total Programming is currently** **46%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)*** **Total Estimated Programming:** **$6,706,353**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | 2022R- |
| Resolution Approval Date: | 8/9/2022 |
| Contact Person/Title: | Vivian Chou, Sr. Management Analyst |
| Phone: | 909-273-2773 |
| Email: | vchou@chinohills.org |

Jurisdiction:

**Chino Hills**

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

6/30/22 Carryover Balance **$326,283.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | **Total Est. Rev.** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$2,120,797** | **$2,134,497** | **$2,134,554** | **$2,152,502** | **$2,172,329** | **$10,714,678** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Los Serranos Safe Routes to School East (ST210005) - construction of Sidewalks, curbs & gutters, and driveways on Gird Ave from Del Norte Ave to Valle Vista Dr, Lugo Ave from Del Norte Ave to Valle Vista Dr; El Molina Blvd from Montecito Dr to Los Serranos Blvd | No | No | 0.0% | 0.0% | $1,389,968 | $383,183 | $0 | $0 | $0 | $0 | **$383,183** |
| FY 2021/22 Street Improvement Program (ST22009) - slurry seal and overlay residential streets in the Morningfield Drive Area, Champion Area, Paseo Del Palacio Area, Paseo Grande Area, and Vista Del Norte Area | No | No | 0.0% | 0.0% | $1,450,000 | $1,450,000 | $0 | $0 | $0 | $0 | **$1,450,000** |
| Traffic Signal Modification at Boys Republic Dr & City Hall Parking Lot (ST22013) - Modify the pedestrian flashing yellow signal to a Hawk signal at Boys Republic Drive & City Hall Parking Lot | No | No | 0.0% | 0.0% | $150,000 | $150,000 | $0 | $0 | $0 | $0 | **$150,000** |
| FY 2022/23 Sidewalk Replacement Program (ST23003) - repair displaced sidewalks, driveway approaches, ADA ramps, and curbs & gutters throughout the City | No | No | 0.0% | 0.0% | $250,000 | $250,000 | $0 | $0 | $0 | $0 | **$250,000** |
| Sierra Vista Dr (West) & Del Norte Ave (North) Improvements (ST23004) - construction of sidewalks, curbs and gutters, ADA compliant ramps, and pavement rehab on south side of Sierra Vista Dr from Pipeline Ave to Del Norte Ave & east side of Del Norte Ave from Lugo Ave to Gird Ave | No | No | 0.0% | 0.0% | $400,000 | $124,046 | $0 | $0 | $0 | $0 | **$124,046** |
| FY 2022/23 Street Improvement Program (ST23005) - overlay and slurry seal various City streets in the Wandering Ridge Dr Area, Le Parc Area, Olympic View Dr - Skyview Rdg Area, and Royal Ridge Dr Area | No | No | 0.0% | 0.0% | $1,250,000 | $1,250,000 | $0 | $0 | $0 | $0 | **$1,250,000** |
| FY 2022-23 Striping Program (ST23006) - Restripe streets Citywide | No | No | 0.0% | 0.0% | $150,000 | $150,000 | $0 | $0 | $0 | $0 | **$150,000** |
| FY 2022-23 Traffic Signal LED Replacement Program (ST23007) - replace traffic signal LED lenses Citywide | No | No | 0.0% | 0.0% | $30,000 | $30,000 | $0 | $0 | $0 | $0 | **$30,000** |
| FY 2023/24 Sidewalk Replacement Program | No | No | 0.0% | 0.0% | $250,000 | $0 | $250,000 | $0 | $0 | $0 | **$250,000** |
| FY 2023/24 Street Improvement Program | No | No | 0.0% | 0.0% | $1,250,000 | $0 | $1,250,000 | $0 | $0 | $0 | **$1,250,000** |
| FY 2024/25 Sidewalk Replacement Program | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $250,000 | $0 | $0 | **$250,000** |
| FY 2024/25 Street Improvement Program | No | No | 0.0% | 0.0% | $1,250,000 | $0 | $0 | $1,250,000 | $0 | $0 | **$1,250,000** |
| FY 2025/26 Sidewalk Replacement Program | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $0 | $250,000 | $0 | **$250,000** |
| FY 2025/26 Street Improvement Program | No | No | 0.0% | 0.0% | $1,250,000 | $0 | $0 | $0 | $1,250,000 | $0 | **$1,250,000** |
| FY 2026/27 Sidewalk Replacement Program | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $0 | $0 | $250,000 | **$250,000** |
| FY 2026/27 Street Improvement Program | No | No | 0.0% | 0.0% | $1,250,000 | $0 | $0 | $0 | $0 | $1,250,000 | **$1,250,000** |
| | | | | | Projects Total: | $3,787,229 | $1,500,000 | $1,500,000 | $1,500,000 | $1,500,000 | **$9,787,229** |

**Total Programming is currently** **89%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$9,787,229**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | R-95-22 |
| Resolution Approval Date: | 8/2/2022 |
| Contact Person/Title: | Victor Ortiz, P.E. |
| Phone: | 909 514-4210 |
| Email: | vortiz@coltonca.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Colton**

6/30/22 Carryover Balance **$1,010,285.09**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,390,534** | **$1,399,517** | **$1,399,554** | **$1,411,322** | **$1,424,322** | **$7,025,249** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Pavement Rehabilitation: Cooley Drive (I-215 Bridge to Ashley Way) | Yes | Yes | 0.0% | 0.0% | $450,442 | $450,442 | $0 | $0 | $0 | $0 | **$450,442** |
| Pavement Rehabilitation: 7th Street (Valley Blvd. to H St.) | | | 0.0% | 0.0% | $51,832 | $51,832 | $0 | $0 | $0 | $0 | **$51,832** |
| Pavement Rehabilitation: Rancho Ave. (South of N St. to Cement Plant Rd.) | Yes | | 0.0% | 0.0% | $235,333 | $235,333 | $0 | $0 | $0 | $0 | **$235,333** |
| Pavement Rehabilitation: Citrus St. (Bordwell to La Cadena) | No | | 0.0% | 0.0% | $124,395 | $124,395 | $0 | $0 | $0 | $0 | **$124,395** |
| Rosedale Ave. - City Limit Only (Litton Ave. to Cordova St.) | | | 0.0% | 0.0% | $56,020 | $56,020 | $0 | $0 | $0 | $0 | **$56,020** |
| Pavement Rehabilitation: Litton Ave (La Cadena to Bostick Ave.) | | | 0.0% | 0.0% | $95,514 | $95,514 | $0 | $0 | $0 | $0 | **$95,514** |
| O Street Improvement Project (La Cadena to 6th St.) | | | 0.0% | 0.0% | $185,415 | $185,415 | $0 | $0 | $0 | $0 | **$185,415** |
| Citywide Sidewalk and ADA Project | Yes | Yes | 0.0% | 0.0% | $173,054 | $173,054 | $0 | $0 | $0 | $0 | **$173,054** |
| City Wide Street and Traffic Improvement | | | 0.0% | 0.0% | $18,529 | $18,529 | | $0 | $0 | $0 | **$18,529** |
| Pavement Rehabilitation - Valley Blvd. (Mt. Vernon Ave. to Sperry Dr.) | Yes | | 0.0% | 0.0% | $112,320 | $0 | $112,320 | $0 | $0 | $0 | **$112,320** |
| Pavement Rehabilitation: Cahuilla St ( South end to Mohave) | | | 0.0% | 0.0% | $57,600 | $0 | $57,600 | $0 | $0 | $0 | **$57,600** |
| Pavement Rehabilitation: O St. (La Cadena to10th) | | | 0.0% | 0.0% | $87,000 | $0 | $87,000 | $0 | $0 | $0 | **$87,000** |
| Pavement Rehabilitation: 5th STreet. (N St. to Agua Mansa Rd.) | | | 0.0% | 0.0% | $168,000 | $0 | $168,000 | $0 | $0 | $0 | **$168,000** |
| Pavement Rehabilitation - Cooley - Pacific Glen Subd. Area | | | 0.0% | 0.0% | $324,397 | $0 | $324,397 | $0 | $0 | $0 | **$324,397** |
| Pavement Rehabilitation - Pepper Ave (San Bernardino to Randall) | Yes | | 0.0% | 0.0% | $422,200 | $0 | $422,200 | $0 | $0 | $0 | **$422,200** |
| Pavement Rehabilitation: Rancho Ave. (Cement Plant Rd. to Agua Mansa Rd.) | Yes | | 0.0% | 0.0% | $228,000 | $0 | $228,000 | $0 | $0 | $0 | **$228,000** |
| Pavement Rehabilitation: Laurel Ave (Rancho Ave. to 6th St) | Yes | | 0.0% | 0.0% | $194,400 | $0 | $0 | $194,400 | $0 | $0 | **$194,400** |
| Pavement Rehabilitation: D St. (La Cadena to Little Colton Ave.) | | | 0.0% | 0.0% | $160,200 | $0 | $0 | $160,200 | $0 | $0 | **$160,200** |
| Pavement Rehabilitation - Wild Canyon Drive (Glenwood to East end) | | | 0.0% | 0.0% | $146,400 | $0 | $0 | $146,400 | $0 | $0 | **$146,400** |
| Pavement Rehabilitation - K St. (3rd to 5th; West end to 7th; west end to 9th) | | | 0.0% | 0.0% | $128,400 | $0 | $0 | $128,400 | $0 | $0 | **$128,400** |
| Pavement Rehabilitation - H St. (W City limit to Rancho; M Vernon to Sperry) | | | 0.0% | 0.0% | $126,000 | $0 | $0 | $126,000 | $0 | $0 | **$126,000** |
| Pavement Rehabilitation - Bostick Ave. (Litton to North end) | | | 0.0% | 0.0% | $106,200 | $0 | $0 | $106,200 | $0 | $0 | **$106,200** |
| Pavement Rehabilitation - Cooley Drive (Ashley Way-south to Mt. Vernon Ave.) | Yes | | 0.0% | 0.0% | $418,000 | $0 | $0 | $418,000 | $0 | $0 | **$418,000** |
| Citywide Slurry Seal Project | | | 0.0% | 0.0% | $491,480 | $0 | $0 | $119,954 | $121,526 | $250,000 | **$491,480** |
| Pavement Rehabilitation - Meridian Ave (Valley Blvd.to Olive Ave.) | Yes | | 0.0% | 0.0% | $286,650 | $0 | $0 | $0 | $286,650 | $0 | **$286,650** |
| Pavement Rehabilitation - Pennsylvania ( Olive to Mill St.) | Yes | | 0.0% | 0.0% | $513,696 | $0 | $0 | $0 | $513,696 | $0 | **$513,696** |
| Pavement Rehabilitation -Riverside Ave. (Bridge to Key St.; Bustamante to Bridge (East Side) | Yes | | 0.0% | 0.0% | $378,300 | $0 | $0 | $0 | $378,300 | $0 | **$378,300** |
| Pavement Rehabilitation - Skyview Dr (Mohave to east end) | | | 0.0% | 0.0% | $111,150 | $0 | $0 | $0 | $111,150 | $0 | **$111,150** |
| Pavement Rehabilitation: Rancho Ave. (La Cadena Drive to Agua Mansa Rd.) | Yes | | 0.0% | 0.0% | $350,000 | $0 | $0 | $0 | $0 | $350,000 | **$350,000** |
| Pavement Project: Valley Blvd. (9th to Mt. Vernon Ave.); Cooley Drive (Mt. Vernon to west end)/Via Lata | Yes | | 0.0% | 0.0% | $824,322 | $0 | $0 | $0 | $0 | $824,322 | **$824,322** |
| FY2020-21 Citywide Traffic & Street Improvements | | | 0.0% | 0.0% | $25,501 | $3,264 | $0 | $0 | $0 | $0 | **$3,264** |
| Bridge Retrofit - Mt. Vernon Ave. over Santa Ana River | | | 0.0% | 0.0% | $3,500,000 | $9,755 | $0 | $0 | $0 | $0 | **$9,755** |
| Local Road Safety Plan | | | 0.0% | 0.0% | $65,000 | $386 | $0 | $0 | $0 | $0 | **$386** |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | R-95-22 |
| Resolution Approval Date: | 8/2/2022 |
| Contact Person/Title: | Victor Ortiz, P.E. |
| Phone: | 909 514-4210 |
| Email: | vortiz@coltonca.gov |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Colton**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pavement Rehabilitation - Cooley Drive ( Valleywood to Ashley Way ) | Yes | Yes | 0.0% | 0.0% | $90,000 | $82,000 | $0 | $0 | $0 | $0 | **$82,000** |
| Pavement Rehabilitation: Pennsylvania Ave. (C St. to F St.) | Yes | | 0.0% | 0.0% | $82,500 | $75,100 | $0 | $0 | $0 | $0 | **$75,100** |
| Pavement Rehabilitation: Olive Ave (6th to Rancho Ave.; City Limit to Meridian Ave) | | | 0.0% | 0.0% | $180,000 | $163,469 | $0 | $0 | $0 | $0 | **$163,469** |
| Pavement Rehabilitation: Laurel Ave. (La Cadena to Mt. Vernon Ave.) | Yes | | 0% | 100% | $70,500 | $64,200 | $0 | $0 | $0 | $0 | **$64,200** |
| Pavement Rehabilitation: La Cadena Dr. - South bound - Iowa to I-215 on ramp | Yes | | 0% | 100% | $96,000 | $87,400 | 0.00 | 0.00 | 0.00 | 0.00 | **$87,400.00** |
| Pavement Rehabilitation: La Cadena Drive - NB/Litton to Tropica Rancho | Yes | | 0% | 100% | $45,000 | $41,000 | 0.00 | 0.00 | 0.00 | 0.00 | **$41,000.00** |
| San Bernardino Ave. St. Improvement bet. Pepper and Indigo (installation curb, gutter, sidewalk, striping & signs) | Yes | Yes | 0% | 100% | $250,000 | $140,000 | 0.00 | 0.00 | 0.00 | 0.00 | **$140,000.00** |
| South La Cadena Dr. Sidewalk Installation Project (West side, north of Litton Ave.) | Yes | Yes | 0% | 100% | $350,000 | $124,035 | 0.00 | 0.00 | 0.00 | 0.00 | **$124,035.00** |
| Alley Paving: Pennsylvania to 4th (north of Valley), G to Fairway (East of Mt. Vernon), La Cadena to 7th (north of G St.) | | | 0% | 100% | $55,500 | $55,500 | 0.00 | 0.00 | 0.00 | 0.00 | **$55,500.00** |
| FY 21/22 Citywide Striping Project | | | 0% | 100% | $29,200 | $12,959 | 0.00 | 0.00 | 0.00 | 0.00 | **$12,959.43** |
| FY21/22 Citywide Slurry Seal/Surface Treatment Project | | | 0% | 100% | $136,880 | $136,880 | 0.00 | 0.00 | 0.00 | 0.00 | **$136,880.00** |
| FY 21/22 Citywide Street and Traffic Improvement | | | 0% | 100% | $26,800 | $14,336 | 0.00 | 0.00 | 0.00 | 0.00 | **$14,336.00** |
| | | | | | Projects Total: | $2,400,819 | $1,399,517 | $1,399,554 | $1,411,322 | $1,424,322 | **$8,035,534** |

**Total Programming is currently** **100%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)*** **Total Estimated Programming:** **$8,035,534**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | William Castrillon / Resource Budget Officer |
| Phone: | (909) 350-7669 |
| Email: | wcastrillon@fontana.org |

Jurisdiction:

**Fontana**

### Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

### Fiscal Years 2022/2023 thru 2026/2027

6/30/22 Carryover Balance **$21,594,979.42**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$5,489,066** | **$5,524,526** | **$5,524,673** | **$5,571,127** | **$5,622,442** | **$27,731,835** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| W Liberty Parkway/Miller TS (0002) | No | No | 0.0% | 0.0% | $785,000 | $650,585 | $0 | $0 | $0 | $0 | **$650,585** |
| Fontana SRTS Gap Closure (0003) | No | Yes | 0.0% | 0.0% | $145,000 | $40,000 | $62,521 | $0 | $0 | $0 | **$102,521** |
| Neighborhood Trf Mgmt Loc #1 (0005) | No | No | 0.0% | 0.0% | $130,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,000** |
| Bridlepath at Oxer RRFB Project (0007) | No | No | 0.0% | 0.0% | $30,000 | $30,000 | $0 | $0 | $0 | $0 | **$30,000** |
| Speed Hump Project (0009) | No | No | 0.0% | 0.0% | $200,000 | $49,000 | $50,000 | $50,000 | $50,000 | $0 | **$199,000** |
| Local Roadway Safety Plan (0012) | No | No | 0.0% | 0.0% | $8,000 | $863 | $0 | $0 | $0 | $0 | **$863** |
| Baseline/McGuire Flash Yellow Arrow (0013) | No | No | 0.0% | 0.0% | $30,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,000** |
| FYA Installations (0015) | No | No | 0.0% | 0.0% | $200,000 | $48,916 | $100,000 | $0 | $0 | $0 | **$148,916** |
| TruckRte/Street Name Sign Instal (0016) | No | No | 0.0% | 0.0% | $100,000 | $95,455 | $0 | $0 | $0 | $0 | **$95,455** |
| Santa Ana Landscape:Cypress/Juniper (0017) | No | No | 0.0% | 0.0% | $700,000 | $682,354 | $0 | $0 | $0 | $0 | **$682,354** |
| Victoria Street AC Sidewalk (0018) | No | No | 0.0% | 0.0% | $360,000 | $100,000 | $257,951 | $0 | $0 | $0 | **$357,951** |
| SR-210 at Beech Ave. Traffic Signal (0022) | No | No | 0.0% | 0.0% | $500,000 | $25,000 | $99,955 | $375,000 | $0 | $0 | **$499,955** |
| Fiber Optic / Heritage Cir & Sierra TS Connectivity (0023) | No | No | 0.0% | 0.0% | $373,000 | $372,000 | $0 | $0 | $0 | $0 | **$372,000** |
| Kathy Binks Elem. Sch. SRTS TDA 21 (0024) | No | Yes | 0.0% | 0.0% | $281,307 | $280,307 | $0 | $0 | $0 | $0 | **$280,307** |
| Metrolink Quiet Zone (0026) | No | No | 0.0% | 0.0% | $500,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,000** |
| Citywide Centracs Expansion (0027) | No | No | 0.0% | 0.0% | $187,000 | $186,000 | $0 | $0 | $0 | $0 | **$186,000** |
| Citywide PTZ Upgrade (0028) | No | No | 0.0% | 0.0% | $209,000 | $208,000 | $0 | $0 | $0 | $0 | **$208,000** |
| Cherry Ave. and S. Highland Ave. TS (0030) | No | No | 0.0% | 0.0% | $315,000 | $314,000 | $0 | $0 | $0 | $0 | **$314,000** |
| Baseline Ave and Palmetto Ave TS (0031) | No | No | 0.0% | 0.0% | $800,000 | $99,000 | $100,000 | $600,000 | $0 | $0 | **$799,000** |
| Summit Ave. Left-Turn Phasing (0032) | No | No | 0.0% | 0.0% | $76,000 | $75,000 | $0 | $0 | $0 | $0 | **$75,000** |
| Street Name Sign Replacement (0033) | No | No | 0.0% | 0.0% | $216,000 | $215,000 | $0 | $0 | $0 | $0 | **$215,000** |
| Valley/Almond Traffic Signal (3307) | No | No | 0.0% | 0.0% | $1,567,770 | $609,025 | $0 | $0 | $0 | $0 | **$609,025** |
| Valley/Oleander Traffic Signal (3310) | No | No | 0.0% | 0.0% | $1,686,000 | $520,151 | $0 | $0 | $0 | $0 | **$520,151** |
| Sierra/Riverside TS (3329) | No | No | 0.0% | 0.0% | $1,027,000 | $50,000 | $820,320 | $0 | $0 | $0 | **$870,320** |
| Alder-Locust-Ramona SRTS (3339) | No | Yes | 0.0% | 0.0% | $500,000 | $50,000 | $405,232 | $0 | $0 | $0 | **$455,232** |
| Cherry/Live Oak Traffic Signal Mod (3341) | No | No | 0.0% | 0.0% | $1,301,000 | $1,135,379 | $0 | $0 | $0 | $0 | **$1,135,379** |
| San Sevaine Trail PH I Seg 2 (3345) | No | No | 0.0% | 0.0% | $724,402 | $200,000 | $268,127 | $0 | $0 | $0 | **$468,127** |
| Arrow/Tokay TS (3354) | No | No | 0.0% | 0.0% | $1,326,000 | $200,000 | $1,025,770 | $0 | $0 | $0 | **$1,225,770** |
| Citrus/Ceres Traffic Signal (3355) | No | No | 0.0% | 0.0% | $1,533,000 | $1,190,403 | $0 | $0 | $0 | $0 | **$1,190,403** |
| Citrus/Malaga Pedestrian Xing (3356) | No | No | 0.0% | 0.0% | $100,000 | $99,000 | $0 | $0 | $0 | $0 | **$99,000** |
| Cypress Ave TS/ Intersection Improvements (3361) | No | No | 0.0% | 0.0% | $500,000 | $100,000 | $141,884 | $0 | $0 | $0 | **$241,884** |
| Alder Middle School S/W (3367) | No | No | 0.0% | 0.0% | $843,036 | $646,071 | $0 | $0 | $0 | $0 | **$646,071** |
| Foothill/Alder Curb Ramp (3370) | No | No | 0.0% | 0.0% | $444,000 | $364,478 | $0 | $0 | $0 | $0 | **$364,478** |
| Baseline/Alder TS (3379) | No | No | 0.0% | 0.0% | $100,000 | $99,000 | $0 | $0 | $0 | $0 | **$99,000** |
| Foothill/Laurel Sidewalk (3380) | No | No | 0.0% | 0.0% | $50,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,000** |
| Mango/So Highland TS (3382) | No | No | 0.0% | 0.0% | $1,283,000 | $1,018,212 | $0 | $0 | $0 | $0 | **$1,018,212** |
| FS 78 Citrus/Chase TS (3384) | No | No | 0.0% | 0.0% | $965,000 | $860,745 | $0 | $0 | $0 | $0 | **$860,745** |
| Arrow/Cypress TS (3386) | No | No | 0.0% | 0.0% | $1,000,000 | $902,608 | $0 | $0 | $0 | $0 | **$902,608** |
| Citrus Ave.Widening at SR-210 & Highland Ave (0039) | No | No | 0.0% | 0.0% | $260,000 | $100,000 | $160,000 | $0 | $0 | $0 | **$260,000** |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | William Castrillon / Resource Budget Officer |
| Phone: | (909) 350-7669 |
| Email: | wcastrillon@fontana.org |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Fontana**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cypress Ave. at Summit Ave TS (0038) | No | No | 0.0% | 0.0% | $620,000 | $100,000 | $100,000 | $420,000 | $0 | $0 | **$620,000** |
| Live Oak /Village Drive TS (F3600074) | No | No | 0.0% | 0.0% | $750,000 | 750,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Alder Ave & Marygold Ave TS (F3600071) County is lead. | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 750,000.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Beech/Valley TS (F3600073) | No | No | 0.0% | 0.0% | $750,000 | 750,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Randall & Mango TS (F3600075) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| San Bernardino/Oleander TS (F3600076) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Cherry & Banana TS (F3600041) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 750,000.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Randall & Oleander TS (F3600078) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Beech & Walnut TS (F3600077) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Baseline/Tamarind TS (F3600038) | No | No | 0.0% | 0.0% | $750,000 | 750,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Catawba/Fontana/Randall TS (F3600047) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Cherry/Village TS (F3600044) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Arrow/Laurel TS (F3600037) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 750,000.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Cherry/Walnut TS (F3600035) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 750,000.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Knox/South Highland TS (F3600045) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Almeria/So Highland TS (F3600046) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Banana/Slover TS (F3600040) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Cypress/Merrill TS (F3600042) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 750,000.00 | 0.00 | 0.00 | 0.00 | **$750,000** |
| Juniper/South Highland TS (F3600048) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Juniper/Valencia TS (F3600039) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Mango/San Bernardino TS (F3600043) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Pepper/Randall TS (F3600049) | No | No | 0.0% | 0.0% | $750,000 | 0.00 | 0.00 | 0.00 | 750,000.00 | 0.00 | **$750,000** |
| Citywide Measure I Traffic Engineering Studies 24636007 | No | No | 0.0% | 0.0% | $488,025 | $97,605 | $97,605 | $97,605 | $97,605 | $97,605 | **$488,025** |
| Citywide Measure I Customer Relations 24636008 | No | No | 0.0% | 0.0% | $488,260 | $97,652 | $97,652 | $97,652 | $97,652 | $97,652 | **$488,260** |
| Citywide Measure I Street Lighting Related 24636009 | No | No | 0.0% | 0.0% | $423,800 | $84,760 | $84,760 | $84,760 | $84,760 | $84,760 | **$423,800** |
| Citywide Measure I Street Striping Related 24636010 | No | No | 0.0% | 0.0% | $467,955 | $93,591 | $93,591 | $93,591 | $93,591 | $93,591 | **$467,955** |
| Measure I 2010-2040 Local Cost Allocation 24636011 | No | No | 0.0% | 0.0% | $499,500 | $99,900 | $99,900 | $99,900 | $99,900 | $99,900 | **$499,500** |
| Measure I 2010-2040 Local Vehicle Maintenance 24636012 | No | No | 0.0% | 0.0% | $371,700 | $74,340 | $74,340 | $74,340 | $74,340 | $74,340 | **$371,700** |
| Citywide Measure I Street Related Activities / Traffic Studies 24636013 | No | No | 0.0% | 0.0% | $395,890 | $79,178 | $79,178 | $79,178 | $79,178 | $79,178 | **$395,890** |
| Citywide Measure I System (Traffic Controller Cabs) 24636014 | No | No | 0.0% | 0.0% | $512,805 | $102,561 | $102,561 | $102,561 | $102,561 | $102,561 | **$512,805** |
| Citywide Measure I System (Traffic Controller Equip) 24636015 | No | No | 0.0% | 0.0% | $325,000 | $65,000 | $65,000 | $65,000 | $65,000 | $65,000 | **$325,000** |
| Citywide Measure I System (Traffic Signal Equip) 24636016 | No | No | 0.0% | 0.0% | $450,000 | $90,000 | $90,000 | $90,000 | $90,000 | $90,000 | **$450,000** |
| Citywide Measure I System (Preventative Sig Maint) 24636017 | No | No | 0.0% | 0.0% | $488,580 | $97,716 | $97,716 | $97,716 | $97,716 | $97,716 | **$488,580** |
| Citywide Measure I System (Traffic Signal Maint) 24636018 | No | No | 0.0% | 0.0% | $383,990 | $76,798 | $76,798 | $76,798 | $76,798 | $76,798 | **$383,990** |
| Citywide Measure I Traffic-Related Signage 24636019 | No | No | 0.0% | 0.0% | $150,000 | $30,000 | $30,000 | $30,000 | $30,000 | $30,000 | **$150,000** |
| Citywide Measure I Emergency Reserve Equipment 24636020 | No | No | 0.0% | 0.0% | $375,700 | $75,140 | $75,140 | $75,140 | $75,140 | $75,140 | **$375,700** |
| Citywide Measure I Traffic Signal Maint Support 24636021 | No | No | 0.0% | 0.0% | $479,150 | $95,830 | $95,830 | $95,830 | $95,830 | $95,830 | **$479,150** |
| Citywide Measure I Traffic Signal Installation Support 24636022 | No | No | 0.0% | 0.0% | $479,150 | $95,830 | $95,830 | $95,830 | $95,830 | $95,830 | **$479,150** |
| Citywide Measure I Traffic Signal Communication Support 24636023 | No | No | 0.0% | 0.0% | $480,905 | $96,181 | $96,181 | $96,181 | $96,181 | $96,181 | **$480,905** |
| Citywide Measure I Traffic Signal Modification/Upgrade 24636024 | No | No | 0.0% | 0.0% | $467,940 | $93,588 | $93,588 | $93,588 | $93,588 | $93,588 | **$467,940** |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | William Castrillon / Resource Budget Officer |
| Phone: | (909) 350-7669 |
| Email: | wcastrillon@fontana.org |

Jurisdiction:

**Fontana**

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Citywide Measure I Traffic Signal Timing Sync 24636025 | No | No | 0.0% | 0.0% | $482,025 | $96,405 | $96,405 | $96,405 | $96,405 | $96,405 | **$482,025** |
| Citywide Measure I Traffic System Improvements 24636026 | No | No | 0.0% | 0.0% | $382,050 | $76,410 | $76,410 | $76,410 | $76,410 | $76,410 | **$382,050** |
| | | | | | Projects Total: | $15,689,037 | $9,060,245 | $3,163,485 | $11,518,485 | $1,718,485 | **$41,149,737** |

***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Programming is currently** **83%**

**Total Estimated Programming:** **$41,149,737**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | 23-Aug-22 |
| Contact Person/Title: | Shanita Tillman/Management Analyst |
| Phone: | 909-824-6621 ext. 218 |
| Email: | stillman@grandterrace-ca.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Grand Terrace**

6/30/22 Carryover Balance **$407,810.95**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$318,116** | **$320,171** | **$320,179** | **$322,871** | **$325,845** | **$1,607,182** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Fiscal Year 2022-2023 Pavement Management Program | No | No | 0.0% | 0.0% | $2,968,654 | $639,655 | | | | | **$639,655** |
| Fiscal Year 2023-2024 Pavement Management Program | No | No | 0.0% | 0.0% | $1,000,000 | $0 | $252,350 | $0 | $0 | $0 | **$252,350** |
| Fiscal Year 2024-2025 Pavement Management Program | No | No | 0.0% | 0.0% | $1,000,000 | $0 | $0 | $252,358 | $0 | $0 | **$252,358** |
| Fiscal Year 2025-2026 Pavement Management Program | No | No | 0.0% | 0.0% | $1,000,000 | | $0 | $0 | $255,051 | $0 | **$255,051** |
| Fiscal Year 2026-2027 Pavement Management Program | No | No | 0.0% | 0.0% | $1,000,000 | $0 | $0 | $0 | $0 | $280,845 | **$280,845** |
| Tree Trimming Program | No | No | 0.0% | 0.0% | $369,734 | $86,272 | $67,821 | $67,821 | $67,820 | $45,000 | **$334,734** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $725,927 | $320,171 | $320,179 | $322,871 | $325,845 | **$2,014,993** |

**Total Programming is currently** **100%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$2,014,993**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | 2022-65 |
| Resolution Approval Date: | 9/6/2022 |
| Contact Person/Title: | Bethany Hudson - Admin Analyst |
| Phone: | 760-947-1438 |
| Email: | bhudson@cityofhesperia.us |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Hesperia**

6/30/22 Carryover Balance **$ 5,600,00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$3,965,679** | **$3,987,973** | **$4,010,376** | **$4,042,819** | **$4,106,150** | **$20,112,996** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Hwy 395 & Joshua St. Park and Ride Expansion (CO 6523) | Yes | No | 0.0% | 0.0% | $800,000 | $3,000 | $0 | $0 | $0 | $0 | **$3,00** |
| Main St Traffic Signal Synchronization (CO 7133) | No | No | 0.0% | 0.0% | $1,221,233 | $196,534 | $0 | $0 | $0 | $0 | **$196,53** |
| Sultana Street Improvements (CO7143) | No | No | 0.0% | 0.0% | $6,200,000 | $0 | $200,000 | $1,500,000 | $4,500,000 | $0 | **$6,200,00** |
| Muscatel Street Improvements (CO 7144) | No | No | 0.0% | 0.0% | $4,800,000 | $0 | $200,000 | $800,000 | $3,800,000 | $0 | **$4,800,00** |
| Traffic Signal @ Rachero and Cottonwood (CO 7146) | No | No | 41.1% | 58.9% | $450,000 | $500 | $0 | $0 | $0 | $0 | **$50** |
| FY 2021-22 Annual St Imp Project - Jacaranda & Cottonwood | No | No | 0.0% | 0.0% | $2,000,000 | $1,998,500 | $0 | $0 | $0 | $0 | **$1,998,50** |
| FY 2023-24 Street Improvement Project | No | No | 0.0% | 0.0% | $2,000,000 | $0 | $1,400,000 | $0 | $0 | $0 | **$1,400,00** |
| FY 2024-25 Street Improvement Project | No | No | 0.0% | 0.0% | $2,000,000 | $0 | $0 | $1,400,000 | $0 | $0 | **$1,400,00** |
| FY 2025-26 Street Improvement Project | No | No | 0.0% | 0.0% | $2,000,000 | $0 | $0 | $0 | $1,400,000 | $0 | **$1,400,00** |
| FY 2026-27 Street Improvement Project | No | No | 0.0% | 0.0% | $2,000,000 | $0 | $0 | $0 | $0 | $0 | **$** |
| Ranchero Road Aqueduct Crossing (CO 7139) | Yes | No | 41.1% | 58.9% | $16,362,000 | $100,000 | $0 | $0 | $0 | $0 | **$100,00** |
| Ranchero Road Interchange Public Share Reimbursement | No | No | 41.1% | 58.9% | $6,500,000 | $0 | $2,300,000 | $2,300,000 | $2,300,000 | $0 | **$6,900,00** |
| Ranchero Road Improvements 7th - Mariposa (CO 7094) | Yes | No | 41.1% | 58.9% | $36,332,142 | $100,000 | $0 | $0 | $0 | $0 | **$100,00** |
| Traffic Signal Ranchero Rd & 7th Ave (CO 7154) | No | No | 0.0% | 0.0% | $450,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,00** |
| Main Street/Mariposa Rd Traffic Signal Relocation | No | No | 0.0% | 0.0% | $65,000 | $0 | $0 | $0 | $0 | $0 | **$** |
| Traffic Signal Main St and Sultana/Timberlane (CO 7159) | No | No | 0.0% | 0.0% | $1,234,000 | $302,366 | $0 | $0 | $0 | $0 | **$302,36** |
| Landscaping Ranchero Road & I-15 (CO 7160) | No | No | 0.0% | 0.0% | $650,000 | $0 | $0 | $0 | $0 | $0 | **$** |
| Ranchero Road Undercrossing (CO 7046) | No | No | 0.0% | 0.0% | $31,540,298 | $323,533 | $30,000 | $30,000 | $30,000 | $30,000 | **$443,53** |
| I Avenue Corridor Study (CO 7151) | No | No | 0.0% | 0.0% | $278,580 | $0 | $0 | $0 | $0 | $0 | **$** |
| Aqueduct Crossing Improvements (CO 7096) | Yes | No | 41.1% | 58.9% | $9,797,000 | $0 | $0 | $250,000 | $425,000 | $1,070,000 | **$1,745,00** |
| Kaiser Permanente Way Extension (CO 7165) | No | No | 0.0% | 0.0% | $500,000 | $0 | $0 | $0 | $0 | $0 | **$** |
| FY 2019-20 CDBG Street Improvements (CO 7158) | No | No | 0.0% | 0.0% | $2,560,000 | $0 | $0 | $0 | $0 | $0 | **$** |
| Cedar Street Roadway Imp (CO 7170) | No | No | 0.0% | 0.0% | $425,000 | $75,000 | $350,000 | $0 | $0 | $0 | **$425,00** |
| Maple Avenue Street Improvements (CO 7169) | Yes | Yes | 41.1% | 58.9% | $6,200,000 | $100,000 | $0 | $0 | $0 | $0 | **$100,00** |
| Traffic Signal Ranchero & Maple (CO7131) | No | No | 0.0% | 0.0% | $450,000 | $1,000 | $0 | $0 | $0 | $0 | **$1,00** |
| Ranchero Road St. Imp Danbury to I Ave (CO 7168) | Yes | | 41.1% | 58.9% | $3,000,000 | $450,000 | $40,000 | $0 | $0 | $0 | **$490,00** |
| City-wide Preservation and Maintenance | | | 0.0% | 0.0% | $0 | $1,750,000 | $1,750,000 | $1,750,000 | $1,750,000 | $1,750,000 | **$8,750,00** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$** |
| | | | | | Projects Total: | $5,401,433 | $6,270,000 | $8,030,000 | $14,205,000 | $2,850,000 | **$36,756,43** |

**Total Programming is currently** **143%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$36,756,43**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | 2022-XXX |
| Resolution Approval Date: | 8/9/2022 |
| Contact Person/Title: | Carlos Zamano, Public Works Director |
| Phone: | (909) 864-6861 |
| Email: | czamano@cityofhighland.org |

Jurisdiction:

**Highland**

## Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

## Fiscal Years 2022/2023 thru 2026/2027

6/30/22 Carryover Balance: **$1,200,000.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,412,650** | **$1,421,776** | **$1,421,814** | **$1,433,769** | **$1,446,975** | **$7,136,984** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| LRS19001 - Develop Local Roadway Safety Plan | No | No | 100.0% | 0.0% | $84,053 | $731 | $0 | $0 | $0 | $0 | **$731** |
| ola20002 - CDBG 20/21 - Rehab - Cunningham St. (Base Line to 9th St.) | No | No | 100.0% | 0.0% | $239,544 | $101,544 | $0 | $0 | $0 | $0 | **$101,544** |
| ola22001 - CBDG 22/23 - Rehab - McKinley Ave. (Base Line to 9th St.) | No | No | 100.0% | 0.0% | $245,000 | $45,000 | $0 | $0 | $0 | $0 | **$45,000** |
| str11005 - Street Improvements - 9th St. (Cunningham St. to Palm Ave.) & Church Ave./Norwood St. Intersection | Yes | No | 100.0% | 0.0% | $819,918 | $2,000 | $0 | $0 | $0 | $0 | **$2,000** |
| str11006 - Street Improvements - McKinley Ave. (9th St. to Base Line) & Base Line/Valaria Dr. Intersection | Yes | No | 100.0% | 0.0% | $1,263,300 | $2,000 | $0 | $0 | $0 | $0 | **$2,000** |
| str12005 - Street Improvements - 10t St. (Central Ave. to Drummond Ave.), Drummond Ave. (Norwood St. to 9th St.), Cole Ave. (14th St. to 10th St.), & 14th St. (Central Ave. to Cole Ave.) | Yes | No | 100.0% | 0.0% | $1,068,254 | $149,230 | $0 | $0 | $0 | $0 | **$149,230** |
| str15002 - Bikeway - Highland/Redlands Regional Connector (Orange St., Streater Dr., Glenheather Dr. and Love St.) | Yes | Yes | 100.0% | 0.0% | $4,691,956 | $192,000 | $0 | $0 | $0 | $0 | **$192,000** |
| str17001 - Bikeway - City Creek/Alabama Street Bikeways | Yes | Yes | 100.0% | 0.0% | $4,095,898 | $140,133 | $188,000 | $0 | $0 | $0 | **$328,133** |
| str20001 - Sector E Pavement Rehabilitation and Maintenance (Locations per Attachments "F" and "G") | No | No | 100.0% | 0.0% | $2,671,700 | $2,000 | $0 | $0 | $0 | $0 | **$2,000** |
| str20003 - Tippecanoe Ave. (3rd St. - Vine St.) & Elm St. Alley Joint Project with SB County | No | No | 100.0% | 0.0% | $2,502,285 | $2,000 | $0 | $0 | $0 | $0 | **$2,000** |
| swk19001 - Transit Stops - Sidewalk and Bikeway Improvements - 9th St. (Eucapytus Dr. to Victoria Ave.) | Yes | No | 100.0% | 0.0% | $124,927 | $23,705 | $0 | $0 | $0 | $0 | **$23,705** |
| swk19002 - Transit Stop Access Improvements - Base Line, Boulder Ave., 9th St. and Olive Tree Ln. | Yes | No | 100.0% | 0.0% | $90,830 | $66,774 | $0 | $0 | $0 | $0 | **$66,774** |
| swk21001 - Street Improvements - Messina St. & Seine Ave. | Yes | No | 100.0% | 0.0% | $148,417 | $73,646 | $0 | $0 | $0 | $0 | **$73,646** |
| Categorical Project - Miscellaneous City-Wide Street Repair | | | 100.0% | 0.0% | $250,000 | $50,000 | $50,000 | $50,000 | $50,000 | $50,000 | **$250,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $850,762 | $238,000 | $50,000 | $50,000 | $50,000 | **$1,238,762** |

**Total Programming is currently** **15%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$1,238,762**



Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

| NO. | STREET SECTIONS | FROM | TO |
|---|---|---|---|
| 1 | 7th Street | Elmwood road | Del Rosa Avenue |
| 2 | 9th Street | Elmwood road | Del Rosa Drive |
| 3 | 9th Street | Elmwood road | Bonnie Street |
| 4 | 9th Street | Bonnie Street | Sterling Avenue |
| 5 | 9th Street | Sterling Avenue | 255ft East of Sterling Avenue |
| 6 | 9th Street | 255ft East of Sterling Avenue | Guthrie Street |
| 7 | 9th Street | Guthrie Street | Newcomb Street |
| 8 | 9th Street | Newcomb Street | McKinley Street |
| 9 | 9th Street | McKinley Street | 231ft East of McKinley Street |
| 10 | 9th Street | 231ft East of McKinley Street | 117ft East of Eucalyptus Drive |
| 11 | 9th Street | 117ft East of Eucalyptus Drive | 677ft East of Eucalyptus Drive |
| 12 | 9th Street | 677ft East of Eucalyptus Drive | Victoria Avenue |
| 13 | 9th Street | Victoria Avenue | Cunningham Street |
| 14 | 9th Street | Cunningham Street | Hillview Street |
| 15 | 9th Street | Hillview Street | 536ft East of Hillview Street |
| 16 | 9th Street | 536ft East of Hillview Street | Central Avenue |
| 17 | 9th Street | Central Avenue | Lillian Lane |
| 18 | 9th Street | Lillian Lane | Drummond Ave |
| 19 | 9th Street | Drummond Avenue | Palm Avenue |
| 20 | Abbey Wy. | Church St. | 1112' E/O Church St. |
| 21 | Abbey Wy. | 1112' E/O Church St. | East End |
| 22 | Aloe Court | 172' South of Water Street | South Cul-De-Sac |
| 23 | Alta Vista | Santa Ana Canyon Drive | Frontera Del Norte |
| 24 | Aplin Street | Water Street | 730' N/O Water St. |
| 25 | Aranci Way | Goldbuckle Road | Polo Street |
| 26 | Aranci Wy. | North End | Goldbuckle Rd. |
| 27 | Ashford Court | Quail Run Drive | East CDS |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

| NO. | STREET SECTIONS | FROM | TO |
|---|---|---|---|
| 28 | Autumnchase Dr. | Sycamore Dr. | Golden Oak Ln. |
| 29 | Base Line Street | Greenbrier Place | Weaver Street |
| 30 | Birchwood Pl. | Southwood Ln. | North End |
| 31 | Blue Creek Lane | Elder Creek Lane | Willow Creek Lane |
| 32 | Bobcat Ln. | North End | Jackrabbit Ln. |
| 33 | Bright Spot Road | Weaver Street | 665' East of Weaver Street |
| 34 | Calle Carrisa | Via Alicia Street | North Cul-De-Sac |
| 35 | Canyon Oaks Drive | Oak Park Drive | Willow Oak Lane |
| 36 | Catalpa Avenue | Saturn Street | Norwood Street |
| 37 | Chanticleer Road | Goldbuckle Road | 1567ft North of Goldbuckle Rd. |
| 38 | Church Street | Greenspot Road | Old Greenspot Road |
| 39 | Church Street | Old Greenspot Road | Abbey Way |
| 40 | Cortez Street | Old Greenspot Road | Merris Street |
| 41 | Cram Rd. | Kemper Ln. | Water St. |
| 42 | Cram Road | Lochnivar Road | Kemper Lane |
| 43 | Falkirk Place | Canyon Oak Drive | Glenheather Drive |
| 44 | Fox Tail Way | Foxtail Court | Jack Rabbit Lane |
| 45 | Fox Tail Way | Glenheather Drive | Foxtail Court |
| 46 | Foxtail Ct. | Foxtail Wy. | North End |
| 47 | Foxtail Pl. | Foxtail Wy. | South End |
| 48 | Gala Street | Highland Avenue | Sheffield Drive |
| 49 | Garden Crescent | Palm View Lane | Palm View Lane |
| 50 | Goldbuckle Rd. | Weaver St. | Unicorn Wy. |
| 51 | Highland Grove Court | Highland Grove Road | North Cul-De-Sac |
| 52 | Homestead Lane | North Cul-De-Sac | Whitegate Lane |
| 53 | Jackrabbit Ln. | Church St. | North End |
| 54 | Lavender Court | North Cul-De-Sac | Garden Crescent |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

| NO. | STREET SECTIONS | FROM | TO |
|---|---|---|---|
| 55 | Lavender Court | Palm View Lane | South Cul-De-Sac |
| 56 | Lochinvar Rd. | Weaver St. | North End |
| 57 | Marilyn Avenue | 5th Street | South End |
| 58 | Meadow Gate Lane | Club View Drive | Homestead Lane |
| 59 | Merris St. | Old Greenspot Rd. | Merris St. |
| 60 | Merris Street | Church Street | Merris Street |
| 61 | Oak Court | North Cul-De-Sac | Garden Crescent |
| 62 | Oak Ct. | Palm View Ln. | South End |
| 63 | Old Greenspot Road | Merris Street | East End |
| 64 | Palm Avenue | Base Line Street | 11th Street |
| 65 | Palm Avenue | 11th Street | Norwood Street |
| 66 | Palm Avenue | Norwood Street | 9th Street |
| 67 | Palm Avenue | 9th Street | Harlin Lane |
| 68 | Palm Avenue | Harlin Lane | Cypress Street |
| 69 | Palm Avenue | Cypress Street | 956ft Soth of Cypress Street |
| 70 | Palm Avenue | 956ft South of Cypress Street | Meines Street |
| 71 | Palm Avenue | Meines Street | 5th Street |
| 72 | Palm View Ln. | Parkview Ln. | Club View Dr. |
| 73 | Parkview Ln. | Greenspot Rd. | North End |
| 74 | Pattee Court | Nye Drive | East CDS |
| 75 | Pepper Tree Court | Oak Court | Northeast cul-De-Sac |
| 76 | Pluto Street | Baseline Frontage | Seine Avenue |
| 77 | Polo St. | Goldbuckle Rd. | East End |
| 78 | San Benito Street | La Cresta Street | North End |
| 79 | Santa Ana Canyon Rd. | Merlin Wy. | East End |
| 80 | Santa Ana Canyon Road | 1290' East of North Fork Road | Merlin Way |
| 81 | Santa Ana Canyon Road | 711' East of Aplin Street | 1290' East of North Fork Road |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT "F"
5-YEAR PAVEMENT MANAGEMENT PROGRAM
SECTOR E PREVENTIVE MAINTENANCE

| NO. | STREET SECTIONS | FROM | TO |
|---|---|---|---|
| 82 | Saturn Street | Seine Avenue | Windrose Drive |
| 83 | Silver Bucket Court | Silver Buckle Road | East Cul-De-Sac |
| 84 | Silver Bucket Road | Belt Lane | Goldbuckle Road |
| 85 | Silver Bucket Road | Goldbuckle Road | Silver Bucket Court |
| 86 | Southwood Ln. | Alpin St. | West End |
| 87 | Sweetwater Lane | North Cul-De-Sac | Meadowgate Lane |
| 88 | Sweetwater Lane | Meadowgate Lane | Whitegate Lane |
| 89 | Tiara Avenue | Tiara Court | Burns Avenue |
| 90 | Tiara Court | Tiara Drive | East CDS |
| 91 | Tyler Street | Old Greenspot Road | Merris Street |
| 92 | Villa Court | Villa Avenue | Foster Avenue |
| 93 | Water Street | Aplin Street | North Fork Road |
| 94 | Water Street | Weaver Street | Aplin Street |
| 95 | Weaver Street | Water Street | Highland Grove Ln. |
| 96 | Weaver Street | Highland Grove Ln. | Greenspot Road |
| 97 | Webster St. | Boulder Ave. | Eucalyptus Ave. |
| 98 | Webster Street | Base Line Street | Cherokee Rose Drive |
| 99 | Webster Street | Boulder Avenue | 208ft South of Boulder Ave. |
| 100 | Whitegate Lane | Club View Drive | East Cul-De-Sac |
| 101 | Wisteria Court | Garden Lane | South CDS |
| 102 | Ypsilantha Street | Old Greenspot Rd. | Merris Street |
| 103 | Canyon Oak Dr. | Streater Ave. | Oak Park Dr. |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTAC

# ATTACHMENT "G"

## 5-YEAR PAVEMENT MANAGEMENT PROGRAM
## SECTOR E PAVEMENT REHABILITATION

(Highland - Attachment "

| NO. | STREET SECTIONS | FROM | TO |
|---|---|---|---|
| 1 | Brightspot Rd. | Carro Amano Ln. | 665' E/O Weaver St. |
| 2 | Carro Amano Ln. | Lochinvar Rd. | Aplin St. |
| 3 | Cloverhill Dr. | Water St. | Base Line |
| 4 | Clubview Dr. | Water St. | Whitegate Ln. |
| 5 | Clubview Dr. | Whitegate Ln. | Greenspot Rd. |
| 6 | Goldbuckle Rd. | Goldbuckle Rd. | Weaver St. |
| 7 | Goldbuckle Rd. | Greenspot Rd. | Goldbuckle Rd. |
| 8 | Santa Ana Canyon Rd. | Weaver St. | 585' E/O Weaver St. |
| 9 | Unicorn Wy. | Belt Ln. | 7784 Unicorn Wy. |
| 10 | Webster St. | Eucalyptus Ave. | Cherokee Rose Dr. |
| 11 | Belt Ln. | Silverbuckle Rd. | Unicorn Wy. |
| 12 | Double A Ln. | Highland Grove Ln. | North End |
| 13 | Highland Grove Ln. | Chanticleer Rd. | Weaver St. |
| 14 | Lochinvar Rd. | Lochinvar Rd. | North Cul-de-Sac |
| 15 | Lochinvar Rd. | Chanticleer Rd. | Weaver St. |
| 16 | Atlantic Ave. | Boulder Ave. | East End |
| 17 | Gold Buckle Ct. | Goldbucke Rd. | North End |
| 18 | Canyon Oak Dr. | Streater Ave. | Oak Park Dr. |
| 19 | Canyon Oak Dr. | Willow Oak Ln. | White Oak Ln. |
| 20 | Silver Oak Ln. | Canyon Oak Dr. | East End |
| 21 | Willow Oak Ln. | Canyon Oak Dr. | East End |
| 22 | White Oak Ln. | Canyon Oak Dr. | East End |
| 23 | Hilltop Dr. | Sunny Ridge Loop | West End |
| 24 | Sunny Ridge Loop | Canyon Oak Dr. | Canyon Oak Dr. |
| 25 | River Oak Ln. | Canyon Oak Dr. | Church St. |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | 2022-22 |
| Resolution Approval Date: | 44691 |
| Contact Person/Title: | T. Jarb Thaipejr, City Manager |
| Phone: | (909) 799-2811 |
| Email: | jthalpejr@lomalinda-ca.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Loma Linda**

6/30/22 Carryover Balance **$510,008.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$638,720** | **$642,846** | **$642,863** | **$648,269** | **$654,240** | **$3,226,938** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Pavement rehabilitation on Tracts 3099, 3415, 8517, 9004, 9103, 9152, 9276, 9277, 9292, 9389, 10075, 10794, 15422, 15700 and Mountain View Avenue from Redlands Blvd to Van Leuven St. | No | No | 0.0% | 100.0% | $810,000 | $810,000 | $0 | $0 | $0 | $0 | **$810,000** |
| Pavement rehabllilalion on Oakwood Or, Barton Rd from Mountain View Ave to UPRR Bridge, Tract 9438, 10131, 10132, 10133, 10134, 10135, 10136, 10137, 11516, 12294, 13877 and Newport Ave from Barton Rd to Bryn Mawr Ave | No | No | 0.0% | 100.0% | $750,000 | $0 | $750,000 | $0 | $0 | $0 | **$750,000** |
| Pavement rehabilitation on Mountain View Avenue from Van Leuven St to Barton Rd, Van Leuven St from Mountain View Ave to Orange Grove St., Lane St, State St., Tract 6777, 3000, 6781, 15738, 14544, 14552, 14545. 15071 | No | No | 0.0% | 100.0% | $750,000 | $0 | $0 | $750,000 | $0 | $0 | **$750,000** |
| Pavement rehabilitation on Lawton Avenue from mountain View Ave to Whittier Ave, Mountain View Ave from Lawton Ave to Beaumont Ave, Beaumont Ave from mountain View Ave to Whittier Ave Bryn Mawr Ave from Lawton Ave to Beaumont AveHinkley St, Tract 13449, 13943, 16650 13046, 13705 | No | No | 0.0% | 100.0% | $750,000 | $0 | $0 | $0 | $750,000 | $0 | **$750,000** |
| Pavement rehabilitation on Redlands blvd | No | No | 0.0% | 100.0% | $710,000 | $0 | $0 | $0 | $0 | $710,000 | **$710,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $810,000 | $750,000 | $750,000 | $750,000 | $710,000 | **$3,770,000** |

**Total Programming is currently** **101%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$3,770,000**

| | |
|---|---|
| Resolution Number: | 22-3346 |
| Resolution Approval Date: | 2-May-22 |
| Contact Person/Title: | Monica Heredia, PW Director |
| Phone: | 909-625-9441 |
| Email: | mheredia@cityofmontclair.org |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Montclair**

6/30/22 Carryover Balance **$0.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,015,948** | **$1,022,511** | **$1,022,539** | **$1,031,137** | **$1,040,634** | **$5,132,769** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Central Bridge Replacement - Consultant Fees | No | No | 0.0% | 100.0% | $0 | $85,858 | $276,408 | $0 | $0 | $0 | **$362,266** |
| I-10 Monte Vista Interchange Term Loan Agreement | No | No | 0.0% | 100.0% | $0 | $74,620 | $1,348,156 | $0 | $0 | $0 | **$1,422,776** |
| Pavement Rehabilitation - Citywide | No | No | 0.0% | 100.0% | $0 | $4,000,000 | $1,000,000 | $900,000 | $0 | $0 | **$5,900,000** |
| | | | | | Projects Total: | $4,160,478 | $2,624,564 | $900,000 | $0 | $0 | **$7,685,042** |

**Total Programming is currently** **150%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$7,685,042**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member

| | |
|---|---|
| Resolution Number: | 2022-61 |
| Resolution Approval Date: | 8/9/2022 |
| Contact Person/Title: | Tammy Ellmore, Engineering Tech |
| Phone: | 760-326-5740 x 150 |
| Email: | tellmore@cityofneedles.com |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Needles**

6/30/22 Carryover Balance **$299,675.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$196,652** | **$195,858** | **$195,066** | **$196,220** | **$197,379** | **$981,175** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| PHASE 4 STREET IMPROVEMENT | No | No | 0.0% | 0.0% | $700,000 | $0 | $700,000 | $0 | $0 | $0 | **$700,000** |
| PHASE 5 STREET IMPROVEMENT | No | No | 0.0% | 0.0% | $1,200,000 | $0 | $0 | $1,200,000 | $0 | $0 | **$1,200,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $0 | $700,000 | $1,200,000 | $0 | $0 | **$1,900,000** |

**Total Programming is currently** **148%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$1,900,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

EXHIBIT A

| | |
|---|---|
| Resolution Number: | 2022-045 |
| Resolution Approval Date: | 26-May-22 |
| Contact Person/Title: | Tricia Espinoza, Assistant City Eng. |
| Phone: | (909) 395-2188 |
| Email: | tespinoza@ontarioca.gov |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Ontario**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 6/30/22 Carryover Balance | $2,321,309.00 |
| | | | | | | $4,669,596 | $4,699,762 | $4,699,887 | $4,739,406 | $4,783,060 | $23,591,710 |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Total |
| Barrington Avenue Pavement Rehabilitation (Fourth St. to Gibralter St.) | No | No | 0.0% | 0.0% | $450,000 | $450,000 | $0 | $0 | $0 | $0 | $450,000 |
| Benson Avenue Pavement Rehabilitation (Holt Blvd. to I-10) | No | No | 0.0% | 0.0% | $700,000 | $700,000 | $0 | $0 | $0 | $0 | $700,000 |
| Campus Avenue Pavement Rehabilitation (Francis St. to Belmont St.) | No | No | 0.0% | 0.0% | $650,000 | $650,000 | $0 | $0 | $0 | $0 | $650,000 |
| Campus Avenue and Philadelphia Street Drainage and Street Improvements | No | No | 0.0% | 0.0% | $200,000 | $200,000 | $0 | $0 | $0 | $0 | $200,000 |
| Concours Street Pavement Rehabilitation (Wineville Ave. to Barrington Ave.) | No | No | 0.0% | 0.0% | $350,000 | $350,000 | $0 | $0 | $0 | $0 | $350,000 |
| Etiwanda Avenue Pavement Rehabilitation (Jurupa St. to Santa Ana St.) | No | No | 0.0% | 0.0% | $475,000 | $475,000 | $0 | $0 | $0 | $0 | $475,000 |
| G Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.) | No | No | 0.0% | 0.0% | $450,000 | $450,000 | $0 | $0 | $0 | $0 | $450,000 |
| Grove Avenue Pavement Rehabilitation (500' N & S of SR-60) | No | No | 0.0% | 0.0% | $315,000 | $315,000 | $0 | $0 | $0 | $0 | $315,000 |
| FY 2022/2023 Slurry Seal Program | No | No | 0.0% | 0.0% | $650,000 | $650,000 | $0 | $0 | $0 | $0 | $650,000 |
| FY 2022/2023 Traffic Counts | No | No | 0.0% | 0.0% | $10,000 | $10,000 | $0 | $0 | $0 | $0 | $10,000 |
| Chino Avenue Pavement Rehabilitation (south side - Euclid Ave. to Campus Ave.) | No | No | 0.0% | 0.0% | $200,000 | $0 | $200,000 | $0 | $0 | $0 | $200,000 |
| Chino Avenue Pavement Rehabilitation (Ontario Ave. to Cucamonga Creek Channel) | No | No | 0.0% | 0.0% | $70,000 | $0 | $70,000 | $0 | $0 | $0 | $70,000 |
| Edison Avenue Pavement Rehabilitation (Walker Ave. to Archibald Ave.) | No | No | 0.0% | 0.0% | $400,000 | $0 | $400,000 | $0 | $0 | $0 | $400,000 |
| Fourth Street Pavement Rehabilitation (Vineyard Ave. to El Dorado Ave.) | No | No | 0.0% | 0.0% | $675,000 | $0 | $675,000 | $0 | $0 | $0 | $675,000 |
| G Street Pavement Rehabilitation (Allyn Ave. to Grove Ave.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $300,000 | $0 | $0 | $0 | $300,000 |
| Grove Avenue Pavement Rehabilitation (Chino Ave. to Riverside Dr.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $300,000 | $0 | $0 | $0 | $300,000 |
| Philadelphia Street Pavement Rehabilitation (Wineville Ave to Etiwanda Ave.) | No | No | 0.0% | 0.0% | $500,000 | $0 | $500,000 | $0 | $0 | $0 | $500,000 |
| FY 2023/2024 Slurry Seal Program | No | No | 0.0% | 0.0% | $650,000 | $0 | $650,000 | $0 | $0 | $0 | $650,000 |
| FY 2023/2024 Traffic Counts | No | No | 0.0% | 0.0% | $10,000 | $0 | $10,000 | $0 | $0 | $0 | $10,000 |
| Baker Avenue Pavement Rehabilitation (Fourth St. to Sixth St.) | No | No | 0.0% | 0.0% | $500,000 | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| Fourth Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.) | No | No | 0.0% | 0.0% | $600,000 | $0 | $0 | $600,000 | $0 | $0 | $600,000 |
| Fifth Street Pavement Rehabilitation (El Dorado Ave. to Baker Ave.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $0 | $300,000 | $0 | $0 | $300,000 |
| Hellman Avenue Pavement Rehabilitation (Mission Blvd. to Francis St.) | No | No | 0.0% | 0.0% | $350,000 | $0 | $0 | $350,000 | $0 | $0 | $350,000 |
| Philadelphia Street Pavement Rehabilitation (Haven Ave. to Mission Blvd.) | No | No | 0.0% | 0.0% | $615,000 | $0 | $0 | $615,000 | $0 | $0 | $615,000 |
| Proforma Avenue Pavement Rehabilitation (Mission Blvd. to Francis St.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $0 | $300,000 | $0 | $0 | $300,000 |
| San Antonio Avenue Pavement Rehabilitation (Sixth St. to Holt Blvd.) | No | No | 0.0% | 0.0% | $700,000 | $0 | $0 | $700,000 | $0 | $0 | $700,000 |
| FY 2024/2025 Slurry Seal Program | No | No | 0.0% | 0.0% | $650,000 | $0 | $0 | $650,000 | $0 | $0 | $650,000 |
| FY 2024/2025 Traffic Counts | No | No | 0.0% | 0.0% | $10,000 | $0 | $0 | $10,000 | $0 | $0 | $10,000 |
| Francis Street Pavement Rehabilitation (Milliken Ave. to Rochester Ave.) | No | No | 0.0% | 0.0% | $500,000 | $0 | $0 | $0 | $500,000 | $0 | $500,000 |
| Francis Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.) | No | No | 0.0% | 0.0% | $500,000 | $0 | $0 | $0 | $500,000 | $0 | $500,000 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | 2022- |
| Resolution Approval Date: | 26-May-22 |
| Contact Person/Title: | Tricia Espinoza, Assistant City Eng. |
| Phone: | (909) 395-2188 |
| Email: | tespinoza@ontarioca.gov |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Ontario**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Philadelphia Street Pavement Rehabilitation (Benson Ave. to Mountain Ave.) | No | No | 0.0% | 0.0% | $540,000 | $0 | $0 | $0 | $540,000 | $0 | **$540,000** |
| Vineyard Avenue Pavement Rehabilitation (I-10 to Holt Blvd.) | No | No | 0.0% | 0.0% | $450,000 | $0 | $0 | $0 | $450,000 | $0 | **$450,000** |
| Wineville Avenue Pavement Rehabilitation (Francis St. to Philadelphia St.) | No | No | 0.0% | 0.0% | $325,000 | $0 | $0 | $0 | $325,000 | $0 | **$325,000** |
| FY 2025/2026 Slurry Seal Program | No | No | 0.0% | 0.0% | $650,000 | $0 | $0 | $0 | $650,000 | $0 | **$650,000** |
| FY 2025/2026 Traffic Counts | No | No | 0.0% | 0.0% | $10,000 | $0 | $0 | $0 | $10,000 | $0 | **$10,000** |
| Fourth Street Pavement Rehabilitation (Etiwanda Ave. to Wineville Ave.) | No | No | 0.0% | 0.0% | $550,000 | $0 | $0 | $0 | $0 | $550,000 | **$550,000** |
| Grove Avenue Pavement Rehabilitation (Mission Blvd. to Holt Blvd.) | No | No | 0.0% | 0.0% | $725,000 | $0 | $0 | $0 | $0 | $725,000 | **$725,000** |
| Riverside Drive Pavement Rehabilitation (Fern Ave. to Bon View Ave.) | No | No | 0.0% | 0.0% | $800,000 | $0 | $0 | $0 | $0 | $800,000 | **$800,000.00** |
| Vineyard Avenue Pavement Rehabilitation (Mission Blvd. to Philadelphia St.) | No | No | 0.0% | 0.0% | $875,000 | $0 | $0 | $0 | $0 | $875,000 | **$875,000.00** |
| FY 2026/2027 Slurry Seal Program | No | No | 0.0% | 0.0% | $650,000 | $0 | $0 | $0 | $0 | $650,000 | **$650,000.00** |
| FY 2026/2027 Traffic Counts | No | No | 0.0% | 0.0% | $10,000 | $0 | $0 | $0 | $0 | $10,000 | **$10,000.00** |
| | | | | | Projects Total: | $4,250,000 | $3,105,000 | $4,025,000 | $2,975,000 | $3,610,000 | **$17,965,000** |

**Total Programming is currently** **69%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)*** **Total Estimated Programming:** **$17,965,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

# EXHIBIT A

| | |
|---|---|
| Resolution Number: | 2022-XXX |
| Resolution Approval Date: | 17-Aug-22 |
| Contact Person/Title: | Jason Welday/City Engineer |
| Phone: | (909) 774-4011 |
| Email: | Jason.Welday@CityofRC.us |

**Measure I Local Pass-through Program**

## FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Rancho Cucamonga**

6/30/22 Carryover Balance **$4,870,283.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$4,493,258** | **$4,522,285** | **$4,522,405** | **$4,560,432** | **$4,602,438** | **$22,700,818** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Local Street Rehabilitation - Citywide | No | No | 0.0% | 0.0% | $5,220,000 | $600,000 | $600,000 | $600,000 | $600,000 | $600,000 | **$3,000,000** |
| ADA Corrective Measures - Citywide | No | No | 0.0% | 0.0% | $355,000 | $355,000 | $355,000 | $355,000 | $355,000 | $355,000 | **$1,775,000** |
| Concrete Contract Services - Maintenance Citywide | No | No | 0.0% | 0.0% | $5,618,150 | $100,000 | $100,000 | $100,000 | $100,000 | $100,000 | **$500,000** |
| Banyan Street Pavement Rehabilitation - Haven to Rochester | No | No | 0.0% | 0.0% | $1,310,000 | $550,000 | $0 | $0 | $0 | $0 | **$550,000** |
| Lemon Avenue Pavement Rehabilitation - Haven to Marbella | No | No | 0.0% | 0.0% | $645,000 | $645,000 | $0 | $0 | $0 | $0 | **$645,000** |
| Fiber Leasing - Traffic Signal Operations | No | No | 0.0% | 0.0% | $30,000 | $30,000 | $30,000 | $30,000 | $30,000 | $30,000 | **$150,000** |
| Major Traffic Signal Repairs | No | No | 0.0% | 0.0% | $170,100 | $170,100 | $175,000 | $175,000 | $175,000 | $175,000 | **$870,100** |
| Signal Contract Services - Maintenance Citywide | No | No | 0.0% | 0.0% | $843,090 | $843,090 | $850,000 | $850,000 | $850,000 | $850,000 | **$4,243,090** |
| Striping Contract Services - Maintenance Citywide | No | No | 0.0% | 0.0% | $150,000 | $150,000 | $150,000 | $150,000 | $150,000 | $150,000 | **$750,000** |
| Rochester Avenue Rehabilitation - 6th to Arrow | No | No | 0.0% | 0.0% | $1,852,400 | $125,000 | $0 | $0 | $0 | $0 | **$125,000** |
| Rochester Avenue Rehabilitation - Highland to Wilson | No | No | 0.0% | 0.0% | $450,000 | $0 | $450,000 | $0 | $0 | $0 | **$450,000** |
| Arrow Route Rehabilitation - Etiwanda to E. City Limit | No | No | 0.0% | 0.0% | $675,000 | $0 | $675,000 | $0 | $0 | $0 | **$675,000** |
| 6th Street Rehabilitation - Haven to Cleveland | No | No | 0.0% | 0.0% | $550,000 | $0 | $550,000 | $0 | $0 | $0 | **$550,000** |
| Highland Avenue Rehabilitation - Archibald to Amethyst | No | No | 0.0% | 0.0% | $640,000 | $0 | $640,000 | $0 | $0 | $0 | **$640,000** |
| Highland Avenue Rehabilitation - Carnelian to W. City Limit | No | No | 0.0% | 0.0% | $550,000 | $0 | $550,000 | $0 | $0 | $0 | **$550,000** |
| Arrow Route Rehabilitation - Oakwood to Victory | No | No | 0.0% | 0.0% | $575,000 | $0 | $0 | $575,000 | $0 | $0 | **$575,000** |
| Arrow Route Rehabilitation - Grove to Baker | No | No | 0.0% | 0.0% | $850,000 | $0 | $0 | $850,000 | $0 | $0 | **$850,000** |
| Arrow Route Rehabilitation - Ramona to Hermosa | No | No | 0.0% | 0.0% | $350,000 | $0 | $0 | $350,000 | $0 | $0 | **$350,000** |
| Arrow Route Rehabilitation - Red Oak to Haven | No | No | 0.0% | 0.0% | $410,000 | $0 | $0 | $450,000 | $0 | $0 | **$450,000** |
| | | | | | Projects Total: | $3,568,190 | $5,125,000 | $4,485,000 | $2,260,000 | $2,260,000 | **$17,698,190** |

**Total Programming is currently** **64%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$17,698,190**

| | |
|---|---|
| Resolution Number: | 8345 |
| Resolution Approval Date: | 21-Jun-22 |
| Contact Person/Title: | Gerard Nepomuceno/Civil Engineer |
| Phone: | (909) 798-7584 x4 |
| Email: | gnepomuceno@cityofredlands.org |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Redlands**

6/30/22 Carryover Balance **$894,406.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,825,567** | **$1,837,360** | **$1,837,409** | **$1,852,859** | **$1,869,925** | **$9,223,119** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| PMP 2022 Street Resurfacing Project | No | No | 0.0% | 100.0% | $2,719,973 | $2,719,973 | $0 | $0 | $0 | $0 | **$2,719,973** |
| PMP 2023 Street Resurfacing Project | No | No | 0.0% | 100.0% | $1,837,360 | $0 | $1,837,360 | $0 | $0 | $0 | **$1,837,360** |
| PMP 2024 Street Resurfacing Project | No | No | 0.0% | 100.0% | $1,837,409 | $0 | $0 | $1,837,409 | $0 | $0 | **$1,837,409** |
| PMP 2025 Street Resurfacing Project | No | No | 0.0% | 100.0% | $1,852,859 | $0 | $0 | $0 | $1,852,859 | $0 | **$1,852,859** |
| PMP 2026 Street Resurfacing Project | No | No | 0.0% | 100.0% | $1,869,925 | $0 | $0 | $0 | $0 | $1,869,925 | **$1,869,925** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $2,719,973 | $1,837,360 | $1,837,409 | $1,852,859 | $1,869,925 | **$10,117,526** |

**Total Programming is currently** **100%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$10,117,526**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | 7596 |
| Resolution Approval Date: | 8/9/2022 |
| Contact Person/Title: | Amparo Corona |
| Phone: | 909-421-7244 |
| Email: | acorona@rialtoca.gov |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Rialto**

6/30/22 Carryover Balance **$7,086,534.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$2,631,516** | **$2,648,516** | **$2,648,586** | **$2,670,857** | **$2,695,458** | **$13,294,933** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| (HSIP7) BASELINE STREET IMPROVEMENTS (MEDIANS) | No | No | 0.0% | 0.0% | $1,174,800 | $94,001 | $0 | $0 | $0 | $0 | **$94,001** |
| (HSIP7) CLASS II BIKE LANES MERRILL | No | No | 0.0% | 0.0% | $218,000 | $2,488 | $0 | $0 | $0 | $0 | **$2,488** |
| 1193 W MERRILL AVENUE WIDENING | No | No | 0.0% | 0.0% | $330,000 | $285,121 | $0 | $0 | $0 | $0 | **$285,121** |
| ADA TRANSITION PLAN- PUBLIC RIGHT OF WAY | No | No | 0.0% | 0.0% | $350,000 | $350,000 | $0 | $0 | $0 | $0 | **$350,000** |
| CITY-WIDE SPEED SURVEY WITH TRUCK COUNTS | No | No | 0.0% | 0.0% | $100,000 | $17,422 | $0 | $0 | $0 | $0 | **$17,422** |
| MERRILL AVENUE SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS PROJECT (NEW IN FY23) | No | No | 0.0% | 0.0% | $1,454,696 | $815,564 | $0 | $0 | $0 | $0 | **$815,564** |
| PAVEMENT MANAGEMENT SYSTEM UPDATE | No | No | 0.0% | 0.0% | $250,000 | $200,000 | $0 | $0 | $0 | $0 | **$200,000** |
| SR2S-CYCLE 10 CEDAR IMPROVEMENTS | No | No | 0.0% | 0.0% | $1,127,900 | $140,000 | $0 | $0 | $0 | $0 | **$140,000** |
| SYCAMORE AVENUE SAFE ROUTES TO SCHOOL (SRTS) PROJECT (NEW IN FY23) | No | No | 0.0% | 0.0% | $915,232 | $457,616 | $0 | $0 | $0 | $0 | **$457,616** |
| TRAFFIC SIGNAL @ AYALA & FITZGERALD | No | No | 0.0% | 0.0% | $500,000 | $200,000 | $0 | $0 | $0 | $0 | **$200,000** |
| TRAFFIC SIGNAL INSTALLATION: RIVERSIDE AVENUE/SENIOR WAY (NEW IN FY23) | No | No | 0.0% | 0.0% | $400,000 | $400,000 | $0 | $0 | $0 | $0 | **$400,000** |
| TRAFFIC SIGNAL INSTALLATION: WILLOW/ SAN BERNARDINO AVENUE (NEW IN FY23) | No | No | 0.0% | 0.0% | $400,000 | $400,000 | $0 | $0 | $0 | $0 | **$400,000** |
| STREET OVERLAY & RECONSTRUCTION PROJECT-RIVERSIDE AVENUE FROM I-10 TO THE SOUTHERN BOUNDARY | No | No | 0.0% | 0.0% | $12,296,000 | $4,877,295 | $0 | $0 | $0 | $0 | **$4,877,295** |
| STREET OVERLAY PEPPER AVE JOINT PROJECT WITH CITY OF SAN BERNARDINO (LEAD)STREET PEPPER-BASELINE/CITY LIMITS | No | No | 0.0% | 0.0% | $2,900,000 | $1,287,769 | $0 | $0 | $0 | $0 | **$1,287,769** |
| STREET OVERLAY & RECONSTRUCTION: RESIDENTIAL COMMUNITY ROAD-COLLECTOR STREET - EXHIBIT A-1 | No | No | 0.0% | 0.0% | $26,998,915 | $200,000 | $0 | $0 | $0 | $0 | **$200,000** |
| STREET REHABILITATION (OVERLAY) I-210 TO FOOTHILL | No | No | 0.0% | 0.0% | $7,900,000 | $200,906 | $0 | $0 | $0 | $0 | **$200,906** |
| CITYWIDE MINOR STREET IMPROVEMENTS & OTHER MISC COSTS (GRANT ACTIVITIES) | No | No | 0.0% | 0.0% | $150,000 | $150,000 | $200,000 | $200,000 | $200,000 | $200,000 | **$950,000** |
| STREET REHABILITATION (OVERLAY)-BASED ON PAVEMENT MAINTENANCE PRIORITY | No | No | 0.0% | 0.0% | $0 | $0 | $2,400,000 | $2,400,000 | $2,400,000 | $2,400,000 | **$9,600,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0.0% | 0.0% | $0 | $0 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | | | Projects Total: | $10,078,181 | $2,600,000 | $2,600,000 | $2,600,000 | $2,600,000 | **$20,478,181** |

**Total Programming is currently** **100%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)*** **Total Estimated Programming:** **$20,478,181**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Street Overlay List

(City of Rialto - Exhibit A-1

| Street Name | To | From |
|---|---|---|
| **Major Arterials** | | |
| CACTUS AVE | WALNUT AVE | 679'' N/O WALNUT AVE |
| CEDAR AVE | MERRILL AVE | RANDALL AVE |
| CEDAR AVE | FOOTHILL BLVD | RIALTO AVE |
| CEDAR AVE | ETIWANDA AVE | FOOTHILL BLVD |
| RIALTO AVE | MAPLE AVE | LINDEN AVE |

| Secondary Arterials | | |
|---|---|---|
| CASA GRANDE DR | ALDER AVE | LOCUST AVE |
| LINDEN AVE | RIVERSIDE AVE | PERSIMMON AVE |
| LINDEN AVE (E 1/2) | 150' N / NORWOOD ST | CASMALIA ST |
| LOCUST AVE | STONEHURST DR | VINEYARD AVE |
| LOCUST AVE | BUENA VISTA DR | CASA GRANDE DR |
| LOCUST AVE | VINEYARD AVE | CASMALIA ST |
| LOCUST AVE | RIVERSIDE AVE | BUENA VISTA DR |
| LOCUST AVE | CASA GRANDE DR | TUDOR ST |
| LOCUST AVE | TUDOR ST | LOWELL ST |
| LOCUST AVE | CASMALIA ST | BRIDGE |
| MAPLE AVE | BASELINE RD | ETIWANDA AVE |
| MAPLE AVE | WEST COAST BLVD | SUMMIT AVE |
| MERRILL AVE | SYCAMORE AVE | EUCALYPTUS AVE |
| MERRILL AVE | RIVERSIDE AVE | SYCAMORE AVE |
| SANTA ANA AVE | LILAC AVE | WILLOW AVE |
| SANTA ANA AVE | WILLOW AVE | RIVERSIDE AVE |

| Collector | | |
|---|---|---|
| ACACIA AVE | MERRILL AVE | RIALTO AVE |
| BOHNERT AVE | AYALA DR | SPRUCE AVE |
| BOHNERT AVE | SPRUCE AVE | CACTUS AVE |
| BOHNERT AVE | CEDAR AVE | AYALA DR |
| EASTON ST | BRAMPTON AVE | 125' E/ BRAMPTON AVE |
| EASTON ST | PVMT CHNGE 160' W/ A | BRAMPTON AVE |
| ETIWANDA AVE | LILAC AVE | WILLOW AVE |
| ETIWANDA AVE | MAPLE AVE | LINDEN AVE |
| ETIWANDA AVE | SYCAMORE AVE | ACACIA AVE |
| ETIWANDA AVE | CACTUS AVE | LILAC AVE |
| ETIWANDA AVE | LINDEN AVE | CEDAR AVE |
| ETIWANDA AVE | ACACIA AVE | EUCALYPTUS AVE |
| EUCALYPTUS AVE | RIALTO AVE | MERRILL AVE |
| EUCALYPTUS AVE | ETIWANDA AVE | FOOTHILL BLVD |
| EUCALYPTUS AVE | WALNUT AVE | BASELINE RD |
| EUCALYPTUS AVE | MERRILL AVE | CITY LIMIT |
| LILAC AVE | CHAPARRAL ST | HEATHER ST |
| LILAC AVE | VALLEY BLVD | SOUTH END |
| LILAC AVE | SANTA ANA AVE | MAYWOOD ST |
| LILAC AVE | SLOVER AVE | SANTA ANA AVE |

Street Overlay List

(City of Rialto - Exhibit A-:

| Street Name | To | From |
|---|---|---|
| **Collector** | | |
| LILAC AVE | HEATHER ST | WALNUT AVE |
| LILAC AVE | TAHOE ST | CHAPARRAL ST |
| LILAC AVE | FOOTHILL BLVD | RIALTO AVE |
| MERIDIAN AVE | BASELINE RD | SOUTH CITY LIMIT |
| RANDALL AVE | RIVERSIDE AVE | SYCAMORE AVE |
| SANTA ANA AVE | RIVERSIDE AVE | EAST END |
| SUMMIT AVE | MAPLE AVE | LINDEN AVE |
| SUMMIT AVE | LINDEN AVE | APPLE AVE |
| SYCAMORE AVE | ROSEWOOD ST | FOOTHILL BLVD |
| SYCAMORE AVE | ETIWANDA AVE | ROSEWOOD ST |
| SYCAMORE AVE | WILSON ST | MERRILL AVE |

| Zone 1 Local Streets | | |
|---|---|---|
| ALTHEA AVE | NORWOOD ST | END |
| APPLE AVE | COLUMBINE AVE | CACTUS AVE |
| CARPENTER ST | END | MAPLE AVE |
| CEDAR AVE | APPLE AVE | RIVERSIDE AVE |
| CHERRY AVE | APPLE AVE | RIVERSIDE AVE OH |
| CHESHIRE ST | AYALA DR | CEDAR AVE |
| CHESHIRE ST | AYALA DR | CHESHIRE ST |
| CHURCH AVE | APPLE AVE | PALM AVE |
| COLUMBINE AVE | MILOR AVE | APPLE AVE |
| COLUMBINE AVE | APPLE AVE | RIVERSIDE AVE OH |
| COMPTON ST | NORWOOD ST | END |
| CRAIG ST | BRIERWOOD AVE | END |
| DRIFTWOOD AVE | ORANGE AVE | APPLE AVE |
| FILLMORE AVE | BOHNERT AVE | FILLMORE AVE |
| GALWAY ST | PARK AVE | CASMALIA ST |
| IRIS AVE | NORWOOD ST | END |
| JOYCE AVE | EASTON ST | END |
| KOA AVE | MEADOW LN | END |
| LA GLORIA DR | SPRUCE AVE | ARROWHEAD AVE |
| LEWIS ST | ASPEN AVE | END |
| LOWELL ST | LOCUST AVE | END |
| MILOR AVE | NORWOOD ST | COLUMBINE AVE |
| MILOR AVE | COLUMBINE AVE | END |
| NORWOOD ST | QUINCE AVE | AYALA DR |
| NORWOOD ST | ARROWHEAD AVE | MESA ST |
| ORANGE AVE | QUINCE AVE | DRIFTWOOD AVE |
| PALM AVE | COLUMBINE AVE | END |
| PALM AVE | CHERRY AVE | END |
| PALM AVE | DALEWOOD AVE | END |
| QUINCE AVE | CHESHIRE ST | LA GLORIA DR |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Street Overlay List

(City of Rialto - Exhibit A

| Street Name | To | From |
|---|---|---|
| **Zone 1 Local Streets** | | |
| RIVERSIDE AVE OH | CHERRY AVE | END |
| RIVERSIDE AVE OH | END | CHERRY AVE |
| STONEHURST DR. | LOCUST AVE | END |
| YUCCA AVE | YUCCA AVE | END |
| YUCCA AVE | MILOR AVE | NORWOOD ST |

| Zone 2 Local Streets | | |
|---|---|---|
| ALICE AVE | EASTON ST | END |
| ALICE AVE | CHAPARRAL ST | EASTON ST |
| ALICE AVE | VALLEY BLVD | END |
| ALTHEA AVE | MARIANA ST | WALNUT AVE |
| ARBETH ST | OAKDALE AVE | DATE AVE |
| ARBETH ST | DATE AVE | RIVERSIDE AVE OH |
| ARROWHEAD AVE | VALENCIA ST | IDYLLWILD AVE |
| CASCADE DR | RIVERSIDE AVE | PALM AVE |
| CERRITOS ST | MARCELLA AVE | ACACIA AVE |
| CHAPARRAL ST | OAKDALE AVE | MARCELLA AVE |
| CHAPARRAL ST | MARCELLA AVE | ACACIA AVE |
| CLIFFORD AVE | TAHOE ST | EASTON ST |
| CONDOR DR | CONDOR DR | END |
| CONDOR DR | SYCAMORE AVE | RIVERSIDE AVE OH |
| CROMWELL ST | SYCAMORE AVE | OAKDALE AVE |
| DATE AVE | CHAPARRAL ST | END |
| FITZGERALD AVE | AYALA DR | BASELINE RD |
| GARDENA AVE | LURELANE ST | END |
| HEATHER ST | SYCAMORE AVE | END |
| HEATHER ST | SYCAMORE AVE | JOYCE AVE |
| HEATHER ST | LILAC AVE | VERDE AVE |
| HEATHER ST | VERDE AVE | VISTA AVE |
| HEATHER ST | WILLOW AVE | VISTA AVE |
| HEATHER ST | WILLOW AVE | ALICE AVE |
| HOME ST | OLIVE AVE | SYCAMORE AVE |
| IRIS AVE | MARIANA ST | END |
| JOYCE AVE | END | VIRGINIA ST |
| JOYCE AVE | MARIANA ST | HEATHER ST |
| LEISKE DR | FITZGERALD AVE | AYALA DR |
| LURELANE ST | LILAC AVE | VISTA AVE |
| LURELANE ST | ALICE AVE | WILLOW AVE |
| MAGNOLIA AVE | VIRGINIA ST | HOME ST |
| MARCELLA AVE | SCOTT ST | CERRITOS ST |
| MARGARITA RD | MARGARITA RD | END |
| MARGARITA RD | ROSALIND AVE | TERRACE RD |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Street Overlay List

(City of Rialto - Exhibit A

| Street Name | To | From |
|---|---|---|
| **Zone 2 Local Streets** | | |
| MARIANA ST | END | SYCAMORE AVE |
| MARIANA ST | OAKDALE AVE | ACACIA AVE |
| OAKDALE AVE | END | ARBETH ST |
| OAKDALE AVE | MARIANA ST | HEATHER ST |
| OAKDALE AVE | CROMWELL ST | CHAPARRAL ST |
| OLIVE AVE | CERRITOS ST | WINCHESTER DR |
| OLIVE AVE | HOME ST | VIRGINIA ST |
| ORANGE AVE | CASMALIA ST | WILLOW AVE |
| PALM AVE | WILLOW AVE | CASMALIA ST |
| PALM AVE | CASCADE DR | ALLEY |
| PRIMROSE AVE | HOME ST | END |
| RIVERSIDE AVE OH | MEADOW LN | POMEGRANATE AVE |
| RIVERSIDE AVE OH | POMEGRANATE AVE | ARBETH ST |
| RIVERSIDE AVE OH | END | MEADOW LN |
| SAGE AVE | CHAPARRAL ST | END |
| SCOTT ST | ACACIA AVE | PINE AVE |
| SCOTT ST | SYCAMORE AVE | END |
| SYCAMORE AVE | ARBETH ST | CONDOR DR |
| TIBBOT AVE | SPRUCE AVE | END |
| VERDE AVE | END | HEATHER ST |
| VISTA AVE | HEATHER ST | END |
| VISTA AVE | HEATHER ST | END |
| WINCHESTER AVE | YUCCA AVE | LILAC AVE |
| WINCHESTER DR | SYCAMORE AVE | OLIVE AVE |
| YUCCA AVE | MARIANA ST | END |

| | | |
|---|---|---|
| **Zone 3 Local Streets** | | |
| CAMPHOR AVE | MESA DR | BASELINE RD |
| CHURCH AVE | CHURCH AVE | END |
| CHURCH AVE | GROVE ST | END |
| CORNELL DR | SYCAMORE AVE | RIVERSIDE AVE |
| DATE AVE | ROSEWOOD ST | GROVE ST |
| GROVE ST | CEDAR AVE | LARCH AVE |
| HOLLY ST | RIVERSIDE AVE | DATE AVE |
| HOLLY ST | PALM AVE | RIVERSIDE AVE |
| MARTIN ST | WEDGEWOOD CT | DRIFTWOOD AVE |
| MESA DR | ELMWOOD AVE | OAKWOOD AVE |
| MILLARD AVE | GROVE ST | END |
| MORGAN ST | WILLOW AVE | RIVERSIDE AVE |
| OAKDALE AVE | RAMONA DR | ROSEWOOD ST |
| RAMONA DR | RAMONA DR | END |
| RAMONA DR | OLIVE AVE | SYCAMORE AVE |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Street Overlay List

(City of Rialto - Exhibit A-1

| Street Name | To | From |
|---|---|---|
| **Zone 3 Local Streets** | | |
| RAMONA DR | SYCAMORE AVE | SAGE AVE |
| RAMONA DR | SAGE AVE | ACACIA AVE |
| RAMONA DR | LILAC AVE | WILLOW AVE |
| RAMONA DR | END | RAMONA DR |
| ROSEWOOD ST | ASPEN AVE | CEDAR AVE |
| ROSEWOOD ST | LARCH AVE | END |
| ROSEWOOD ST | DATE AVE | SYCAMORE AVE |
| ROSEWOOD ST | DATE AVE | RIVERSIDE AVE |
| SAGE AVE | END | ETIWANDA AVE |
| SHAMROCK ST | VERDE AVE | LILAC AVE |
| SHAMROCK ST | CLIFFORD AVE | VISTA AVE |
| SHAMROCK ST | VISTA AVE | VERDE AVE |
| SHAMROCK ST | WILLOW AVE | CLIFFORD AVE |
| SYCAMORE AVE | END | SYCAMORE AVE |
| TEAKWOOD AVE | VALENCIA ST | WEDGEWOOD CT |
| TEAKWOOD AVE | WEDGEWOOD CT | ETIWANDA |
| VALENCIA ST | PALM AVE | RIVERSIDE AVE |
| VAN KOEVERING ST | WILLOW AVE | RIVERSIDE AVE |
| VERDE AVE | ETIWANDA AVE | HOLLY ST |
| VICTORIA ST | CORNELL AVE | ACACIA AVE |
| VICTORIA ST | WILLOW AVE | RIVERSIDE AVE |
| WABASH ST | IDYLLWILD AVE | END |
| WABASH ST | RIVERSIDE AVE | PALM AVE |
| WEDGEWOOD CT | IDYLLWILD AVE | TEAKWOOD AVE |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Street Overlay List

(City of Rialto - Exhibit A-1

| Street Name | From | To |
|---|---|---|
| BOHNERT AVE. | LINDEN AVE. | CACTUS AVE. |
| CASMALIA ST. | LAUREL AVE. | LOCUST AVE. |
| CEDAR AVE. | BASELINE RD. | FOOTHILL BLVD. |
| ETIWANDA AVE. | MAPLE AVE. | CEDAR AVE. |
| ETIWANDA AVE. | CACTUS AVE. | WILLOW AVE. |
| ETIWANDA AVE. | SYCAMORE AVE. | ACACIA AVE. |
| LILAC AVE. | TAHOE ST. | WALNUT AVE. |
| LINDEN AVE. | RIVERSIDE AVE. | 155' S/O CANDELWOOD AVE. |
| LINDEN AVE. | 374' S/O PERSIMMON AVE. | CASMALIA ST. |
| LOCUST AVE. | RIVERSIDE AVE. | CASA GRANDE DR. |
| LOCUST AVE. | LOWELL ST. | CASMALIA ST. |
| MAPLE AVE. | BASELINE RD. | ETIWANDA AVE. |
| PEPPER AVE. | ETIWANDA AVE. | FOOTHILL BLVD. |
| PEPPER AVE. | 2ND ST. | 680' S/O 2ND ST. |
| PEPPER AVE. | BASELINE RD. | ETIWANDA AVE. |
| PEPPER AVE. | FOOTHILL BLVD. | 2ND ST. |
| RIVERSIDE AVE. | BRIDGE (210 FWY) | FOOTHILL BLVD. |
| RIVERSIDE AVE. | UPRR BRIDGE | SOUTH CITY LIMIT |
| SUMMIT AVE. | MAPLE AVE. | APPLE AVE. |
| SYCAMORE AVE. | MADRONA ST. | FOOTHILL BLVD. |
| WILLOW AVE. | WALNUT AVE. | CHAPARRAL ST. |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | 20-Jul-22 |
| Contact Person/Title: | Alex Qishta |
| Phone: | 9093835019 |
| Email: | qishta_al@sbcity.org |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**San Bernardino**

6/30/22 Carryover Balance **$5,050,065.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$5,549,282** | **$5,585,131** | **$5,585,280** | **$5,632,243** | **$5,684,121** | **$28,036,057** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| University Parkway & I-215 Improvements | No | No | 0.0% | 0.0% | $850,000 | $850,000 | $0 | $0 | $0 | $0 | **$850,000** |
| Co-op with City of Highland for Pacific Street from Buckeye Street to Boulder Avenue – Remove & Replace (SS19-00) | No | No | 0.0% | 0.0% | $850,000 | $850,000 | $0 | $0 | $0 | $0 | **$850,000** |
| Citywide Pavement Rehabilitation - Slurry /Crack Seal | No | No | 0.0% | 0.0% | $5,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | **$5,000,000** |
| Pepper Ave. Rehabilitation from Baseline Rd. to Mill St. | No | No | 0.0% | 0.0% | $7,500,000 | $7,500,000 | $0 | $0 | $0 | $0 | **$7,500,000** |
| Street Rehabilitation co-op with the San Bernardino County at:<br>Baseline Rd. from Conejo Dr. E to Glasgow Ave.<br>Baseline Rd. from Yates St. to Del Rosa Dr.<br>Fifth St. from Waterman Ave. E to Pedley Rd.<br>Fifth St. from Pedley Rd. to Tippecanoe Ave.<br>Third St. from Waterman Ave. to Tippecanoe Ave.<br>Perris Hill Park Road from Gilbert St. N to Pacific St.<br>Monterey Ave. from Waterman Ave. to Cooley St.<br>Highland Ave. from Merito Pl. to Sterling Ave.<br>Pacific St. from Perris Hill Pk Rd. to Fairfax Dr. | No | No | 0.0% | 0.0% | $1,450,000 | $1,450,000 | $300,000 | $0 | $0 | $0 | **$1,750,000** |
| Street Rehabilitation :<br>1- Belleview Street from Mt. Vernon Avenue to K Street<br>2- 27th Street from Davidson Avenue to Little Mountain Drive.<br>3- Temple Street from Medical Center Drive to End | No | No | 0.0% | 0.0% | $1,000,000 | $1,000,000 | $0 | $0 | $0 | $0 | **$1,000,000** |
| Belleview Reconstruction from Mt. Vernon to K Street | No | No | 0.0% | 0.0% | $215,000 | $215,000 | $0 | $0 | $0 | $0 | **$215,000** |
| 27th Street Rehabilitation from Little Mountain Avenue to K Street | No | No | 0.0% | 0.0% | $165,000 | $165,000 | $0 | $0 | $0 | $0 | **$165,000** |
| Temple Street Rehabilitation from Medical Center Drive to end | No | No | 0.0% | 0.0% | $165,000 | $165,000 | $0 | $0 | $0 | $0 | **$165,000** |
| Pavement Management System | No | No | 0.0% | 0.0% | $1,000,000 | $1,000,000 | $0 | $0 | $0 | $0 | **$1,000,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $14,195,000 | $1,300,000 | $1,000,000 | $1,000,000 | $1,000,000 | **$18,495,000** |

**Total Programming is currently** **56%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$18,495,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | 22-18 |
| Resolution Approval Date: | 7/20/2022 |
| Contact Person/Title: | Frank Luckino, City Manager |
| Phone: | (760) 367-6799 |
| Email: | fluckino@29palms.org |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Twentynine Palms**

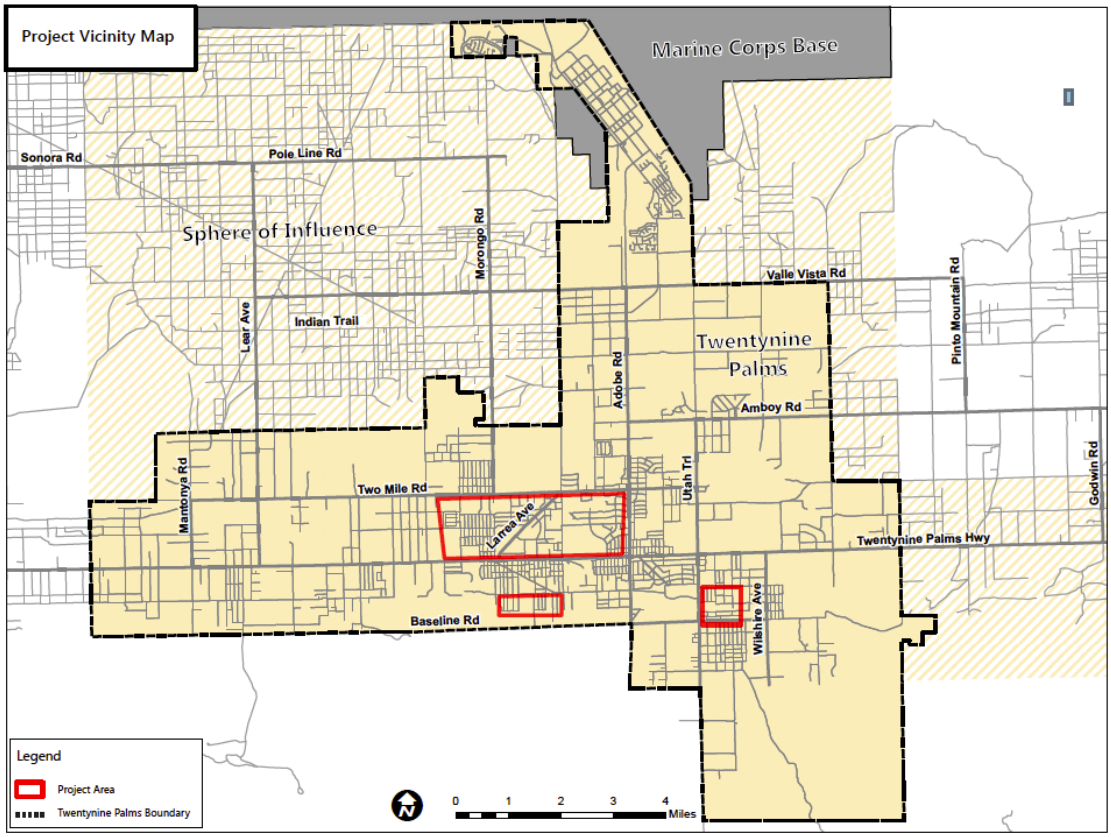
6/30/22 Carryover Balance **$1,357,513.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$672,105** | **$671,179** | **$670,251** | **$676,015** | **$681,825** | **$3,371,374** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| HSIP Safety Improvement (e.g., Flashing Beacon Installation) for Six High Crash Unsignalized Intersections:<br>• Two Mile Rd & Lear Ave,<br>• Two Mile Road & Mesquite Springs Road,<br>• Adobe Road & Sullivan Road,<br>• Adobe Road & Smith Ranch Road,<br>• Utah Trail & Amboy Road, and<br>• Utah Trail & Baseline Road. | No | No | 0.0% | 0.0% | $521,001 | $63,990 | $0 | $0 | $0 | $0 | **$63,990** |
| Pavement Improvements/Pavement Preservation | No | No | 0.0% | 0.0% | $1,113,593 | $300,000 | $0 | $0 | $0 | $0 | **$300,000** |
| Split Rock Bridge Construction | No | No | 0.0% | 0.0% | $2,977,781 | $478,941 | $0 | $0 | $0 | $0 | **$478,941** |
| Neighborhood Safety Project: Traffic safety improvements within three City residential neighborhoods: South of Two Mile Rd, North of Baseline Rd, East of Encelia Ave, and west of Elm Ave (See Attachment 1). | No | No | 0.0% | 0.0% | $1,196,000 | $156,000 | $0 | $0 | $0 | $0 | **$156,000** |
| Raised Concrete Median on SR 62 from Encelia Avenue to 850 feet east of Encelia Avenue (See Attachment 2). | No | No | 0.0% | 0.0% | $682,195 | $86,250 | $0 | $0 | $0 | $0 | **$86,250** |
| Channel at El Rey: Pavement Replacement | No | No | 0.0% | 0.0% | $116,500 | $116,500 | $0 | $0 | $0 | $0 | **$116,500** |
| Administrative Costs | No | No | 0.0% | 0.0% | $10,000 | $10,000 | $0 | $0 | $0 | $0 | **$10,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $1,211,681 | $0 | $0 | $0 | $0 | **$1,211,681** |

**Total Programming is currently** **26%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$1,211,681**

# Twentynine Palms - Attachment 1




Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

# Twentynine Palms - **Attachment 2**

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | 8/3/2022 |
| Contact Person/Title: | Bob Critchfield / Eng. Manager |
| Phone: | (909) 291-2946 |
| Email: | bcritchfield@ci.upland.ca.us |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Upland**

6/30/22 Carryover Balance **$6,578,103.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$2,014,373** | **$2,027,386** | **$2,027,440** | **$2,044,488** | **$2,063,319** | **$10,177,007** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| 9th St. Reconstruction (Benson Ave. to Central Ave.) | No | No | 0.0% | 0.0% | $1,768,000 | $0 | $0 | $0 | $1,768,000 | $0 | **$1,768,000** |
| 17th St. Reconstruction (San Antonio Ave. to Euclid Ave.) | No | No | 0.0% | 0.0% | $2,560,000 | $1,300,000 | $0 | $0 | $0 | $0 | **$1,300,000** |
| 18th St. Rehabilitation (Mountain Ave. to Euclid Ave.) | No | No | 0.0% | 0.0% | $1,450,000 | $1,450,000 | $0 | $0 | $0 | $0 | **$1,450,000** |
| 19th St. Reconstruction (Mountain Ave. to Euclid Ave.) | No | No | 0.0% | 0.0% | $1,450,000 | $1,450,000 | $0 | $0 | $0 | $0 | **$1,450,000** |
| 1st Ave. Rehabilitation (A St. to D St.) | No | No | 0.0% | 0.0% | $750,000 | $0 | $750,000 | $0 | $0 | $0 | **$750,000** |
| 2nd Ave. Rehabilitation (C St. to Arrow Hwy.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $350,000 | $0 | $0 | $0 | **$350,000** |
| C St. Rehabilitation (Euclid Ave. to 3rd Ave.) | No | No | 0.0% | 0.0% | $300,000 | $0 | $500,000 | $0 | $0 | $0 | **$500,000** |
| Campus Ave. Rehabilitation (9th St. to Foothill Blvd.) | No | No | 0.0% | 0.0% | $2,590,000 | $2,590,000 | $0 | $0 | $0 | $0 | **$2,590,000** |
| Citywide Pavement Maintenance 2021/2022 | No | No | 0.0% | 0.0% | $300,000 | $134,000 | $0 | $0 | $0 | $0 | **$134,000** |
| Citywide Pavement Maintenance 2022/2023 | No | No | 0.0% | 0.0% | $250,000 | $250,000 | $0 | $0 | $0 | $0 | **$250,000** |
| Citywide Pavement Maintenance 2023/2024 | No | No | 0.0% | 0.0% | $250,000 | $0 | $250,000 | $0 | $0 | $0 | **$250,000** |
| Citywide Pavement Maintenance 2024/2025 | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $250,000 | $0 | $0 | **$250,000** |
| Citywide Pavement Maintenance 2025/2026 | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $0 | $250,000 | $0 | **$250,000** |
| Citywide Pavement Maintenance 2026/2027 | No | No | 0.0% | 0.0% | $250,000 | $0 | $0 | $0 | $0 | $250,000 | **$250,000** |
| Grove Ave. Rehabilitation (Foothill Blvd. to 15th St.) | No | Yes | 0.0% | 0.0% | $2,134,000 | $134,000 | $2,000,000 | $0 | $0 | $0 | **$2,134,000** |
| Lexington St. / 1st Ave. / 2nd Ave. Rehabilitation | No | No | 0.0% | 0.0% | $1,500,000 | $0 | $1,500,000 | $0 | $0 | $0 | **$1,500,000** |
| Mountain Ave. Rehabilitation (20th St. to 23rd St.) | No | No | 0.0% | 0.0% | $2,500,000 | $0 | $2,500,000 | $0 | $0 | $0 | **$2,500,000** |
| Phase II of the Metrolink Station Accessibility Improvement Project (ATP Cycle 4) | No | No | 0.0% | 0.0% | $2,454,870 | $38,400 | $0 | $0 | $0 | $0 | **$38,400** |
| Randy St. Neighborhood Rehabilitation (Randy St., Fairwood Wy., Terry Wy., Tyler Wy., and Silverwood Ave.) | No | No | 0.0% | 0.0% | $3,500,000 | $0 | $0 | $3,500,000 | $0 | $0 | **$3,500,000** |
| Sinclair Ave. Rehabilitation (7th St. to 8th St.) | No | No | 0.0% | 0.0% | $1,800,000 | $0 | $0 | $0 | $0 | $1,800,000 | **$1,800,000** |
| Maxwell St. Rehabiliation (Spencer Ave. to Sinclair Ave.) | No | No | 0.0% | 0.0% | $1,500,000 | $0 | $0 | $0 | $0 | $1,500,000 | **$1,500,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $7,346,400 | $7,850,000 | $3,750,000 | $2,018,000 | $3,550,000 | **$24,514,400** |

**Total Programming is currently** **146%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$24,514,400**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | 22-093 |
| Resolution Approval Date: | 8/16/2022 |
| Contact Person/Title: | Brian Gengler |
| Phone: | 760-955-5158 |
| Email: | bgengler@victorvilleca.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Victorville**

6/30/22 Carryover Balance **$3,107,262.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$6,794,302** | **$6,832,499** | **$6,870,881** | **$6,926,465** | **$7,034,969** | **$34,459,116** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| 7th St, D St to Forrest Ave, Street Improvements | No | No | 0.0% | 0.0% | $20,000 | $20,000 | $0 | $0 | $0 | $0 | **$20,000** |
| 7th St. Traffic Signal Modifictions | No | No | 0.0% | 0.0% | $681,500 | $22,500 | $0 | $0 | $0 | $0 | **$22,500** |
| Air Expressway - Village Dr to Phantom West, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $2,500,000 | $0 | $0 | $0 | $1,000,000 | $0 | **$1,000,000** |
| Amargosa Rd, Seneca Rd to Village Dr, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $800,000 | $0 | $0 | $0 | $0 | $320,000 | **$320,000** |
| Arrowhead Dr, Green Tree Blvd to Nisqualli Rd, Pavement Rehabilitation, bike lanes, sidewalk | Yes | Yes | 0.0% | 0.0% | $2,325,543 | $100,000 | $0 | $0 | $0 | $0 | **$100,000** |
| Bear Valley Rd - Amargosa Rd to Dunia Rd, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $0 | $0 | $560,000 | **$560,000** |
| Bear Valley Rd - Amethyst Rd to US-395, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $6,000,000 | $3,000,000 | $0 | $0 | $0 | $0 | **$3,000,000** |
| Bear Valley Rd - Industrial Blvd to 2nd Ave, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,500,000 | $0 | $0 | $0 | $600,000 | $0 | **$600,000** |
| Civic Area Slurry Seal | No | No | 0.0% | 0.0% | $1,296,000 | $1,296,000 | $0 | $0 | $0 | $0 | **$1,296,000** |
| Concrete Sidewalk, Install or Repair per location list | No | No | 0.0% | 0.0% | $1,973,140 | $371,650 | $382,800 | $394,283 | $406,112 | $418,295 | **$1,973,140** |
| Curb Acess Ramps - per Location List | No | No | 0.0% | 0.0% | $584,005 | $110,000 | $113,300 | $116,699 | $120,200 | $123,806 | **$584,005** |
| El Evado Rd - Palmdale Rd to Seneca Rd, Pavement Rehabilitation | Yes | No | 0.0% | 0.0% | $1,200,000 | $0 | $0 | $0 | $500,000 | $0 | **$500,000** |
| Guardrail Replacements - Various Locations | No | No | 0.0% | 0.0% | $388,600 | $175,000 | $0 | $0 | $0 | $0 | **$175,000** |
| Hesperia Rd - Green Tree Blvd to Nisqualli Rd, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,000,000 | $0 | $0 | $500,000 | $0 | | **$500,000** |
| La Mesa Rd - Pacoima Rd to Amethyst Rd, Replace Storm Drain | No | No | 0.0% | 0.0% | $720,000 | $0 | $720,000 | $0 | $0 | $0 | **$720,000** |
| La Paz Dr - I-15 Ramps to 7th St, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $600,000 | $0 | $0 | **$600,000** |
| Local Roadway Safety Plan | No | No | 0.0% | 0.0% | $128,528 | $14,000 | $0 | $0 | $0 | $0 | **$14,000** |
| Mariposa Rd , Palmdale Rd to 970 ft South of Talpa St, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $900,000 | $0 | $0 | $0 | $0 | $360,000 | **$360,000** |
| Mojave Dr - El Evado Rd to US-395, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $2,000,000 | $0 | $0 | $0 | $0 | $800,000 | **$800,000** |
| Mojave Dr - I-15 Southbound Ramps to El Evado Rd, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $2,800,000 | $0 | $1,000,000 | $0 | $0 | $0 | **$1,000,000** |
| Mojave Dr at Condor Dr, Install New Traffic Signal | No | No | 0.0% | 0.0% | $527,000 | $42,000 | $0 | $0 | $0 | $0 | **$42,000** |
| Nisqualli Rd / I-15 Interchange, Environmental Monitoring & Reporting | No | No | 0.0% | 0.0% | $413,000 | $60,000 | $0 | $0 | $0 | $0 | **$60,000** |
| Old Town Sidewalk Phase 1 - per location list | No | No | 0.0% | 0.0% | $900,000 | $250,000 | $0 | $0 | $0 | $0 | **$250,000** |
| Old Town Sidewalk Phase 2 - per location list | No | No | 0.0% | 0.0% | $900,000 | $250,000 | $0 | $0 | $0 | $0 | **$250,000** |
| Ridgecrest Rd, Bear Valley Rd to Pahute Rd, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,400,000 | $0 | $0 | $500,000 | $0 | $0 | **$500,000** |
| Roy Rogers Dr - Amargosa to I-15 Ramps, Pavement Rehabilitation | No | No | 0.0% | 0.0% | $1,700,000 | $0 | $600,000 | $0 | $0 | $0 | **$600,000** |
| Seneca Rd - Civic Dr to El Evado Rd, Paverment Rehabilitation | No | No | 0.0% | 0.0% | $1,500,000 | $0 | $0 | $600,000 | $0 | $0 | **$600,000** |
| Seventh Ave - Nisqualli Rd to Bear Valley Rd, Pavement Rehabilitation, Bike Lanes & Sidewalk | Yes | Yes | 0.0% | 0.0% | $4,925,700 | $750,000 | $0 | $0 | $0 | $0 | **$750,000** |
| Village Dr at Tawney Ridge Ln, Install New Traffic Signal | No | No | 0.0% | 0.0% | $569,000 | $30,000 | $0 | $0 | $0 | $0 | **$30,000** |
| Striping Truck | No | No | 0.0% | 0.0% | $435,000 | $435,000 | $0 | $0 | $0 | $0 | **$435,000** |
| Bucket Truck for Traffic Signal Maintenance | No | No | 0.0% | 0.0% | $193,000 | $193,000 | $0 | $0 | $0 | $0 | **$193,000** |



Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary

| | |
|---|---|
| Resolution Number: | 22-093 |
| Resolution Approval Date: | 8/16/2022 |
| Contact Person/Title: | Brian Gengler |
| Phone: | 760-955-5158 |
| Email: | bgengler@victorvilleca.gov |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Victorville**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Crane Truck for Traffic Signal Maintenance | No | No | 0.0% | 0.0% | $68,750 | $68,750 | $0 | $0 | $0 | $0 | **$68,750** |
| Various Equipment for Traffic Signal Maintenance | No | No | 0.0% | 0.0% | $85,000 | $85,000 | $0 | $0 | $0 | $0 | **$85,000** |
| Various Equipment for Traffic Control Maintenance | No | No | 0.0% | 0.0% | $57,000 | $57,000 | $0 | $0 | $0 | $0 | **$57,000** |
| Citywide Pavement Rehab, Seals and Overlays, Various Streets | No | No | 0.0% | 0.0% | $5,603,163 | $0 | $1,300,000 | $1,365,000 | $1,433,250 | $1,504,913 | **$5,603,163** |
| Cost Allocation | No | No | 0.0% | 0.0% | $2,500,444 | $470,970 | $485,099 | $499,652 | $514,642 | $530,081 | **$2,500,444** |
| Engineering Services | No | No | 0% | 100% | $911,664 | $171,716 | $176,867 | $182,174 | $187,639 | $193,268 | **$911,664** |
| Traffic Engineering | No | No | 0% | 100% | $2,686,938 | $506,097 | $521,280 | $536,918 | $553,026 | $569,617 | **$2,686,937.71** |
| Traffic Signal Maintenance | No | No | 0% | 100% | $1,246,819 | $234,844 | $241,889 | $249,146 | $256,620 | $264,319 | **$1,246,818.69** |
| Traffic Control - Signing & Striping | No | No | 0% | 100% | $6,665,254 | $1,255,431 | $1,293,094 | $1,331,887 | $1,371,843 | $1,412,999 | **$6,665,253.68** |
| | | | 0% | 100% | $0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0% | 100% | $0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0% | 100% | $0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0% | 100% | $0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | 0% | 100% | $0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **$0.00** |
| | | | | | Projects Total: | $9,968,958 | $6,834,329 | $6,875,759 | $6,943,332 | $7,057,297 | **$37,679,675** |

**Total Programming is currently** **100%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$37,679,675**



Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary

| | |
|---|---|
| Resolution Number: | 2022-32 |
| Resolution Approval Date: | 27-Jun-22 |
| Contact Person/Title: | Katrina Kunkel/ Associate Engineer |
| Phone: | (909) 797-2489 ext. 255 |
| Email: | kkunkel@yucaipa.org |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**Yucaipa**

6/30/22 Carryover Balance **$264,875.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | $1,427,377 | $1,436,598 | $1,436,636 | $1,448,716 | $1,462,060 | $7,211,387 |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Total |
| Annual Pavement Management Program | No | No | 0.0% | 0.0% | | $3,299,168 | $2,912,710 | $2,958,922 | $2,956,279 | $2,964,595 | $15,091,674 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0.0% | 0.0% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0% | 100% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0% | 100% | | $0 | $0 | $0 | $0 | $0 | $0 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | 0% | 100% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $0.00 |
| | | | | | Projects Total: | $3,299,168 | $2,912,710 | $2,958,922 | $2,956,279 | $2,964,595 | $15,091,674 |

***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Programming is currently** **202%**

**Total Estimated Programming:** **$15,091,674**

| | |
|---|---|
| Resolution Number: | 22-38 |
| Resolution Approval Date: | 7/19/2022 |
| Contact Person/Title: | Armando Baldizzone, PE |
| Phone: | 760-369-6579 x307 |
| Email: | abaldizzone@yucca-valley.org |

**Measure I Local Pass-through Program**

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

**Fiscal Years 2022/2023 thru 2026/2027**

Jurisdiction:

**Yucca Valley**

6/30/22 Carryover Balance **$1,057,810.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,079,236** | **$1,077,748** | **$1,076,258** | **$1,085,514** | **$1,094,844** | **$5,413,600** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Traffic Surveys & Warrant Studies | No | No | 0.0% | 0.0% | $46,000 | $9,000 | $9,000 | $9,000 | $9,500 | $9,500 | **$46,000** |
| Annual Traffic Census | No | No | 0.0% | 0.0% | $61,800 | $12,000 | $12,000 | $12,600 | $12,600 | $12,600 | **$61,800** |
| Congestion Management Plan (CMP) | No | No | 0.0% | 0.0% | $18,500 | $3,500 | $3,500 | $3,500 | $4,000 | $4,000 | **$18,500** |
| Utilities | No | No | 0.0% | 0.0% | $308,000 | $60,000 | $62,000 | $62,000 | $62,000 | $62,000 | **$308,000** |
| Signal Maintenance Contract | No | No | 0.0% | 0.0% | $75,000 | $15,000 | $15,000 | $15,000 | $15,000 | $15,000 | **$75,000** |
| SR62 Median Maintenance Contract | No | No | 0.0% | 0.0% | $325,000 | $65,000 | $65,000 | $65,000 | $65,000 | $65,000 | **$325,000** |
| Personel Costs | No | No | 0.0% | 0.0% | $1,738,100 | $332,600 | $340,500 | $350,000 | $355,000 | $360,000 | **$1,738,100** |
| Indirect Cost Recovery | No | No | 0.0% | 0.0% | $250,000 | $50,000 | $50,000 | $50,000 | $50,000 | $50,000 | **$250,000** |
| Little League Drive Safety Project (ATP) Between Palm and Sage | No | Yes | 0.0% | 0.0% | $996,000 | $210,000 | $0 | $0 | $0 | $0 | **$210,000** |
| Onaga Trail Safety Project(ATP) | No | Yes | 0.0% | 0.0% | $2,513,000 | $1,069,000 | $0 | $0 | $0 | $0 | **$1,069,000** |
| Package A Crack Seal and Slurry | No | No | 0.0% | 0.0% | $2,463,000 | $0 | $649,000 | $579,000 | $0 | $0 | **$1,228,000** |
| Package C Crack Seal and Slurry | No | No | 0.0% | 0.0% | $1,957,000 | $0 | $0 | $0 | $212,000 | $0 | **$212,000** |
| Major Arterials and Colectors Crack Seal and Slurry | No | No | 0.0% | 0.0% | $1,214,000 | $0 | $0 | $0 | $0 | $222,000 | **$222,000** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | 0.0% | 0.0% | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| | | | | | Projects Total: | $1,826,100 | $1,206,000 | $1,146,100 | $785,100 | $800,100 | **$5,763,400** |

**Total Programming is currently** **89%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$5,763,400**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Yucca Valley - EXHIBIT A

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27 | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2022/23 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,000 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,000 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 3,500 |
| | Utilities | Street Lights | $ 60,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personel Costs | | $ 332,600 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 547,100 |
| | Little League Drive Safety Project (ATP) Between Palm and Sage | ATP Match | $ 210,000 |
| | Onaga Trail Safety Project(ATP) | ATP Match | $ 1,069,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 1,279,000 |
| | | TOTAL | $ 1,826,100 |

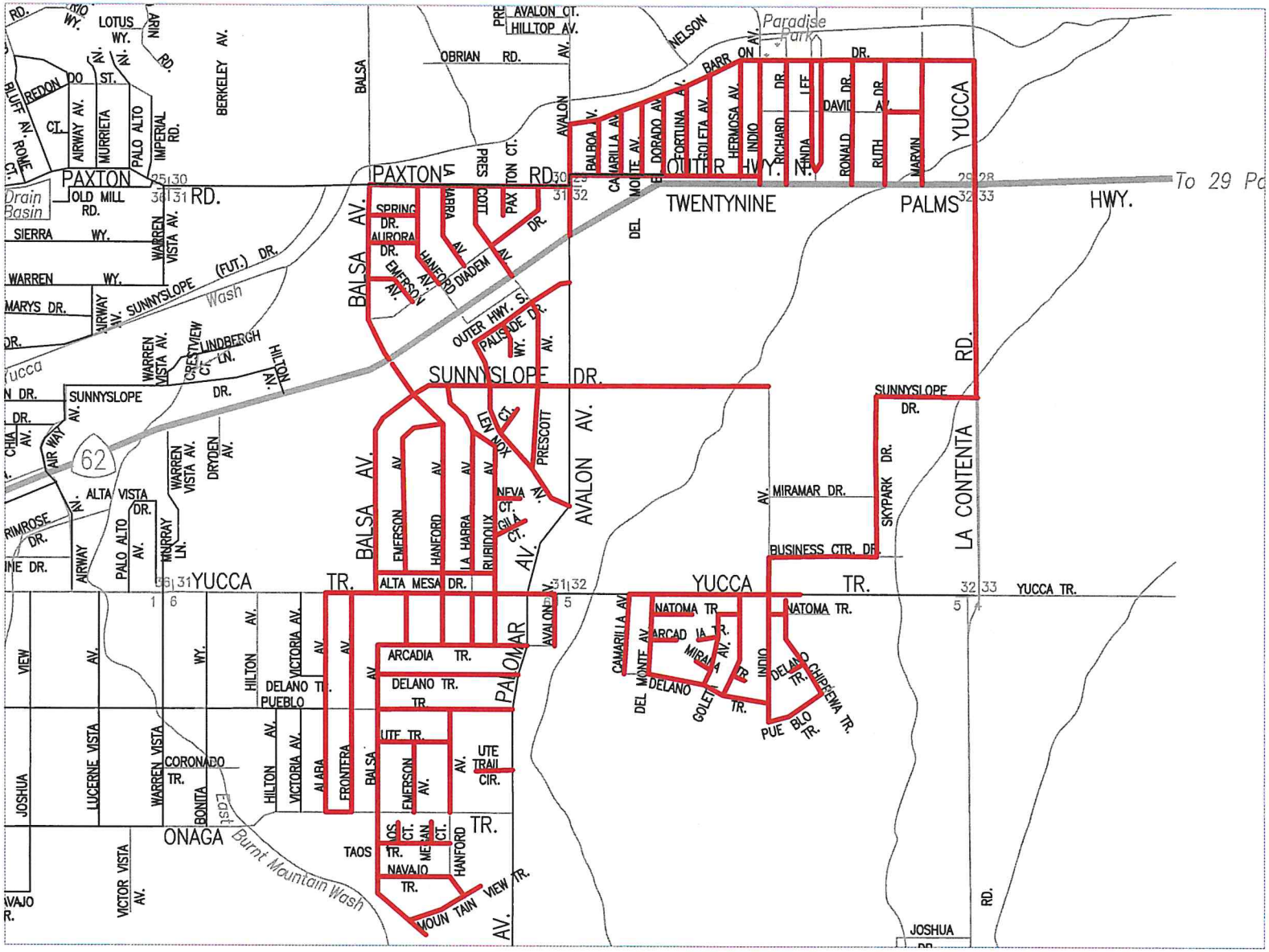
Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27 | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2023/24 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,000 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,000 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 3,500 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personel Costs | | $ 340,500 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 557,000 |
| | Package A Crack Seal and Slurry | | $ 649,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 649,000 |
| | | TOTAL | $ 1,206,000 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Yucca Valley - Package A

# FY 2023-24 / 2024-25 PACKAGE A



| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27 | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2024/25 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,000 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 3,500 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personel Costs | | $ 350,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 567,100 |
| | Package A Crack Seal and Slurry | | $ 579,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 579,000 |
| | | TOTAL | $ 1,146,100 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

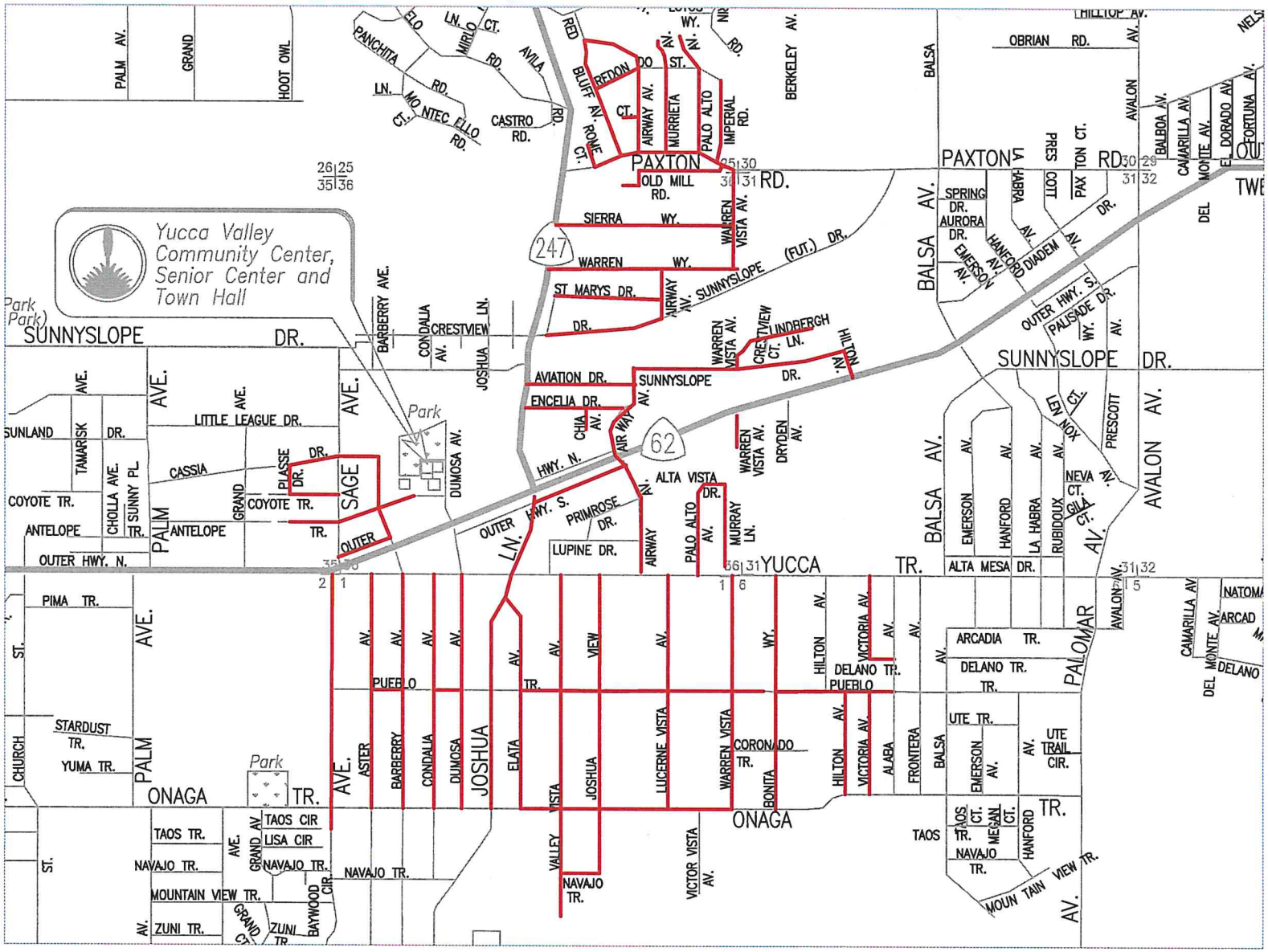
Yucca Valley - EXHIBIT A

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27 | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2025/26 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,500 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 4,000 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personel Costs | | $ 355,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 573,100 |
| | Package C Crack Seal and Slurry | | $ 212,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 212,000 |
| | | TOTAL | $ 785,100 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

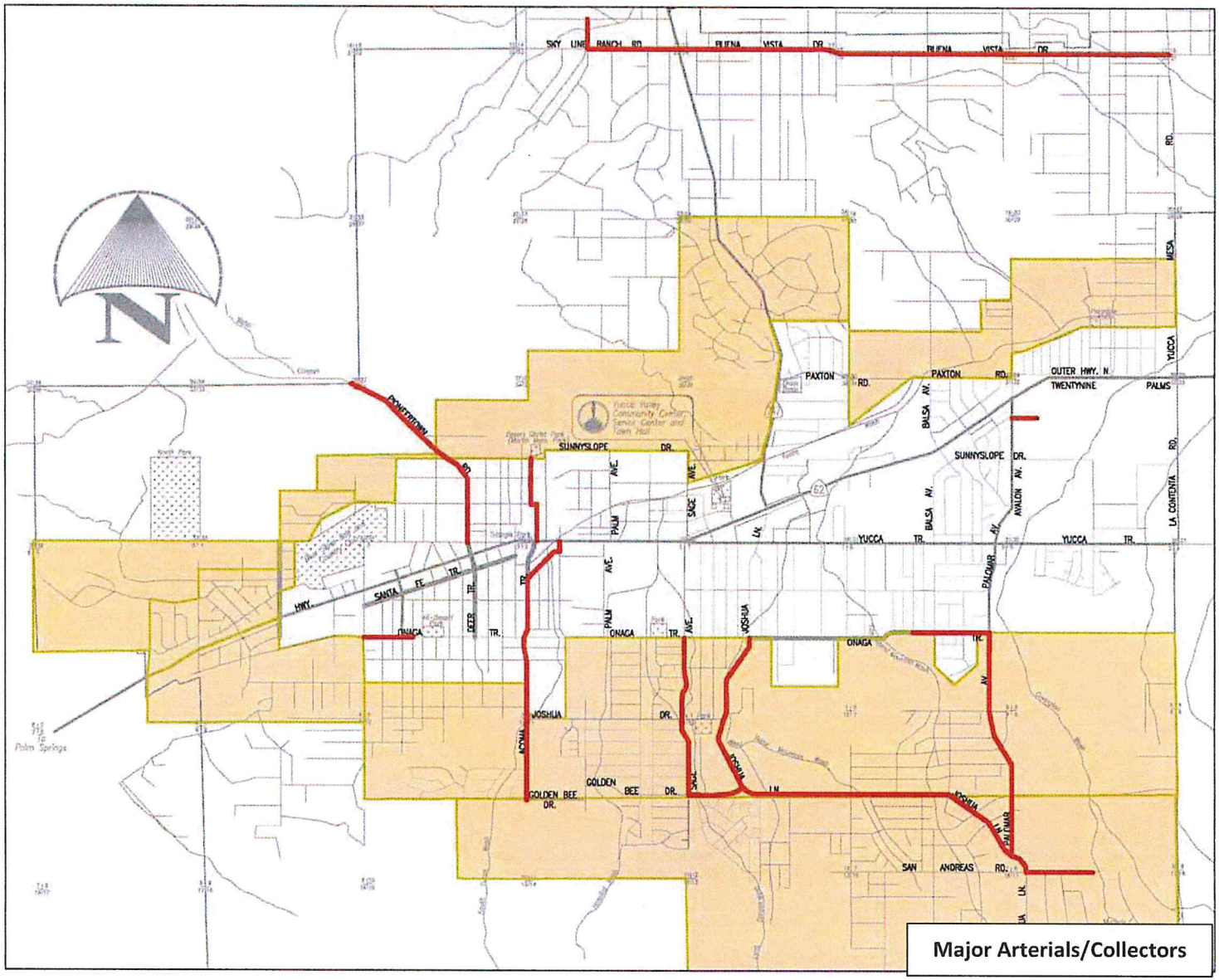
Yucca Valley - Package C

# FY 2025-26 PACKAGE C



| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN 2022/23 TO 2026/27 | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2026/27 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,500 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 4,000 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personel Costs | | $ 360,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 578,100 |
| | Major Arterials and Colectors Crack Seal and Slurry | | $ 222,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 222,000 |
| | | TOTAL | $ 800,100 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)




Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

Yucca Valley - EXHIBIT A

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN - PROJECTIONS | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2027/28 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,500 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 4,000 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personnel Costs | | $ 370,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | **TOTAL PROGRAMS** | **$ 588,100** |
| | Package D Crack Seal and Slurry | | $ 227,000 |
| | | **TOTAL ARTERIAL PROJECTS** | **$ 227,000** |
| | | **TOTAL** | **$ 815,100** |

PROJECTION ONLY

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Yucca Valley - EXHIBIT A

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN - PROJECTIONS | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2028/29 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,500 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 4,000 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personnel Costs | | $ 375,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 593,100 |
| | | | |
| | HDWD - Phase II Crack Seal | | $ 194,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 194,000 |
| | | TOTAL | $ 787,100 |

PROJECTION ONLY

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

Yucca Valley - EXHIBIT A

| TOWN OF YUCCA VALLEY<br>MEASURE I FIVE YEAR PLAN - PROJECTIONS | | | |
|---|---|---|---|
| YEAR | STREET & LIMITS | IMPROVEMENT | COST EST. |
| 2029/30 | 524 -UNRESTRICTED LOCAL STREET PROJECTS (68%) | | |
| | Traffic Surveys & Warrant Studies | Speed Surveys & Traffic Studies | $ 9,500 |
| | Annual Traffic Census | Traffic Count Analysis | $ 12,600 |
| | Congestion Management Plan (CMP) | Planning & Analysis | $ 4,000 |
| | Utilities | Street Lights | $ 62,000 |
| | Signal Maintenance Contract | Maintenance | $ 15,000 |
| | SR62 Median Maintenance Contract | Maintenance | $ 65,000 |
| | Personnel Costs | | $ 375,000 |
| | Indirect Cost Recovery | | $ 50,000 |
| | | TOTAL PROGRAMS | $ 593,100 |
| | Package A Crack Seal and Slurry | | $ 350,000 |
| | | TOTAL ARTERIAL PROJECTS | $ 350,000 |
| | | TOTAL | $ 943,100 |

PROJECTION ONLY

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/Colorado River**

6/30/22 Carryover Balance **$375,312.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$67,701** | **$67,427** | **$67,155** | **$67,552** | **$67,951** | **$337,786** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Congestion Management Program | No | No | 0.0% | 0.0% | $3,750 | $750 | $750 | $750 | $750 | $750 | **$3,750** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $10,000 | $2,000 | $2,000 | $2,000 | $2,000 | $2,000 | **$10,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $5,000 | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 | **$5,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $3,750 | $3,750 | $3,750 | $3,750 | $3,750 | **$18,750** |

**Total Programming is currently** **3%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$18,750**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/Morongo Basin**

6/30/22 Carryover Balance **$2,284,623.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$510,497** | **$509,793** | **$509,088** | **$513,466** | **$517,880** | **$2,560,724** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Congestion Management Program | No | No | 0.0% | 0.0% | $10,000 | $2,000 | $2,000 | $2,000 | $2,000 | $2,000 | **$10,000** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $25,000 | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 | **$25,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $5,000 | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 | **$5,000** |
| Morongo Road and Other Roads, Chip Seal and Leveling Course - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,530,000 | $1,530,000 | $0 | $0 | $0 | $0 | **$1,530,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
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| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $1,538,000 | $8,000 | $8,000 | $8,000 | $8,000 | **$1,570,000** |

**Total Programming is currently** **32%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$1,570,000**



Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/North Desert**

6/30/22 Carryover Balance **$5,918,308.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,473,556** | **$1,479,633** | **$1,485,729** | **$1,506,762** | **$1,528,087** | **$7,473,767** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Congestion Management Program | No | No | 0.0% | 0.0% | $15,000 | $3,000 | $3,000 | $3,000 | $3,000 | $3,000 | **$15,000** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $25,000 | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 | **$25,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $5,000 | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 | **$5,000** |
| Baker Blvd and Park Avenue, Contract Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $3,200,000 | $3,050,000 | $0 | $0 | $0 | $0 | **$3,050,000** |
| Barstow Skyline North ADA Ramps - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,060,000 | $910,000 | $0 | $0 | $0 | $0 | **$910,000** |
| Barstow Skyline East ADA Ramps and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,095,000 | $150,000 | $0 | $0 | $0 | $0 | **$150,000** |
| Barstow Irwin Estates ADA Ramps - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,200,000 | $1,050,000 | $0 | $0 | $0 | $0 | **$1,050,000** |
| Irwin Road and Other Roads Leveling Course - SEE ATTACHMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,683,000 | $200,000 | $0 | $0 | $0 | $0 | **$200,000** |
| Lenwood Area ADA Ramps - SEE ATTACHMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,300,000 | $400,000 | $500,000 | $400,000 | $0 | $0 | **$1,300,000** |
| Ludlow Raod and Other Roads Chip Seal and Leveling Course - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $2,289,000 | $5,000 | $0 | $0 | $0 | $0 | **$5,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
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| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $5,774,000 | $509,000 | $409,000 | $9,000 | $9,000 | **$6,710,000** |

**Total Programming is currently** **50%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$6,710,000**

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/Mountains**

6/30/22 Carryover Balance **$4,432,070.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,268,554** | **$1,269,329** | **$1,270,100** | **$1,283,575** | **$1,297,187** | **$6,388,745** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Congestion Management Program | No | No | 0.0% | 0.0% | $15,000 | $3,000 | $3,000 | $3,000 | $3,000 | $3,000 | **$15,000** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $50,000 | $10,000 | $10,000 | $10,000 | $10,000 | $10,000 | **$50,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $5,000 | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 | **$5,000** |
| Daley Canyon Road and Other Roads, SAMI, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,850,000 | $0 | $139,000 | $0 | $0 | $0 | **$139,000** |
| Lake Gregory Dr and Lake Dr SAMI, Leveling Course, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,632,000 | $176,000 | $1,456,000 | $0 | $0 | $0 | **$1,632,000** |
| Old Waterman Canyon Road and Other Roads (Crestline Area) - Crack Seal, Chip Seal, Fog Seal, SAMI, Leveling Course and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,170,000 | $1,170,000 | $0 | $0 | $0 | $0 | **$1,170,000** |
| Big Bear Blvd at Greenspot Road Traffic Signals | No | No | 0.0% | 0.0% | $500,000 | $400,000 | $0 | $0 | $0 | $0 | **$400,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
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| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $1,760,000 | $1,609,000 | $14,000 | $14,000 | $14,000 | **$3,411,000** |

**Total Programming is currently** **32%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$3,411,000**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/Valley**

6/30/22 Carryover Balance **$16,573,451.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$3,204,298** | **$3,224,999** | **$3,225,084** | **$3,252,202** | **$3,282,158** | **$16,188,742** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $25,000 | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 | **$25,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $2,000 | $1,000 | $1,000 | $0 | $0 | $0 | **$2,000** |
| San Bernardino Avenue, Cherry Ave E/Fontana Ave (North/South Sides) - Widening | No | No | 58.3% | 41.7% | $8,500,000 | $0 | $1,000,000 | $0 | $0 | $0 | **$1,000,000** |
| Riverside Drive - Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,939,000 | $191,000 | $1,700,000 | $0 | $0 | $0 | **$1,891,000** |
| Bloomington Ave - Cedar Ave to 0.11 miles NE of Larch Ave - Pavement Reconstruction and Storm Drain Replacement | No | No | 0.0% | 0.0% | $1,962,000 | $58,000 | $0 | $0 | $0 | $0 | **$58,000** |
| Cajon Blvd Guardrail - Kenwood Ave to Cleghorn Ave - SEE ATTACHMENT A ROADS LIST | No | No | 0.0% | 0.0% | $828,000 | $777,000 | $0 | $0 | $0 | $0 | **$777,000** |
| Linden Ave and Other Roads Rehabilitation and Reconstruction - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,982,000 | $1,817,000 | $0 | $0 | $0 | $0 | **$1,817,000** |
| Wabash Ave and Other Roads Slurry Seal - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $3,479,000 | $2,760,600 | $0 | $0 | $0 | $0 | **$2,760,600** |
| Banana Ave and Other Roads Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $5,910,000 | $3,900,000 | $1,448,000 | $0 | $0 | $0 | **$5,348,000** |
| Redwood Ave and Other Roads Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $2,512,000 | $2,428,000 | $0 | $0 | $0 | $0 | **$2,428,000** |
| Independence Ave and Other Roads - Slurry Seal - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $121,000 | $114,000 | $0 | $0 | $0 | $0 | **$114,000** |
| Little Third St and Little Tippecanoe Ave, Reconstruction and Project Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $2,965,000 | $1,465,000 | $0 | $0 | $0 | $0 | **$1,465,000** |
| Tenessee St Maintenance Overlay - .02 W Marbeth Rd .14M | No | No | 0.0% | 0.0% | $30,000 | $5,000 | | | | | **$5,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $13,521,600 | $4,154,000 | $5,000 | $5,000 | $5,000 | **$17,690,600** |

**Total Programming is currently** **54%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$17,690,600**

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement

| | |
|---|---|
| Resolution Number: | |
| Resolution Approval Date: | |
| Contact Person/Title: | Anaim Garibay, Budget Officer |
| Phone: | 909-387-8123 |
| Email: | anaim.garibay@dpw.sbcounty.gov |

Measure I Local Pass-through Program

# FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2022/2023 thru 2026/2027

Jurisdiction:

**County/Victor Valley**

6/30/22 Carryover Balance **$7,847,963.00**

| Projects: | Is Project in City's Non-motorized Transportation Plan? (Yes/No) | Does Project have an ATP Component? (Yes/No) | Is the Project on the City's Nexus Study List? (Public/DIF Share %) | | Estimated Total Project Cost | FY2022/23 Est. Revenue | FY2023/24 Est. Revenue | FY2024/25 Est. Revenue | FY2025/26 Est. Revenue | FY2026/27 Est. Revenue | Total Est. Rev. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | **$1,943,560** | **$1,954,486** | **$1,965,466** | **$1,981,366** | **$2,012,404** | **$9,857,282** |
| | | | | | | Current Estimate | Current Estimate | Current Estimate | Current Estimate | Current Estimate | **Total** |
| Congestion Management Program | No | No | 0.0% | 0.0% | $50,000 | $10,000 | $10,000 | $10,000 | $10,000 | $10,000 | **$50,000** |
| Routine Maintenance | No | No | 0.0% | 0.0% | $25,000 | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 | **$25,000** |
| Traffic Control Devices | No | No | 0.0% | 0.0% | $5,000 | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 | **$5,000** |
| Ranchero Road, .30M E, Mariposa E/1M E, Escondido Ave - Widening ROW | No | No | 58.5% | 41.5% | $2,460,527 | $320,000 | $0 | $0 | $0 | $0 | **$320,000** |
| Ranchero Road, .30M E, Mariposa E/1M E, Escondido Ave - Widening Construction | No | No | 0.0% | 0.0% | $1,784,000 | $1,000,000 | $0 | $0 | $0 | $0 | **$1,000,000** |
| Baldy Mesa and Other Roads - Chip Seal - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,370,000 | $939,000 | $0 | $0 | $0 | $0 | **$939,000** |
| Phelan Road Rehabilitation - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $500,000 | $322,000 | $0 | $0 | $0 | $0 | **$322,000** |
| Mountain Road and Other Roads, Chip Seal - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $1,145,000 | $79,000 | $1,066,000 | $0 | $0 | $0 | **$1,145,000** |
| Wilson Ranch Road and Other Roads, Chip Seal & Leveling - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $683,000 | $222,000 | $461,000 | $0 | $0 | $0 | **$683,000** |
| Johnson Road and Other Roads, Chip Seal, Cape Seal, and Contract Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $4,500,000 | $350,000 | $0 | $0 | $0 | $0 | **$350,000** |
| Oasis Road and Other Roads, SAMI, Leveling Course, Mill and Overlay - SEE ATTACHEMENT A ROADS LIST | No | No | 0.0% | 0.0% | $6,600,000 | $500,000 | $0 | $0 | $0 | $0 | **$500,000** |
| Cataba Road (Ranchero Street to 0.15 Miles North) - Roadway Realignment and Intersection Widening | No | No | 0.0% | 0.0% | $2,500,000 | $2,000,000 | $0 | $0 | $0 | $0 | **$2,000,000** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | | | | | | | **$0** |
| | | | | | Projects Total: | $5,748,000 | $1,543,000 | $16,000 | $16,000 | $16,000 | **$7,339,000** |

**Total Programming is currently** **41%** ***(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)***

**Total Estimated Programming:** **$7,339,000**

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| **Morongo Basin** | | | | | |
| *Morongo Road and Other Roads* | BLUEGRASS AVENUE | INDIAN TR N/VALLE VISTA RD | 0.50 | BRV | 3 |
| *Chip Seal and Leveling Course* | BULLION MOUNTAIN ROAD | AMBOY RD N/VALLE VISTA RD | 2.00 | BRV | 3 |
| | DESERT FLOWER AVENUE | INDIAN TR N/VALLE VISTA RD | 0.50 | BRV | 3 |
| | GODWIN ROAD | 29 PALMS HWY N/AMBOY RD | 2.00 | BRV | 3 |
| | INDIAN COVE ROAD | MESA DR N/VALLE VISTA RD | 1.01 | BRV | 3 |
| | INDIAN TRAIL | INDIAN COVE RD E/LEAR AVE | 0.28 | BRV | 3 |
| | MELDORA AVENUE | INDIAN TR N/VALLE VISTA RD | 0.50 | BRV | 3 |
| | MESA DRIVE | .24M W,INDIAN COVE RD E/SHOSHONE VLY | 1.01 | BRV | 3 |
| | MESQUITE SPRINGS ROAD | .75M N,SIESTA DR(PMS CL)N/INDIAN TR | 1.50 | BRV | 3 |
| | MESQUITE SPRINGS ROAD | INDIAN TR N/SUNNY SANDS DR(NM) | 1.00 | BRV | 3 |
| | PINTO MOUNTAIN ROAD | AMBOY RD N/VALLE VISTA RD | 2.00 | BRV | 3 |
| | SHOSHONE VALLEY ROAD | MESA DR N/VALLE VISTA RD | 1.00 | BRV | 3 |
| | UTAH TRAIL | JOS TR MON BDRY N/.30M S,STARLIGHT D | 2.01 | BRV | 3 |
| | VALLE VISTA ROAD | .15M E,LOS OLIVOS AVE E/LEAR AVE | 0.35 | BRV | 3 |
| | VALLE VISTA ROAD | UTAH TR E/BULLION MTN RD | 2.00 | BRV | 3 |
| | VALLE VISTA ROAD | BULLION MTN RD E/PINTO MTN RD | 2.04 | BRV | 3 |
| | VALLE VISTA ROAD | LEAR AVE E/SHOSHONE VLY RD | 0.49 | BRV | 3 |
| | VALLE VISTA ROAD | BLUEGRASS AVE E/MELDORA AVE | 1.00 | BRV | 3 |
| **NORTH DESERT** | | | | | |
| *Baker Blvd and Park Ave* | BAKER BOULEVARD | .86M W,SH127 E 2.60M | 2.60 | BAK | 1 |
| *Contract Overlay* | PARK AVENUE | BAKER BLVD N .25M | 0.25 | BAK | 1 |
| **NORTH DESERT** | | | | | |
| *Barstow Skyline North ADA Ramps* | NAVARONE COURT | LOMBARDY AVE E/END | 0.05 | BAR | 3 |
| *Curb, Ramps and Other Improvements* | TORRES AVENUE | PALERMO ST S&E/LOMBARDY AVE | 0.36 | BAR | 3 |
| | TRIPOLI AVENUE | SAN BRUNO AVE N/0004M N,PALERMO ST | 0.22 | BAR | 3 |
| | LOMBARDY AVENUE | 0001M S,TORRES AVE N/PALERMO ST | 0.25 | BAR | 3 |
| | CAMARILLO AVENUE | .03M N, SH58 N/PALERMO ST | 0.67 | BAR | 3 |
| | SAN BRUNO AVENUE | 0002M E,LOMBARDY AVE NWLY/PALERMO ST | 0.33 | BAR | 3 |
| | PALERMO STREET | 0003M W,TORRES E/0003M E,LOMBARDY | 0.27 | BAR | 3 |
| **NORTH DESERT** | | | | | |
| *Barstow Skyline East ADA Ramps and Overlay* | BALSA AVENUE | .03M W,HAWTHORN DR E/FERN DR | 0.27 | BAR | 3 |
| *Curb, Ramps and Other Improvements* | FERN DRIVE | .04M S,BALSA AVE N/SH58 | 0.11 | BAR | 3 |
| | HAWTHORN DRIVE | .04M S,BALSA AVE N/BANYAN ST | 0.21 | BAR | 3 |
| | HEMLOCK AVENUE | .04M W,HAWTHORN DR E/IRIS DR | 0.09 | BAR | 3 |
| | IRIS DRIVE | BALSA AVE N/HEMLOCK AVE | 0.08 | BAR | 3 |
| | OLEANDER PLACE | BALSA AVE N/END | 0.07 | BAR | 3 |
| | ROSE LANE | BALSA AVE N/END | 0.04 | BAR | 3 |
| **NORTH DESERT** | | | | | |
| *Barstow Irwin Estates ADA Ramps* | ALMADEN AVENUE | EXETER ST N/GABILAN ST | 0.09 | BAR | 3 |
| *Curb, Ramps and Other Improvements* | CLEMENS AVENUE | SH 58 N/DRYDEN ST | 0.10 | BAR | 3 |
| | COLBY AVENUE | .13M S,EXETER N/EXETER | 0.13 | BAR | 3 |
| | COLBY AVENUE | EXETER ST N/.04M N,SPADRA | 0.38 | BAR | 3 |
| | COLBY COURT | .02M E,COLBY AVE E/COLBY AVE | 0.02 | BAR | 3 |
| | DRYDEN STREET | .07M W. CLEMENS AVE E/CLEMENS AVE | 0.07 | BAR | 3 |
| | EXETER STREET | .27M E,WESTON AVE E/IRWIN RD | 0.06 | BAR | 3 |
| | EXETER STREET | WESTON AVE E .27M | 0.27 | BAR | 3 |
| | GABILAN STREET | HAYWARD AVE E/IRWIN RD | 0.20 | BAR | 3 |
| | HAYWARD AVENUE | EXETER ST N/.03M N,SPADRA ST | 0.37 | BAR | 3 |
| | HAYWARD COURT | HAYWARD AVE E .02M | 0.02 | BAR | 3 |
| | IRWIN ROAD | OLD HIGHWAY 58 (S LEG) N .58M | 0.58 | BAR | 3 |
| | LOMPOC AVENUE | EXETER N/GABILAN | 0.10 | BAR | 3 |
| | MORRO STREET | WESTON AVE E/0005M E,HAYWARD AVE | 0.09 | BAR | 3 |
| | SPADRA STREET | WESTON AVE E/IRWIN RD | 0.16 | BAR | 3 |
| | WESTON AVENUE | EXETER ST N/0003M N,SPADRA | 0.38 | BAR | 3 |
| | WESTON AVENUE | .04M S,EXETER ST N/EXETER ST | 0.04 | BAR | 3 |
| **NORTH DESERT** | | | | | |
| *Irwin Road and Other Roads* | A STREET | SH40 EB RAMPS N/NATIONAL TRAILS HWY | 0.65 | DAG | 3 |
| *Leveling Course* | DOBBS ROAD | OLD HIGHWY 58 E/OLD HIGHWAY 58 | 0.17 | BAR | 3 |
| | FIRST STREET | .46M NE,IRWIN RD N/SH58 | 0.30 | BAR | 3 |
| | IRWIN ROAD | RADIO RD N/OLD HIGHWAY 58 (S LEG) | 0.26 | BAR | 3 |
| | OLD HIGHWAY 58 | IRWIN RD(NJ)E/.02 W,CAMARILLO AVE | 0.32 | BAR | 3 |
| | OLD HIGHWAY 58 | .06M W,FIRST ST E/.08M E,FERN ST | 2.04 | BAR | 3 |
| | WEBSTER ROAD | .05M N,END N/SOAP MINE RD | 0.44 | BAR | 3 |
| | ARROWHEAD AVENUE | .21M W,IRWIN RD E/IRWIN RD | 0.21 | BAR | 3 |
| | CLAY RIVER ROAD | WEBSTER E/MARKS | 0.51 | BAR | 3 |
| | COMMUNITY BLVD | HINKLEY RD E&N/OLD HWY 58 | 6.27 | HNK | 3 |
| | DAGGETT YERMO ROAD | NATIONAL TRAILS HWY N/YERMO RD | 2.71 | DAG | 3 |
| | HINKLEY ROAD | MAIN ST N/SH58 | 7.07 | HNK | 3 |
| | IRWIN PLACE | IRWIN RD ELY .09M | 0.09 | BAR | 3 |
| | IRWIN ROAD | .58M N,OLD HWY 58 N/KOLATH PL | 8.72 | BAR | 3 |
| | IRWIN ROAD | KOLATH PL E/FT IRWIN RD | 0.65 | BAR | 3 |
| | KOLATH PLACE | 0045M S,IRWIN RD N/IRWIN RD | 0.45 | BAR | 3 |
| | LEONA ROAD | .36M S, OLD HIGHWAY N/ OLD HWY 58 | 0.36 | BAR | 3 |
| | MARKS ROAD | 0026M S,CLAY RIVER RD N/SOAP MINE RD | 0.49 | BAR | 3 |
| | OUTER HIGHWAY 15 NORTH | FORT IRWIN RD E/GHOST TOWN RD | 2.24 | BAR | 3 |
| | RADIO ROAD | END E/IRWIN RD | 0.33 | BAR | 3 |
| | RAMIREZ ROAD | WATERMAN RD(E LEG)N/OLD HIGHWAY 58 | 0.21 | BAR | 3 |
| | SOAP MINE ROAD | .14M SE,MARKS RD NW/.07M NW,MARKS RD | 0.21 | BAR | 3 |
| | SOAP MINE ROAD | .28M NW,MARKS RD NW/.06M N,WEBSTER | 0.34 | BAR | 3 |
| | SOAP MINE ROAD | E R/W I-15 NLY/SH 58 | 0.89 | BAR | 3 |
| | WATERMAN ROAD | 0001M W,RAMIREZ RD E 0078M | 0.78 | BAR | 3 |
| | WATERMAN STREET | OLD HIGHWAY 58 E/RAMIREZ RD | 0.37 | BAR | 3 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| | YERMO CUTOFF | GHOST TOWN RD NWLY/FT IRWIN RD | 1.75 | BAR | 3 |
| | YERMO ROAD | MERIDIAN E/DAGGETT YERMO R | 2.28 | CAL | 3 |
| **NORTH DESERT** | | | | | |
| *Lenwood Road ADA Ramps* | MAIN STREET | LENWOOD RD NE/.07M E,WESTERN DR | 0.01 | LEN | 3 |
| *ADA Ramps* | BIRCH ROAD | THIRD ST N/MAIN ST | 0.01 | LEN | 3 |
| | THIRD STREET | ASH RD E/.02M E,WESTERN DR | 0.01 | LEN | 3 |
| | WESTERN DRIVE | ASH RD N/0002M N,THIRD RD | 0.01 | LEN | 3 |
| | ASH ROAD | .02M E,WESTERN DR W&N/MAIN ST | 0.01 | LEN | 3 |
| **NORTH DESERT** | | | | | |
| *Ludlow Road and Other Roads* | CRUCERO ROAD | NAT TRLS HWY N/.03M N,NAT TRLS HWY | 0.25 | LUD | 1 |
| *Chip Seal and Leveling course* | FORT CADY ROAD | 1.35M S,NATL TRL N/NATIONAL TRLS HWY | 1.35 | NEB | 1 |
| | FORT CADY ROAD | NATIONAL TRAILS HWY N .42M | 0.42 | NEB | 1 |
| | HECTOR ROAD | NATIONAL TRAILS HWY N .31M | 0.31 | NEB | 1 |
| | LAVIC ROAD | NATIONAL TRAILS HWY N/NAT TRAILS HWY | 0.23 | LUD | 1 |
| | LUDLOW ROAD | 0.25M W. CRUCERO RD E/CRUCERO RD | 0.25 | LUD | 1 |
| | MEMORIAL DRIVE | FORT CADY ROAD E/0.38M | 0.38 | NEB | 1 |
| | NATIONAL TRAILS HIGHWAY | FT CADY RD E/LAVIC RD | 18.53 | NEB | 1 |
| | NATIONAL TRAILS HIGHWAY | CRUCERO RD E/0569M E,MAIN ST(E LEG) | 6.42 | LUD | 1 |
| | NATIONAL TRAILS HIGHWAY | LAVIC RD E/CRUCERO RD | 8.11 | LUD | 1 |
| **SB MOUNTAINS** | | | | | |
| *Daley Canyon Road and Other Roads* | ACORN LANE | SH189 W&N 0.09M | 0.09 | LAW | 3 |
| *SAMI, Mill and Overlay* | ALDER TERRACE | CEDAR TER SELY/WESTERN DR | 0.25 | LAW | 3 |
| | ALPINE LANE | ROSE LN E/CLUB HOUSE DR | 0.07 | LAW | 3 |
| | ALPINE LANE | CLUB HOUSE DR NE/LAKE FOREST DR | 0.60 | LAW | 3 |
| | ALPINE WAY | CEDAR LN E/ALPINE LN | 0.04 | LAW | 3 |
| | ANITA AVENUE | MEADOW LN N/PIONEER LN | 0.46 | BBC | 3 |
| | APACHE TRAIL | PINE AVE S&E/BLACKFOOT TR WEST | 0.41 | LAW | 3 |
| | ARBOR LANE | ANITA AVE E/.03M E,SEQUOIA DR | 0.25 | BBC | 3 |
| | ARROWHEAD DRIVE | HOOK CREEK ROAD NE .26M | 0.26 | LAW | 3 |
| | BALSAM LANE | .03M S,GLEN VIEW LN NLY/SH189 | 0.21 | LAW | 3 |
| | BEAR SPRINGS ROAD | SH18 NW/SH189 | 1.26 | LAW | 3 |
| | BLACKFOOT TRAIL EAST | PINE AVE S&E .12M | 0.12 | LAW | 3 |
| | BLACKFOOT TRAIL EAST | .21M W,SH18 E&NLY/SH18 | 0.21 | LAW | 3 |
| | BLACKFOOT TRAIL WEST | APACHE TR(S LEG) N/PINE AVE | 0.12 | LAW | 3 |
| | BLUE JAY CUTOFF | SH189 W/GRASS VALLEY ROAD-ONE WAY RD | 0.24 | LAW | 3 |
| | BOULDER LANE | CLUB HOUSE DR E/LAKE FOREST DR | 0.25 | LAW | 3 |
| | BRET HARTE ROAD | JOAQUIN MILLER RD N/SUNSET DR | 0.32 | LAW | 3 |
| | CEDAR DRIVE | PALISADES CT E&SW/OAK DR | 0.23 | LAW | 3 |
| | CEDAR DRIVE | MAPLE DR E/PALISADES CT | 0.01 | LAW | 3 |
| | CEDAR DRIVE | HELIOTROPE DR E&S/MAPLE DR | 0.15 | LAW | 3 |
| | CEDAR LANE | CLUB HOUSE DR NE/ALPINE LN | 0.21 | LAW | 3 |
| | CEDAR LANE | ALPINE LN NE/LAKE FOREST DR | 0.07 | LAW | 3 |
| | CEDAR TERRACE | .05M S,ALDER TER N+ELY/.04MS,HK CK | 0.39 | LAW | 3 |
| | CIMARRON LANE | POTOMAC DR N .15M | 0.15 | LAW | 3 |
| | CINDERELLA DRIVE | SEQUOIA DR E/HUGO LN | 0.16 | BBC | 3 |
| | CINDERELLA DRIVE | NANA AVE E/MICHAEL AVE | 0.13 | BBC | 3 |
| | CLUB HOUSE DRIVE | ALPINE LN NE/GRASS VALLEY RD | 1.45 | LAW | 3 |
| | COY LANE | ANITA AVE E/SH18 | 0.11 | BBC | 3 |
| | CRAGHILL DRIVE | CEDAR DR N/LAKEVIEW DR | 0.11 | LAW | 3 |
| | CUMBERLAND DRIVE | .08M S,POTOMAC DR NLY/HOOK CREEK RD | 0.65 | LAW | 3 |
| | CUMBERLAND DRIVE | BALD EAGLE RD N/.08M S,POTOMAC DR | 0.42 | LAW | 3 |
| | CURLY DRIVE | NANA AVE E/MICHAEL AVE | 0.14 | BBC | 3 |
| | DALEY CANYON ACCESS ROAD | SH18 NW/DALEY CANYON RD | 0.07 | LAW | 3 |
| | DALEY CANYON ROAD | SH18 N/SH189 | 0.48 | LAW | 3 |
| | EMERALD DRIVE | SH173 SE&E&N/SH173 | 0.68 | LAW | 3 |
| | EMERALD WAY | SH173 N .07M | 0.07 | LAW | 3 |
| | FERNROCK ROAD | .20M W, SH189 ELY/SH189 | 0.20 | LAW | 3 |
| | FIR TERRACE | .10M SLY, CEDAR TERRACE NE/CEDAR TER | 0.10 | LAW | 3 |
| | FOREST LANE | LAKE FOREST DR ELY/LAKE FOREST DR | 0.38 | LAW | 3 |
| | FREMONT ROAD | SH173 NLY/SH173 | 0.54 | LAW | 3 |
| | GLEN VIEW LANE | BALSAM LN NLY/SH189 | 0.18 | LAW | 3 |
| | GOLD MOUNTAIN DRIVE | CINDERELLA DR N/.03M N,SH18 | 0.13 | BBC | 3 |
| | GREEN WAY DRIVE | SH18 N/PIONEER LN | 0.11 | BBC | 3 |
| | HALE DRIVE | HOLDEN AVE E/WENDY AVE | 0.04 | BBC | 3 |
| | HELIOTROPE DRIVE | SUNSET DR (S JNCT) N/END,LOOP | 0.45 | LAW | 3 |
| | HEMLOCK DRIVE | SH173 N/CEDAR DR | 0.37 | LAW | 3 |
| | HICKS DRIVE | MOUND ST E/VAN DUSEN CANYON RD | 0.08 | BBC | 3 |
| | HIGHLAND DRIVE | SUNSET DR N/HELIOTROPE DR | 0.14 | LAW | 3 |
| | HIGHWAY SPUR | SH189 NE/ALPINE LN | 0.08 | LAW | 3 |
| | HOLDEN AVENUE | SH38 N/HALE DR | 0.25 | BBC | 3 |
| | HOOK CREEK ROAD | SH173 ELY/PINERIDGE DR | 1.65 | LAW | 3 |
| | HOOK CREEK ROAD | PINERIDGE DR E .69M | 0.69 | LAW | 3 |
| | HOSPITAL ROAD | SH173 NELY .13M | 0.13 | LAW | 3 |
| | HOSPITAL ROAD | .13M NELY,SH173 E&S .08M | 0.08 | LAW | 3 |
| | JACQUELINE ROAD | FOREST LN NW .10M | 0.10 | LAW | 3 |
| | JOAQUIN MILLER ROAD | JOHN MUIR RD NE/MARSHALL RD | 0.08 | LAW | 3 |
| | JOAQUIN MILLER ROAD | MARSHALL RD NLY/SUNSET DR | 0.12 | LAW | 3 |
| | JOHN MUIR ROAD | SH173 NE/JOAQUIN MILLER RD | 0.10 | LAW | 3 |
| | JOHN MUIR ROAD | JOAQUIN MILLER RD NE/SUNSET DR | 0.53 | LAW | 3 |
| | JOHN MUIR ROAD | .05 SW,SH173 NE/SH173 | 0.05 | LAW | 3 |
| | KARENKEN PINES DRIVE | END N/GRASS VALLEY RD | 0.13 | LAW | 3 |
| | LAKE FOREST DRIVE | CEDAR LN E/GRASS VALLEY RD | 1.06 | LAW | 3 |
| | LAKE FOREST DRIVE | CLUB HOUSE DR E/CEDAR LN | 0.47 | LAW | 3 |

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**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| | LAKE VIEW LANE | END NW/BEAR SPRINGS RD | 0.18 | LAW | 3 |
| | LAKEVIEW DRIVE | HOOK CREEK NE/PINERIDGE | 0.36 | LAW | 3 |
| | LAKEVIEW DRIVE | PINERIDGE S/END | 0.10 | LAW | 3 |
| | LAUREL DRIVE | SUNSET DR E/HELIOTROPE DR | 0.08 | LAW | 3 |
| | LONGVIEW DRIVE | OLD TOLL RD NE/END | 0.30 | LAW | 3 |
| | MANZANITA DRIVE | HELIOTROPE DR NLY/HELIOTROPE DR | 0.18 | LAW | 3 |
| | MAPLE DRIVE | SH173 N/CEDAR DR | 0.29 | LAW | 3 |
| | MARSHALL ROAD | JOAQUIN MILLER RD NE/SUNSET DR | 0.07 | LAW | 3 |
| | MAXSON DRIVE | END NLY 0010M/LAKE FOREST DR | 0.10 | LAW | 3 |
| | MEADOW LANE | WENDY AVE E/SH18 | 0.40 | BBC | 3 |
| | MEADOW LANE | SH18 E/SEQUOIA DR | 0.09 | BBC | 3 |
| | MERRIMACK DRIVE | POTOMAC DR N 0021M | 0.21 | LAW | 3 |
| | MICHAEL AVENUE | SH38 N/PIONEER LN | 0.22 | BBC | 3 |
| | MICHAEL AVENUE | MEADOW LN N/SH38 | 0.22 | BBC | 3 |
| | MOHAWK DRIVE | 0011M W,CUMBERLAND DR E 0018M | 0.18 | LAW | 3 |
| | MOHAWK TRAIL | END NE/APACHE TR | 0.03 | LAW | 3 |
| | MOUND STREET | SH38 N/END | 0.15 | BBC | 3 |
| | MOUNT DOBLE DRIVE | CINDERELLA DR N/0005M N,SH18 | 0.13 | BBC | 3 |
| | MULLINS DRIVE | NANA AVE E/MICHAEL AVE | 0.13 | BBC | 3 |
| | MYRTLE AVENUE | MEADOW LN N/PIONEER LN | 0.45 | BBC | 3 |
| | NANA AVENUE | SH38 N/TIGER LILY DR | 0.11 | BBC | 3 |
| | NANA AVENUE | CINDERELLA DR N/PIONEER LN | 0.14 | BBC | 3 |
| | NANA AVENUE | MEADOW LN N/SH38 | 0.18 | BBC | 3 |
| | NANDINA DRIVE | 0003M E,MT DOBLE DR E/GOLD MTN DR | 0.03 | BBC | 3 |
| | NANDINA DRIVE | MT DOBLE DR E0003M | 0.03 | BBC | 3 |
| | OAK DRIVE | 0004M S,LAKE FOREST DR N/LAKE FOREST | 0.04 | LAW | 3 |
| | OAK DRIVE | SH173 N/CEDAR DR | 0.24 | LAW | 3 |
| | OLD MILL DRIVE | 0005M S,EMERALD DR N/END | 0.08 | LAW | 3 |
| | OLD TOLL ROAD | BLUE JAY CUTOFF NE/0019M | 0.19 | LAW | 3 |
| | PALISADES COURT | CEDAR DR NE/PALISADES DR | 0.07 | LAW | 3 |
| | PALISADES DRIVE | SUNSET DR N&E&S/SH173 | 0.99 | LAW | 3 |
| | PETER AVENUE | SH38 N/CINDERELLA DR | 0.12 | BBC | 3 |
| | PETER AVENUE | MEADOW LN N/SH38 | 0.19 | BBC | 3 |
| | PINE AVENUE | SH18 E/SH18 | 0.46 | LAW | 3 |
| | PINE DRIVE | HOOK CREEK RD E .26M | 0.26 | LAW | 3 |
| | PINE LANE | END E/ACORN LN | 0.05 | LAW | 3 |
| | PINE TERRACE | CEDAR TR N/HOOK CREEK RD | 0.07 | LAW | 3 |
| | PINERIDGE DRIVE | ACACIA RD E/HOOK CREEK RD | 0.19 | LAW | 3 |
| | PINERIDGE DRIVE | .05M W,ACACIA RD ELY/ACACIA RD | 0.05 | LAW | 3 |
| | PIONEER LANE | NANA AVE E/SEQUOIA DR | 0.39 | BBC | 3 |
| | POTOMAC DRIVE | SHENANDOAH DR SELY/CUMBERLAND DR | 0.70 | LAW | 3 |
| | ROBIN DRIVE | END E&N 0008M/LAKE FOREST DR | 0.08 | LAW | 3 |
| | ROSE LANE | SH189 N/ALPINE LN | 0.03 | LAW | 3 |
| | ROSE LANE | ALPINE LN N&E/CLUB HOUSE DR | 0.25 | LAW | 3 |
| | ROSE LANE | CLUB HOUSE DR NE/LAKE FOREST DR | 0.42 | LAW | 3 |
| | SEQUOIA DRIVE | MEADOW LN N/SH18 | 0.40 | BBC | 3 |
| | SEQUOIA DRIVE | SH18 N/PIONEER LN | 0.06 | BBC | 3 |
| | SIERRA AVENUE | ARBOR LN N/PIONEER LN | 0.32 | BBC | 3 |
| | SIERRA AVENUE | MEADOW LN N/ARBOR LN | 0.14 | BBC | 3 |
| | SIERRA VISTA DRIVE | END,MAINT N/SH189 | 0.29 | LAW | 3 |
| | SPRUCE DRIVE | OAK DR NE/CEDAR DR | 0.09 | LAW | 3 |
| | STRAWBERRY PEAK ROAD | BALSAM LN SE/END | 0.14 | LAW | 3 |
| | SUGAR CONE LANE | FERNROCK RD E&N/SH189 | 0.30 | LAW | 3 |
| | SUNSET DRIVE | MARSHALL RD NW&E/WALNUT DR | 0.48 | LAW | 3 |
| | SUNSET DRIVE | WALNUT DR E&S/SH173 | 0.07 | LAW | 3 |
| | TIGER LILY DRIVE | WENDY AVE E/PETER AVE | 0.13 | BBC | 3 |
| | TINKER BELL AVENUE | MEADOW LN N/SH38 | 0.21 | BBC | 3 |
| | TINKER BELL AVENUE | SH38 N/TIGER LILY DR | 0.08 | BBC | 3 |
| | VAN DUSEN CANYON ROAD | SH38 N/0013M N,HALE DRIVE | 0.44 | BBC | 3 |
| | WALNUT DRIVE | SH173 N/SUNSET DR | 0.09 | LAW | 3 |
| | WENDY AVENUE | SH38 N/HALE DR | 0.22 | BBC | 3 |
| | WENDY AVENUE | MEADOW LN N/SH38 | 0.16 | BBC | 3 |
| | WENDY AVENUE | HALE DR N .13M | 0.13 | BBC | 3 |
| | WESTERN DRIVE | ALDER TERRACE N/END,OIL | 0.06 | LAW | 3 |
| | WILLOW SPRINGS DRIVE | 0005M S,SUGAR CONE NLY/FERNROCK RD | 0.11 | LAW | 3 |
| **SB MOUNTAINS** | | | | | |
| *Lake Gregory Dr and Lake Dr* | LAKE DRIVE | SH138 NE/LAKE GREGORY DR | 1.15 | CRS | 2 |
| *SAMI, Leveling Course, Mill and Overlay* | LAKE GREGORY DRIVE | LAKE DR SE&S/SH189 | 2.24 | CRS | 2 |
| **SB MOUNTAINS** | | | | | |
| *Old Waterman Canyon Road and Other Roads (Crestline Area)* | CANYON LANE | 0.14M S, DALE LN NLY/DALE LN | 0.14 | SBO | 5 |
| *Crack Seal, Chip Seal, Fog Seal, SAMI, Leveling Course, and Overlay* | DALE LANE | OLD WATERMAN CYN RD NE/FOREST LN | 0.15 | SBO | 5 |
| | FORREST LANE | 0.05M N,HILLVIEW RD NW 0.22M | 0.22 | SBO | 5 |
| | FORREST LANE | HILLVIEW ROAD N 0.05M | 0.05 | SBO | 5 |
| | HILLVIEW ROAD | OLD WATERMAN CYN RD E0.28M | 0.28 | SBO | 5 |
| | OLD WATERMAN CYN ROAD | 1.37M N,SH18 N 0.15M | 0.15 | SBO | 3 |
| | OLD WATERMAN CYN ROAD | CL SH 18 NLY 0.26M | 0.26 | SBO | 5 |
| | OLD WATERMAN CYN ROAD | 2.04M N,SH18 N/CL,SH 18 | 0.89 | SBO | 3 |
| **SB Valley** | | | | | |
| *Riverside Drive* | RIVERSIDE DRIVE | 0020M W,RESERVOIR E/0013ME,PIPE LINE | 1.05 | CHI | 4 |
| *Mill and Ovelay* | RIVERSIDE DRIVE | .04M W,TOWNE AVE E/.03M E,TOWNE AVE | 0.07 | CHI | 4 |
| **SB Valley** | | | | | |
| *Cajon Blvd* | CAJON BOULEVARD | 1.32M S, CLEGHORN RD N/0.15M S, CLEGHORN RD | 1.17 | DEV | 2 |
| *Guardrail Replacement* | CAJON BOULEVARD | 1.1M N, KENWOOD N/1.32M S, CLEGHORN RD | 3.83 | DEV | 2 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| **SB Valley** | | | | | |
| *Linden Ave and Other Roads* | ARBETH STREET | .09M W,FILLMORE AVE E/FILLMORE AVE | 0.09 | RLO | 5 |
| *Rehab and Reconstruction* | BRAMPTON WAY | MESA ST N/END | 0.06 | RLO | 5 |
| | CASMALIA STREET | limited to primarily only County side | 0.06 | RLO | 5 |
| | CEDAR AVENUE | .06M S,BOHNERT AVE N/BOHNERT AVE | 0.03 | RLO | 5 |
| | CHESHIRE STREET | .09M W,FILLMORE AVE E/FILLMORE AVE | 0.09 | RLO | 5 |
| | FILLMORE AVENUE | MESA ST N .09M | 0.09 | RLO | 5 |
| | FILLMORE AVENUE | CASMALIA ST N/CHESHIRE ST | 0.11 | RLO | 5 |
| | IDYLLWILD COURT | MESA ST N .06M | 0.06 | RLO | 5 |
| | LINDEN AVENUE | .03MN,NORWOOD ST N/.03M N,BANYAN AVE | 0.16 | RLO | 5 |
| | MESA STREET | 0003M W,IDYLLWILD CT E/CACTUS AVE | 0.17 | RLO | 5 |
| **SB Valley** | | | | | |
| *Wabash Ave and Other Roads* | CEDAR LANE | .02M E,PLUMWOOD LN E .04M | 0.04 | MEN | 3 |
| *Slurry Seal* | CITRUS AVENUE | WABASH AVE E/CRAFTON AVE | 1.02 | MEN | 3 |
| | NAPLES AVENUE | .04M E,WABASH AVE E/OPAL WAY | 0.18 | MEN | 3 |
| | SAN BERNARDINOAVENUE | WABASH AVE E/OPAL AVE | 0.3 | MEN | 3 |
| | SAPPHIRE STREET | 0.43M N, Florida St NE & E 0.21M | 0.07 | RED | 3 |
| | SIXTH AVENUE | WABASH AVE E/WALNUT ST | 0.5 | MEN | 3 |
| | SYLVAN BLVD | WABASH AVE E .11M | 0.11 | MEN | 3 |
| | WABASH AVENUE | .05M N/NAPLES AVE N/SH38 | 0.08 | MEN | 3 |
| | WABASH AVENUE | .09M S,SEVENTH ST N/.13M N,SEVENTH S | 0.21 | MEN | 3 |
| | WABASH AVENUE | 0.13M N, SEVENTH ST N/6TH AVE | 0.13 | MEN | 3 |
| | WABASH AVENUE | 0.14M S, SEVENTH ST N 0.05M | 0.05 | MEN | 3 |
| | AGATE AVENUE | COLTON AVE N/0.08M S,NICE AVE | 0.17 | MEN | 3 |
| | AGATE AVENUE | .08M S,NICE AVE N/.05M N,SALERNO AVE | 0.77 | MEN | 3 |
| | ALDERWOOD LANE | .12M S,CEDAR LN N/CEDAR LN | 0.12 | MEN | 3 |
| | ALDERWOOD LANE | .01M S,BEECH TREE LN N/MADEIRA AVE | 0.04 | MEN | 3 |
| | ALDERWOOD LANE | CEDAR LN N/.01M S,BEECH TREE LN | 0.08 | MEN | 3 |
| | AMETHYST STREET | BON VIEW DR N/SH38 (FAS 589) | 0.35 | MEN | 3 |
| | ANSLEY LANE | NICE AVE N .12M | 0.12 | MEN | 3 |
| | ANZIO AVENUE | SALERNO AVE N&E/CRAFTON AV | 0.21 | MEN | 3 |
| | APPLEWOOD LANE | SIERRA PINE DR N/BEECH TREE CT | 0.04 | MEN | 3 |
| | BARBARA LEE LANE | MOSS ST N .05M | 0.05 | MEN | 3 |
| | BEECH TREE COURT | .05M W, APPLEWOOD DR E/APPLEWOOD DR | 0.05 | MEN | 3 |
| | BEECH TREE LANE | LAURELWOOD LN E/ALDERWOOD LN | 0.05 | MEN | 3 |
| | BEECH TREE PLACE | WHITEWOOD DR E/PLUMWOOD LN | 0.05 | MEN | 3 |
| | BERYL AVENUE | NICE AVE N/CAPRI AVE | 0.58 | MEN | 3 |
| | BONITA COURT | WARD WAY E .10M | 0.1 | MEN | 3 |
| | BONVIEW DRIVE | AMETHYST ST NELY/ZANJA WAY | 0.13 | MEN | 3 |
| | BRIGHTON AVENUE | OPAL AVE E/TOURMALINE AVE | 0.15 | MEN | 3 |
| | CAPRI AVENUE | WABASH AVE E .25M | 0.25 | MEN | 3 |
| | CAPRI AVENUE | OPAL AVE E/CRAFTON AVE | 0.72 | MEN | 3 |
| | CEDAR LANE | PLUMWOOD LN E .02M | 0.02 | MEN | 3 |
| | CEDAR LANE | .01M W,ALDERWOOD LN E .06M | 0.06 | MEN | 3 |
| | CEDAR LANE | .05ME,ALDERWOOD LN E/.03ME,MAPLEWOOD | 0.04 | MEN | 3 |
| | CEDAR LANE | LAURALWOOD LN E/.01M W,ALDERWOOD LN | 0.03 | MEN | 3 |
| | CEDAR LANE | .03M E,MAPLEWOOD LN E/PLUMWOOD LN | 0.07 | MEN | 3 |
| | CHAPARREL LANE | HAZELWOOD AVE E .14M | 0.14 | MEN | 3 |
| | CHESAPEAKE LANE | AGATE AVE E/.04M E,MONTEREY CT | 0.14 | MEN | 3 |
| | CHRYSOLITE AVENUE | NAPLES AVE N/SAN BDNO AVE | 0.59 | MEN | 3 |
| | CINNABAR COURT | GRANITE ST N/.03M N,PEBBLE ST | 0.08 | MEN | 3 |
| | CITRUS AVENUE | CRAFTON AVE E/.23M E,RESERVOIR RD | 0.98 | MEN | 3 |
| | COLTON AVENUE | CRAFTON AVE E/RESERVOIR RD | 0.76 | MEN | 3 |
| | COLTON AVENUE | WABASH AVE E/CRAFTON AVE | 1.01 | MEN | 3 |
| | FIFTH AVENUE | WABASH AVE E/CRAFTON AVE | 0.96 | MEN | 3 |
| | GARNET STREET | SH38 N/.57M S,NEWPORT AVE | 0.13 | RED | 3 |
| | GARNET STREET | .08M S, MENTONE AVE N/MENTONE AVE | 0.08 | MEN | 3 |
| | GARNET STREET | MENTONE AVE N/SH38 | 0.12 | MEN | 3 |
| | GOLD BANNER DRIVE | MOSS ST N .05M | 0.05 | MEN | 3 |
| | GRANITE STREET | BERYL AVE E/RHYOLITE ST | 0.18 | MEN | 3 |
| | HAMPTON ROAD | .14M W,RIDGEWOOD DR E .03M | 0.03 | MEN | 3 |
| | HAZELWOOD AVENUE | COLTON AVE N/LARIMORE LN | 0.15 | MEN | 3 |
| | HIGHLAND AVENUE | CRAFTON AVE E .35M | 0.35 | MEN | 3 |
| | HIGHLAND AVENUE | .13M E,WABASH AVE E/CRAFTON AVE | 0.89 | MEN | 3 |
| | INDEPENDENCE AVENUE | WABASH AVE E/OPAL AVE | 0.26 | MEN | 3 |
| | INDEPENDENCE COURT | .11M S,INDEPENDENCE AVE N .07M | 0.07 | MEN | 3 |
| | INDEPENDENCE COURT | .04MS,INDEPENDENCE AV N/INDEPENDENCE | 0.04 | MEN | 3 |
| | JASPER AVENUE | NAPLES AVE N/SAN BERNARDINO AVE | 0.58 | MEN | 3 |
| | JASPER AVENUE | .03M S,LARAMIE AVE N/INDEPENDENCE A | 0.06 | MEN | 3 |
| | JASPER AVENUE | THIRD AVE N/.03M S,LARAMIE AVE | 0.06 | MEN | 3 |
| | JULIAN DRIVE EAST | MENTONE BLVD SH38 N/END | 0.04 | MEN | 3 |
| | JULIAN DRIVE WEST | MENTONE BLVD SH38 N/END | 0.03 | MEN | 3 |
| | KING STREET | FIFTH AVE N/COLTON AVE | 1.01 | MEN | 3 |
| | LA COLINA DRIVE | WALNUT ST SE/0015MSE,ST CATHERINE ST | 0.33 | MEN | 3 |
| | LA DONIA LANE | MOSS ST N .05M | 0.05 | MEN | 3 |
| | LARAMIE AVENUE | END E/JASPER AVE | 0.14 | MEN | 3 |
| | LARIMORE LANE | HAZELWOOD AVE E .11M | 0.11 | MEN | 3 |
| | LAURELWOOD LANE | CEDAR LN N/BEECH TREE LN | 0.09 | MEN | 3 |
| | LINDA AVENUE | NAPLES AVE N/MENTONE BLVD-SH 38 | 0.09 | MEN | 3 |
| | MADEIRA AVENUE | .02ME,ALDERWOOD E/.07ME,WHITEWOOD LN | 0.14 | MEN | 3 |
| | MADEIRA AVENUE | MALACHITE AVE E/CRAFTON AVE | 0.31 | MEN | 3 |
| | MADEIRA AVENUE | .03M W,ALDERWOOD LN E .05M | 0.05 | MEN | 3 |
| | MALACHITE AVENUE | MENTONE BLVD SH38 N/CAPRI | 0.34 | MEN | 3 |

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| | MAPLE COURT | CEDAR LN S&E .08M | 0.08 | MEN | 3 |
| | MAPLEWOOD LANE | CEDAR LANE N .09M | 0.09 | MEN | 3 |
| | MENTONE AVENUE | AMETHYST ST E/GARNET ST | 0.26 | MEN | 3 |
| | MONTEREY COURT | .06M S,CHESAPEAKE LN N/CHESAPEAKE LN | 0.06 | MEN | 3 |
| | MOSS STREET | BERYL AVE E/ROCK ST | 0.11 | MEN | 3 |
| | MOSS STREET | AGATE ST E/CRAFTON AVE | 0.25 | MEN | 3 |
| | MOSS STREET | ROCK ST E/AGATE AVE | 0.12 | MEN | 3 |
| | NAPLES AVENUE | AMETHYST ST E/0005M E,ZANJERO CT | 0.23 | MEN | 3 |
| | NAPLES AVENUE | END E/LINDA AVE | 0.06 | MEN | 3 |
| | NEWPORT AVENUE | GARNET E/EMERALD AVE | 0.26 | RED | 3 |
| | OLIVINE AVENUE | NICE AVE N/MENTONE BLVD (SH38) | 0.24 | MEN | 3 |
| | OLIVINE AVENUE | MENTONE BL SH38 N/CAPRI | 0.34 | MEN | 3 |
| | OPAL AVENUE | SH38 N/SAN BDNO AVE | 0.5 | MEN | 3 |
| | OPAL AVENUE | FIFTH AVE N/COLTON AVE | 1 | MEN | 3 |
| | OPAL AVENUE | COLTON AVE N/0010M S,NICE AVE | 0.16 | MEN | 3 |
| | OPAL AVENUE | 0010M S,NICE AVE N/SH38 | 0.36 | MEN | 3 |
| | OPAL AVENUE | SAN BERNARDINO AVE N 0.39M | 0.39 | MEN | 3 |
| | OPAL AVENUE | END N/.04M N,SEVENTH ST | 0.17 | MEN | 3 |
| | OPAL AVENUE | SIXTH ST N/FIFTH AVE | 0.26 | MEN | 3 |
| | OPAL WAY | NAPLES AVE N/0008M N,MENTONE BLVD | 0.16 | MEN | 3 |
| | OVERCREST DRIVE | .52M N,TENNESSEE ST N/WALNUT ST | 0.56 | RED | 3 |
| | OVERCREST DRIVE | TENNESSEE ST N .52M | 0.52 | MEN | 3 |
| | PEBBLE STREET | CINNABAR CT E/RHYOLITE ST | 0.08 | MEN | 3 |
| | PLUMWOOD LANE | MENTONE BLVD N/CEDAR LN | 0.13 | MEN | 3 |
| | PLUMWOOD LANE | CEDAR LN N/BEECH TREE PL | 0.1 | MEN | 3 |
| | QUARRY STREET | OLIVINE AVE E/AGATE AVE | 0.16 | MEN | 3 |
| | RESERVOIR ROAD | COLTON AVE N/NICE AVE | 0.26 | MEN | 3 |
| | RHYOLITE STREET | GRANITE ST N/MOSS ST | 0.11 | MEN | 3 |
| | ROCK STREET | MOSS ST N/NICE AVE | 0.09 | MEN | 3 |
| | ROSE STREET | ZANJA DR N/NAPLES AVE | 0.09 | MEN | 3 |
| | SALERNO AVENUE | AGATE AVE E/CRAFTON AVE | 0.22 | MEN | 3 |
| | SAN BERNARDINOAVENUE | OPAL AVE E/.05M E,SOFFEL ST | 0.19 | MEN | 3 |
| | SAND COURT | ROCK ST E/END | 0.08 | MEN | 3 |
| | SANDSTONE COURT | GRANITE ST N/END | 0.08 | MEN | 3 |
| | SAPPHIRE STREET | COLTON AVE N/MENTONE BLVD (SH38) | 0.49 | MEN | 3 |
| | SAPPHIRE STREET | MENTONE BLVD SH38 N/END | 0.25 | MEN | 3 |
| | SAPPHIRE STREET | FLORIDA ST NE .3M | 0.3 | RED | 3 |
| | SEVENTH STREET | WABASH AVE E/OPAL AVE | 0.27 | MEN | 3 |
| | SIERRA PINE DRIVE | CRAFTON AVE E/LAURELWOOD LN | 0.11 | MEN | 3 |
| | SLIGER ROAD | END E&N&E/0004M E,WARD WAY | 0.21 | MEN | 3 |
| | SOFFEL STREET | OPAL AVE E&N/SAN BDNO AVE | 0.23 | MEN | 3 |
| | ST CATHERINE STREET | LA COLINA DR NW/END | 0.06 | MEN | 3 |
| | STONE COURT | MOSS ST N/END | 0.05 | MEN | 3 |
| | STONEWOOD STREET | HAZELWOOD AVE E/SAPPHIRE ST | 0.16 | MEN | 3 |
| | THIRD AVENUE | CRAFTON E/RESERVOIR RD | 0.69 | MEN | 3 |
| | THIRD AVENUE | JASPER AVE E/OPAL AVE | 0.1 | MEN | 3 |
| | TURQUOISE AVENUE | FLORENCE AVE N/SAN BDNO AVE | 0.66 | MEN | 3 |
| | TURQUOISE AVENUE | NICE AVE N/FLORENCE AVE | 0.08 | MEN | 3 |
| | VALENCIA DRIVE | WALNUT ST NE/END | 0.19 | MEN | 3 |
| | WABASH AVENUE | .25M N,SAN BERNARDINO AVE N .17M | 0.17 | MEN | 3 |
| | WABASH AVENUE | SH38 N/SAN BDNO AVE | 0.12 | MEN | 3 |
| | WABASH AVENUE | SH38 N/SAN BDNO AVE | 0.13 | MEN | 3 |
| | WABASH AVENUE | .30M S, SEVENTH ST N .16M | 0.16 | MEN | 3 |
| | WABASH AVENUE | 6TH AVE N/5TH AVE | 0.12 | MEN | 3 |
| | WALNUT STREET | CITRUS AVE N .34M | 0.34 | MEN | 3 |
| | WALNUT STREET | OVERCREST N/FIFTH AVE | 0.49 | MEN | 3 |
| | WALNUT STREET | FIFTH AVE N/CITRUS AVE | 0.51 | MEN | 3 |
| | WARD WAY | .03M S,ZANJA VIEW DR N/MILL CRK RD | 0.25 | MEN | 3 |
| | WHITEWOOD DRIVE | CEDAR LN N/MADEIRA AVE | 0.11 | MEN | 3 |
| | ZANJA DRIVE | AMETHYST E/ZANJA WAY | 0.15 | MEN | 3 |
| | ZANJA VIEW DRIVE | WARD WAY E/END | 0.12 | MEN | 3 |
| | ZANJA WAY | BON VIEW NE&N/NAPLES AVE | 0.14 | MEN | 3 |
| | ZANJERO COURT | END N/NAPLES AVE | 0.06 | MEN | 3 |
| **SB Valley** | | | | | |
| *Banana Ave and Other Roads* | ALMOND AVENUE | WHITTRAM AVE N/.0.12M S, FOOTHILL BLVD | 0.6 | FTA | 2 |
| *Mill and Ovelay* | BANANA AVENUE | WHITTRAM AVE N/.12M S,FOOTHILL BLVD | 0.63 | FTA | 2 |
| | CALABASH AVENUE | WHITTRAM AVE N .12M S,FOOTHILL BLVD | 0.67 | FTA | 2 |
| | COTTONWOOD AVENUE | WHITTRAM AVE N/CHESTNUT AVE | 0.7 | FTA | 2 |
| | HEMLOCK AVENUE | WHITTRAM AVE N/FOOTHILL BLVD | 0.62 | FTA | 2 |
| | MULBERRY AVENUE | WHITTRAM AVE N .12M S,FOOTHILL BLVD | 0.7 | FTA | 2 |
| | REDWOOD AVENUE | WHITTRAM AVE N/.03M N,OWEN ST | 0.5 | FTA | 2 |
| **SB Valley** | | | | | |
| *Redwood Ave and Other Roads* | ELM AVENUE | FONTANA AVE N/AT&SF | 1.22 | FTA | 2 |
| *Mill and Ovelay* | HAWTHORNE AVENUE | CHERRY AVE E .11M | 0.11 | FTA | 2 |
| | HIBISCUS AVENUE | REDWOOD AVE E/.02M E,BOX ELDER CT | 0.12 | FTA | 2 |
| | HIBISCUS AVENUE | .02M E,BOX ELDER CT E/RAFFIA LN | 0.09 | FTA | 2 |
| | HUNTER STREET | CHERRY AVE E/REDWOOD AVE | 0.26 | FTA | 2 |
| | LIVE OAK AVENUE | VALLEY N/RANDALL | 1 | FTA | 2 |
| | LIVE OAK AVENUE | RANDALL AVE N/MERRILL AVE | 0.51 | FTA | 2 |
| | POPLAR AVENUE | MERRILL N/CERES | 0.08 | FTA | 2 |
| | REDWOOD AVENUE | VALLEY BLVD N/AT&SF | 1.64 | FTA | 2 |
| **SB Valley** | | | | | |
| *Independence Ave and Other Roads* | AMARYLLIS COURT | DAFFODIL LN E .09M | 0.09 | MEN | 3 |

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| *Slurry Seal* | BUTTERCUP COURT | SNOWBERRY LN N .08M | 0.08 | MEN | 3 |
| | DAFFODIL LANE | NICE AVE N/SNOWBERRY LN | 0.09 | MEN | 3 |
| | SNOWBERRY LANE | DAFFODIL LN E/SAPPHIRE ST | 0.12 | MEN | 3 |
| **SB Valley** | | | | | |
| *Little Third St and Little Tippecanoe Ave* | LITTLE THIRD STREET | PEDLEY E/LITTLE TIPPECANOE AVE | 0.33 | SBO | 5 |
| *Reconstruction and Project Overlay* | LITTLE THIRD STREET | PALM E/PEDLEY | 0.27 | SBO | 5 |
| | LITTLE TIPPECANOE AVE | END N/TIPPECANOE | 0.09 | SBO | 5 |
| **Victor Valley** | | | | | |
| *Baldy Mesa and Other Roads* | BALDY MESA ROAD | .02M S,CEDAR ST N/PHELAN RD | 1.53 | OKH | 1 |
| *Chip Seal, Leveling Course, and Overlay* | BALDY MESA ROAD | MESQUITE ST N/.02M S,CEDAR ST | 0.50 | CJN | 1 |
| | COLERIDGE ROAD | MEDLOW AVE N/LANTRY LN | 0.56 | OKH | 1 |
| | LANTRY LANE | VERBENA RD E/COLERIDGE RD | 0.13 | OKH | 1 |
| | MARIPOSA ROAD | .31M S,JOSHUA ST N/JOSHUA ST | 0.15 | OKH | 1 |
| | MARIPOSA ROAD | FARMINGTON RD N .28M | 0.14 | OKH | 1 |
| | MEDLOW AVENUE | COLERIDGE RD E .21M | 0.21 | OKH | 1 |
| | SUMMIT VALLEY ROAD | 4.31M N,SH138(HSP CL) N 1.20M(HSPCL) | 1.20 | HES | 1 |
| | SUMMIT VALLEY ROAD | 1.88M N,SH138 N 2.18M (HSP CL) | 2.18 | HES | 1 |
| | SUMMIT VALLEY ROAD | SH138 N 1.88M | 1.88 | HES | 1 |
| **Victor Valley** | | | | | |
| *Phelan Road* | CLOVIS ROAD | PHELAN RD N/LINDERO ST | 0.01 | PHN | 1 |
| *Rehab* | PHELAN ROAD | BEEKLEY RD E/LOS BANOS AVE | 8.99 | PHN | 1 |
| | PHELAN ROAD | SH138 E/BEEKLEY RD | 1.67 | PHN | 1 |
| **Victor Valley** | | | | | |
| *Mountain Road and Other Roads* | BEEKLEY ROAD | .80M N,LA MESA RD N .11M | 0.11 | PHN | 1 |
| *Chip Seal* | BUCKTHORNE STREET | OASIS RD E .05M | 0.05 | PHN | 1 |
| | CHAMISAL STREET | EL MIRAGE RD N/MILTON ST | 0.25 | ADL | 1 |
| | MILTON STREET | CHAMISAL ST E .25M | 0.25 | ADL | 1 |
| | MOUNTAIN ROAD | 0025M S,MARIA RD N/SH138 | 1.71 | PHN | 1 |
| | OASIS COURT | .13M S,OASIS RD N/OASIS RD | 0.13 | PHN | 1 |
| | TWO HUNDRED SIXTY THIRD ST | 0214M N,GOSS RD N0006M | 0.06 | PHN | 1 |
| | TWO HUNDRED SIXTY THIRD ST | 0220M N,GOSS RD N0026M | 0.26 | PHN | 1 |
| | CHOLAME ROAD | SHEEP CREEK RD E/VALLE VISTA RD | 0.51 | PHN | 1 |
| | VALLE VISTA ROAD | .10M S,CHOLAME RD N/.05M N,CHOLAME R | 0.15 | PHN | 1 |
| | EL MIRAGE AIRPORT ROAD | EL MIRAGE RD N 1.00M | 1.00 | ADL | 1 |
| | EL MIRAGE ROAD | OLD EL MIRAGE RD E/1.00M W,KOALA RD | 11.08 | ADL | 1 |
| **Victor Valley** | | | | | |
| *Wilson Ranch Road and Other Roads* | CAUGHLIN ROAD | .26M N,DUNCAN RD N .11M | 0.11 | PHN | 1 |
| *Chip Seal & Leveling* | CAUGHLIN ROAD | PHELAN RD N/.03M N,SMOKE TREE RD | 1.03 | PHN | 1 |
| | DUNCAN ROAD | WADI DR E .15M | 0.15 | PHN | 1 |
| | DUNCAN ROAD | JOHNSON RD E/WILSON RANCH RD | 1.93 | PHN | 1 |
| | EABY ROAD | SUNNSLOPE RD N/PHELAN RD | 1.00 | PHN | 1 |
| | GOSS ROAD | SHEEP CREEK RD E/JOHNSON RD | 1.01 | PHN | 1 |
| | WADI DRIVE | DUNCAN RD ELY/WHITE RD | 0.32 | PHN | 1 |
| | WHITE ROAD | END N/WADI DR | 0.04 | PHN | 1 |
| | WILSON RANCH ROAD | 0060M N,DUNCAN RD N0010M | 0.10 | PHN | 1 |
| | WILSON RANCH ROAD | PHELAN RD N/GOSS RD | 2.03 | PHN | 1 |
| | WILSON RANCH ROAD | 0049M N,DUNCAN RD N0011M | 0.11 | PHN | 1 |
| | WILSON RANCH ROAD | GOSS RD N/DUNCAN RD | 1.00 | PHN | 1 |
| **Victor Valley** | | | | | |
| *Johnson Road and Other Roads* | ACANTHUS STREET | .25M S,PHELAN RD N/PHELAN RD | 0.25 | PHN | 1 |
| *Chip Seal, Cape Seal, and Contract Overlay* | ALTA MESA ROAD | .09M S, SOLANO RD N/SOLANO RD | 0.09 | PHN | 1 |
| | ALTA MESA ROAD | APPLETON ST N/GOODWIN DR | 0.15 | PHN | 1 |
| | ANACONDA AVENUE | LE PANTO RD N/SOLANO RD | 0.17 | PHN | 1 |
| | ANACONDA AVENUE | APPLETON ST N/GOODWIN DR | 0.15 | PHN | 1 |
| | APPLETON STREET | ALTA MESA RD E/ANACONDA AVE | 0.08 | PHN | 1 |
| | ARROWHEAD ROAD | .25M S,YUCCA TERRACE N/YUCCA TER DR | 0.25 | PHN | 1 |
| | BALDY MESA ROAD | PHELAN RD N/YUCCA TERRACE DR | 0.50 | OKH | 1 |
| | BALDY MESA ROAD | DUNCAN RD N .50M | 0.50 | PHN | 1 |
| | BALDY MESA ROAD | YUCCA TERRACE DR N/MESA ST | 1.00 | OKH | 1 |
| | BALDY MESA ROAD | MESA ST N/GOODWIN DR | 0.50 | PHN | 1 |
| | BALDY MESA ROAD | GOODWIN DR N/DUNCAN RD | 1.00 | PHN | 1 |
| | BARADA ROAD | LE PANTO RD N/GOODWIN DR | 0.42 | PHN | 1 |
| | BEAVER ROAD | VERDE ST N / MESA ST | 0.12 | PHN | 1 |
| | BRACEO STREET | WHITE FOX TR N/YUCCA TERRACE DR | 0.25 | PHN | 1 |
| | BRACEO STREET | MESA ST N/GOODWIN DR | 0.50 | PHN | 1 |
| | CALVARY COURT | .06M W,CHECKER LN E/BARADA RD | 0.15 | PHN | 1 |
| | CHECKER LANE | CALVERY CT N .05M | 0.05 | PHN | 1 |
| | COLERIDGE ROAD | WHITE FOX TR N/YUCCA TERRACE DR | 0.25 | PHN | 1 |
| | DUNCAN ROAD | SHEEP CRK RD E/JOHNSON RD | 1.01 | PHN | 1 |
| | GOODWIN DRIVE | .55 M E,BALDY MESA ROAD E .14M | 0.14 | PHN | 1 |
| | GOODWIN DRIVE | BARADA RD E/BRACEO ST | 0.25 | PHN | 1 |
| | JOHNSON ROAD | PHELAN RD N/PALMDALE RD | 5.50 | PHN | 1 |
| | LE PANTO ROAD | BALDY MESA RD E/BARADA RD | 0.18 | PHN | 1 |
| | LE PANTO ROAD | BARADA RD E/BRACEO ST | 0.25 | PHN | 1 |
| | MESA STREET | BALDY MESA RD E/.09M W,BRACEO ST | 0.34 | PHN | 1 |
| | MESA STREET | .09M W,BRACEO ST E/BRACEO ST | 0.09 | PHN | 1 |
| | MESA STREET | BEAVER AVE E/ BALDY MESA RD | 0.51 | PHN | 1 |
| | MESA STREET | WHITE RD E/ BEAVER AVE | 0.50 | PHN | 1 |
| | SAGO PALM DRIVE | SEVEN PALMS DR E/BRACEO ST | 0.37 | OKH | 1 |
| | SEVEN PALMS DRIVE | WHITE FOX TR N/YUCCA TERRACE DR | 0.25 | OKH | 1 |
| | SILVER PALM DRIVE | SEVEN PALMS DR E/BRACEO ST | 0.38 | PHN | 1 |
| | SMOKE TREE ROAD | BALDY MESA RD E/ASTER RD | 0.95 | PHN | 1 |
| | SOLANO ROAD | BARADA RD E/BRACEO ST | 0.25 | PHN | 1 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

**Attachment A**
**Measure I Local Street Pass-Through Funds Five-Year CIP**
**Fiscal Years 2023-2027 Roads List**

| SUBAREA | ROAD NAME | ROAD LIMITS | LENGTH | LOCATION | DIS |
|---|---|---|---|---|---|
| | VERBENA ROAD | WHITE FOX TR N/YUCCA TERRACE DR | 0.25 | PHN | 1 |
| | VERBENA ROAD | PHELAN RD N/WHITE FOX TR | 0.25 | PHN | 1 |
| | VERDE STREET | WHITE RD E/ BEAVER AVE | 0.50 | PHN | 1 |
| | WHITE FOX TRAIL | VERBENA RD E/COLERIDGE RD | 0.13 | PHN | 1 |
| | WHITE FOX TRAIL | BALDY MESA RD E/BRACEO ST | 0.44 | OKH | 1 |
| | WHITE ROAD | VERDE ST N / MESA ST | 0.12 | PHN | 1 |
| | WILSON RANCH ROAD | END N/PHELAN RD | 0.25 | PHN | 1 |
| | YUCCA TERRACE DRIVE | VERBENA RD E/COLERIDGE RD | 0.13 | PHN | 1 |
| | YUCCA TERRACE DRIVE | BALDY MESA RD E/BRACEO ST | 0.44 | OKH | 1 |
| | YUCCA TERRACE DRIVE | .25M W,ARROWHEAD RD E/BALDY MESA RD | 0.50 | PHN | 1 |
| **Victor Valley** | | | | | |
| *Oasis Road and Other Roads* | BEAR VALLEY ROAD | OASIS ROAD E/BUCKWHEAT RD | 2.01 | PHN | 1 |
| *SAMI, Leveling Course, Mill and Overlay* | DUNCAN ROAD | BUCKWHEAT RD E/BEEKLEY RD | 1.01 | PHN | 1 |
| | DUNCAN ROAD | 1.00M W,SHEEP CRK RD E/SHEEP CRK RD | 1.00 | PHN | 1 |
| | OASIS ROAD | .06M S,BUCKTHORNE ST N/SH138 | 0.11 | PHN | 1 |
| | OASIS ROAD | SH138 N/GOSS RD | 1.06 | PHN | 1 |
| | OASIS ROAD | 0094M S,PALMDALE RD N0011M | 0.11 | PHN | 1 |
| | OASIS ROAD | 0083M S,PALMDALE RD N/PALMDALE RD | 0.83 | PHN | 1 |
| | OASIS ROAD | GOSS RD N/.94M S,PALMDALE RD | 2.10 | PHN | 1 |
| | SHEEP CREEK ROAD | PALMDALE RD N/EL MIRAGE RD | 6.66 | ADL | 1 |
| | SHEEP CREEK ROAD | DUNCAN RD N/PALMDALE RD | 2.53 | PHN | 1 |

Attachment: 2022-23 through 2026-27 CIP Reports All (8676 : Summary of Measure I Capital Improvement Plans of Member Agencies)

ATTACHMENT 2

# MEASURE I EXPENDITURE STRATEGY
# FISCAL YEARS 2022/2023-2026/2027

## Valley Subarea

**Chino**

The City of Chino will continue to place emphasis on both the regional and sub-regional arterial roadway system during the next five years of the Measure I program. At least 50 percent of the Measure I funds will be earmarked for specific capital projects that are geared toward improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand, and intersection capacity will be improved with new and modified traffic signals. In addition to the above capital projects program, Chino will continue to allocate up to 50 percent of the annual Measure I funds toward public works maintenance activities. Maintenance work will continue to include the City's traffic signal maintenance, sidewalk and curb repair, and pavement repair and overlay on the local street system.

**Chino Hills**

It is the City of Chino Hills' intent to expend Measure I revenue for the following types of projects:
- Construction of the City's Annual Street Improvement Program: Overlay and/or slurry seal of specified streets to maintain a high level of pavement trafficability.
- Make on-going repairs/improvements to the City's sidewalks.
- Provide funding to address ADA accessibility issues within the City's public right-of-way.

**Colton**

The City of Colton allocates approximately eighty-five (85%) of FY 2022/2023 Measure I projected revenue for street infrastructure pavement rehabilitation. Delivery of these improvements is focused on streets with low pavement condition index (PCI) rating. Improvements includes asphalt paving and restriping. Measure I funds are also being used to provide local match for federal and state grant funded projects; these projects are focused on improving Colton's infrastructure and/or transportation system for pedestrian/bicycle/vehicular traffic. The remaining fifteen percent (15%) of the City's FY 2022/2023 Measure I projected revenue are allocated to Active Transportation components such as sidewalk, handicap ramp installation, and other traffic safety improvements. All identified improvements are consistent with the goals of the city's General Plan Circulation Element.

**Fontana**

Measure I pass through funds will be used by the City of Fontana for variety of transportation related projects with the goal of continuing to invest in the city's infrastructure by maintaining and improving the city's existing infrastructure. It is the intent of the City to expend all of the Masure I passs through funds as they are received. The program provided focuses on relief of traffic congestion.

**Grand Terrace**

The City of Grand Terrace has adopted a Measure I expenditure strategy that focuses on improvements to existing facilities through an annual Pavement Management Program. The City of Grand Terrace currently has a carryover balance of over $407,810 in the Measure I Local Stree Fund and anticpates $318,116 in new revenue for FY22/23. The City of Grand Terrace is planning to use the entire carryover funds and new revenue in its entirely to resurface main artierals in the City. In addition to slurry and pavement rehabilitation treatment of City streets, the expenditure strategy includes: a tree trimming program to increase visibility along roadways, as well as other necessary improvements to the right of way as needed.

**Highland**

The City of Highland intends to expend Measure I Local Street Program Pass-Through revenue primarily to (1) improve pavement conditions of the City's roadway network by constructing various pavement management projects including pavement rehabilitation, overlay, slurry seal and crack seal projects, and (2) provide local match to grant funding of roadway/bikeway improvement projects.

**Loma Linda**

The City of Loma Linda is intent upon efficiently maintaining our existing roadway system. The streets in Loma Linda are constructed of asphalt concrete (AC). These streets are in various stages of their life expectancy. A typical AC street improvement has a life expectancy of 15-20 years. Through proper pavement management, this can be extended by as much as 20 years. Our strategy is to utilize a combination of slurry seal method, grind and overlay the top 0.1' and pulverize existing AC for base and repave for rehabilitation. This pavement management program has shown to be effective in delaying the eventual complete reconstruction, including subgrade, of a roadway segment.
Measure I funding is critical to this effort. We have dedicated the majority of funding to maintenance activities as described above along with the adjacent sidewalk, curb and gutter and access ramp maintenance. A portion of funding is earmarked for addressing increased capacity demand along certain segments that have experienced growth. New roadway segments are considered and addressed through development planning. Development impact fees are utilized for expansion due to growth. The current carryover balance in the Measure I Local Street fund will be utilized first.

**Montclair**

The City of Montclair plans on using Measure I as matching funds for federal funds associated with the design and construction of the Central Bridge at the Union Pacific Railroad tracks. The funds will also be utilized to service the I-10/Monte Vista Interchange Term Loan Agreements in place. The City also intends to expend Measure I funds on maintenance of City streets to the extent permissible under SBCTA policies.

ATTACHMENT 2

# MEASURE I EXPENDITURE STRATEGY
# FISCAL YEARS 2022/2023-2026/2027

**Ontario**

The City of Ontario' s Expenditure Strategy is to upgrade the City' s roadway system by programming the annual Measure I revenue towards improvements ranging from maintenance work, overlay work, and major street reconstruction. Projects chosen will be selected from current pavement management studies, areas of traffic flow issues, and the Five-Year Capital Improvement Plan. Projects may include safety related items such as upgrading traffic signals, updating striping, and ADA ramps as needed. Roadways to be improved can range from residential to arterial. Funding is to be used in an effective and responsible manner to ensure the best benefit to the residents of the City of Ontario.

**Rancho Cucamonga**

The City currently has an estimated carryover balance of approximately $4.9 million in the Measure I Local Street fund and anticipates approximately $4.5 million in new revenue for Fiscal Year 2022/23. In this next fiscal year, the City is planning to use approximately $3.6 million on local street capital projects and programs as follows:

| Type of Improvement | Estimated Cost FY 2022/23 | Percentage |
|---|---|---|
| Maintenance, Rehabilitation, and Repair of Existing Roadways | $1.9 million | 53% |
| Traffic Signal Improvements, Pavement Striping, and Maintenance | $1.2 million | 33% |
| Concrete Services (ADA, Repairs and Sidewalks) | $500,000 | 14% |

The remaining revenue estimated at approximately $900,000 is being accumulated for future projects. Over the Five-Year Plan it is anticipated that the funds will be allocated in the following manner:

| Type of Improvement | Estimated Cost FY 2022/23 - 2026/27 | Percentage |
|---|---|---|
| Maintenance, Rehabilitation, and Repair of Existing Roadways | $9.4 million | 53% |
| Traffic Signal Improvements, Pavement Striping, and Maintenance | $6.0 million | 34% |
| Concrete Services (ADA, Repairs and Sidewalks) | $2.3 million | 13% |

**Redlands**

The City of Redlands intends to use Measure I dollars to partially fund the City's City Council-approved Pavement Management Program (PMP). The City's Pavement Management Program, which provides a decision making matrix in identifying streets that are priority paving projects, will be used to determine future Measure I Capital Improvement Plans.

**Rialto**

The City of Rialto intends to utilize Measure I for streets and right of way maintenance programs, street reconstruction and improvements. The majority of projects are structured for implementation within the five-year planned schedule. The City intends to accumulate Measure I revenue for specific large project(s) that may span multiple years and budget carried forward appropriately until completion of the project(s).

**San Bernardino**

The City of San Bernardino will continue to place emphasis on both its regional and sub-regional arterial roadway system. At least fifty percent of the City's Measure I allocation will be earmarked for specific capital projects that are geared toward improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand; and intersection capacity will be improved with new and modified traffic signals. In addition to the above Capital Improvement Program, San Bernardino will continue to allocate up to fifty percent of its annual Measure I funds towards public works maintenance activities. Maintenance work will continue to include the City's traffic signal systems, sidewalk and curb repair, and pavement repair and overlay on the local street system.

**Upland**

The City of Upland's existing road network is fairly well established. Therefore, the City's primary use of Measure I Funds will be for the reconstruction and maintenance of existing City streets. It is the City's intent to design and begin construction of the project the same year the project is identified in the Five-Year Capital Improvement Plan.

**Yucaipa**

Each jurisdiction shall adopt a Measure I Capital Improvement Plan Expenditure Strategy as part of the annual Capital Improvement Plan adoption. The Expenditure Strategy is not intended to be a narrative description of the projects listed in the Capital Improvement Plan. Instead, the Expenditure Strategy should provide the policy approach adopted by the Council for the expenditure of Measure I funds. The jurisdictional Expenditure Strategy provides an opportunity to document circumstances or analyses which are not otherwise apparent when reviewing the Measure I Capital Improvement Plan. Beginning with the 2014-215 Fiscal Year, the City of Yucaipa has allocated 100% of Measure I revenues to the maintenance of existing streets. Those maintenance efforts are delivered through the City’s annual Pavement Management Program (PMP) included in the Capital Improvement Program (CIP) approved and adopted as part of the City’s annual budget in June of every year. The attached documents are pages from the adopted/approved FY2022/2023 Budget for the City of Yucaipa.

**San Bernardino County**

The County intends to expend Measure “I” revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

ATTACHMENT 2

# MEASURE I EXPENDITURE STRATEGY
# FISCAL YEARS 2022/2023-2026/2027

## Colorado River Subarea

**Needles**

THE CITY INTENDS TO ACCUMULATE MEASURE I REVENUE FOR THE SPECIFIC LARGE PROJECTS LISTED (i.e., "PAY-AS" YOU GO'J. PLEASE REFER TO THE LIST OF PROJECTS ON THE ATTACHED FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR OUR CITY.

**San Bernardino County**

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

## Morongo Basin Subarea

**Twentynine Palms**

Pay as you go

**Yucca Valley**

Elderly/Handicapped Fund: All revenue in the Elderly and Handicapped fund is expended by the Morongo Basin Transit Authority for necessary programs.

Local Street Program (LSP): Measure I Local Streets revenues are allocated to a number of projects, including reconstruction/rehabilitation/maintenance and engineering/design of arterials and residential roads, annual studies and/or reports such as pavement management program updates, traffic census reports, and similar activities. Local street program funds also pay expenditures for personnel on the Town's street crew.

Major Local Highways Program (MLH): Measure I Major Local Highway revenues are managed by SBC TA. By September 30th of each year, the Town shall submit a written request to SBCTA specifying the scope of the project(s), the requested amount and other fund sources required to fully fund the project(s).

**San Bernardino County**

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

## Mountains Subarea

**Big Bear Lake**

Measure I pass through funds will be used by the City of Big Bear Lake for a variety of transportation related projects, including reconstruction of existing roadways, installation of drainage systems with associated road widening, maintenance of existing roadways and support of the local transit authority. The funds are allocated at 25%, 70%, and 5% respectively for arterial, local, and transit projects. It is the intent of the City to expend all Measure I pass through funds as they are received. The City of Big Bear Lake plans on constructing the Fiscal Year 2022-23 Street Rehabilitation Project. This major project includes rehabilitation of approximately 350,000 SF of paved surface, as well as improvements to the drainage systems along portions of the roadways. The City has annual street rehabilitation projects scheduled each year, through 2027, with a goal of rehabilitating approximately 4 miles of roadway each year. Streets identified for re-construction are chosen based on their classification within the City's Pavement Management Plan and in coordination with the local utilities. Extensive re-construction of existing utilities by the utility companies is scheduled for the next five years and is being carefully coordinated with City paving projects to minimize conflicts in newly reconstructed roads. All construction funds are being expended to maintain, improve and/or re-construct existing city roadways.

**San Bernardino County**

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

## North Desert Subarea

**Barstow**

Each year, the City receives approximately $2 million in Measure "I" funds. In this fiscal year, the City is planning to use its annual Measure "I" allocation towards several grant's local match requirements that meet Measure I eligible expenditures and for the designing, rehabilitating, maintaining, and reconstruct of City streets.

**San Bernardino County**

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

ATTACHMENT 2

# MEASURE I EXPENDITURE STRATEGY
## FISCAL YEARS 2022/2023-2026/2027
## Victor Valley Subarea

**Adelanto**

The City of Adelanto's Measure I expenditure strategy for 2022-2027 is to utilize existing carryover funds that have accumulated over previous cycles with anticipated revenues over the next 5 years to repave and repair critical segments of arterial roadways. This will also include minor improvements as recommended in Adelanto's Local Road safety Plan (LRSP). Categorical maintenance projects include potholes, crack sealing, concrete reapirs, striping and signage replacement. The remaining funds will be used primarily in rehabilitating roads which are in critical need, or for construction of a new major street.

**Apple Valley**

Measure I Local Pass-Through Funds will be used by the Town of Apple Valley for a variety of transportation related projects, including adding capacity to our regional arterial system, reconstruction, and regular and periodic maintenance of existing roadways. These Measure I funds allocated for the Town's local street program (68%) are allocated with a minimum of 50% of the funds expended on these roads identified specifically on our plan (categorical). For those roads specifically identified within the plan, some require that the Town accumulate Measure I revenue for such large projects. The balance of these funds, up to 50% of the total fund are identified for reconstruction and regular maintenance chosen based on the Town's priority within the Town's Pavement Management Program (non-categorical).

**Hesperia**

The majority of Measure I revenue is planned to be utilized for the following types of eligible transportation improvements and policy prioritizations:

• Intent to allocate 50% or less of anticipated annual revenue on General Program Categorical expenditures. Specifically, the Measure I funds will be utilized annually to supplement the City's Street Division General Maintenance Program. This includes preservation and upkeep of existing and newly reconstructed roads to original constructed condition in order to maintain its integral useful life and to provide safe, convenient, and practical intercity transportation.

• Intent to allocate the remaining 50% of the anticipated annual revenue on the rebuilding and betterments of local roadways and alternative transportation. Local roadway betterments are scheduled to be completed under the Park and Ride Expansion Project, the Ranchero Road Aqueduct Crossing Project, Ranchero Road Improvements from 7th Avenue to Mariposa Road, traffic signals at Ranchero Road and Maple Avenue, Ranchero Road and Seventh Avenue as well as Ranchero Road and Cottonwood Avenue, the Sultana Street Improvements, the Muscatel Street Improvements, the Cedar Street Roadway Improvements, Maple Avenue Street Improvements, Aqueduct Crossing Improvements, Kaiser Permanente Way Extension, and FY 2019-20 CDBG Street Improvements.

• Beginning in Fiscal Year 2018/19, the first payment of the Ranchero Road Interchange Public Share Reimbursement was due to the San Bernardino County Transportation Authority (SBCTA). This 10 year payback agreement between the City and SBCTA allowed the advancement of the Ranchero Road interchange project whereby the City borrowed its local share of the project funding from SBCTA. The City obligated Development Impact Fees (DIF) as the source of this repayment, but if insufficient DIF fees are collected, SBCTA will withhold the City's annual Measure I allocation to make the payment whole on an annual basis. Currently the City anticipates that revenue from DIF will cover the Reimbursement for fiscal years 2022-23 and 2023-24. The Reimbursement is included in the MICIP report for future fiscal years after FY 2023/2024 as a placeholder to prepare for the possibility of a reduction in DIF fees which would result in payments made from Measure I funding.

**Victorville**

The City of Victorville's Measure I Capital Improvement Expenditure Strategy balances expenditures between different categories of projects based on the City's needs. The project categories include the following: new construction; reconstruction and rehabilitation; maintenance; preliminary engineering and environmental studies; right of way acquisition; and final design. Also included are categorical expenditures for maintenance of roads, traffic controls, traffic signals, traffic engineering and the purchase of vehicles or equipment for street related purposed. New construction can include widening existing roads and bridges, construction of bikeways, sidewalks, and curb ramps as an integral part of the street system, and new traffic signals. Reconstruction and rehabilitation can include bridge improvements, removing and replacing pavement sections, asphalt-concrete overlays of one inch or more in thickness or various other methods, including re-striping for bike lanes. Maintenance of roads can include overlays less than one inch, cape seals and slurry seals. Traffic control includes the maintenance and operation of signing and striping including sign and marking replacements and new signs and markings. Traffic signal maintenance includes operations and maintenance for traffic signals and various equipment replacements or upgrades Traffic engineering encompasses all traffic engineering activities.

**San Bernardino County**

The County intends to expend Measure "I" revenue for a variety of eligible transportation related projects, which includes rehabilitation and maintenance of pavement surfaces countywide (including, but not limited to, asphalt concrete reconstruction, asphalt concrete overlay, surface seals routine patching of existing asphalt concrete and Americans with Disabilities Act improvements) and may include projects to improve circulation, drainage and traffic control devices.

# Additional Information

# GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2022

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Paul Cook**<br>Board of Supervisors | X | X | X | X | X | X | | | | | | |
| **Dawn Rowe**<br>Board of Supervisors | X | | X | X | X | X | | X | X | | X | |
| **Curt Hagman**<br>Board of Supervisors | X | X | X | X | X | X | | X | X | | X | |
| **Joe Baca, Jr.**<br>Board of Supervisors | | | | | | | | X | X | X | X | |
| **Art Bishop**<br>Town of Apple Valley | X | X | X | X | X | X | | X | X | X | X | |
| **Ray Marquez**<br>City of Chino Hills | X | X | X | | | X | | X | X | X | X | |
| **Frank Navarro**<br>City of Colton | X | X | X | X | X | X | | X | X | X | X | |
| **Acquanetta Warren**<br>City of Fontana | X | X | X | X | | X | | | X | | X | |
| **Darcy McNaboe**<br>City of Grand Terrace | X | X | X | X | X | X | | X | X | X | X | |
| **Larry McCallon**<br>City of Highland | X | X | X | | X | X | | X | X | X | X | |
| **Edward Paget**<br>City of Needles | | X | | X | X | X | | X | X | X | X | |
| **Alan Wapner**<br>City of Ontario | X | X | | X | X | | | X | | X | | |
| **Debra Jones**<br>City of Victorville | X | X | X | X | | X | | | X | | X | |

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a Board Member at the time.
Shaded box = No meeting.

# Acronym List



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

| | |
|---|---|
| AB | Assembly Bill |
| ACE | Alameda Corridor East |
| ACT | Association for Commuter Transportation |
| ADA | Americans with Disabilities Act |
| ADT | Average Daily Traffic |
| APTA | American Public Transportation Association |
| AQMP | Air Quality Management Plan |
| ARRA | American Recovery and Reinvestment Act |
| ATMIS | Advanced Transportation Management Information Systems |
| BAT | Barstow Area Transit |
| CALACT | California Association for Coordination Transportation |
| CALCOG | California Association of Councils of Governments |
| CALSAFE | California Committee for Service Authorities for Freeway Emergencies |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act |
| CMAQ | Congestion Mitigation and Air Quality |
| CMIA | Corridor Mobility Improvement Account |
| CMP | Congestion Management Program |
| CNG | Compressed Natural Gas |
| COG | Council of Governments |
| CPUC | California Public Utilities Commission |
| CSAC | California State Association of Counties |
| CTA | California Transit Association |
| CTC | California Transportation Commission |
| CTC | County Transportation Commission |
| CTP | Comprehensive Transportation Plan |
| DBE | Disadvantaged Business Enterprise |
| DEMO | Federal Demonstration Funds |
| DOT | Department of Transportation |
| EA | Environmental Assessment |
| E&D | Elderly and Disabled |
| E&H | Elderly and Handicapped |
| EIR | Environmental Impact Report (California) |
| EIS | Environmental Impact Statement (Federal) |
| EPA | Environmental Protection Agency |
| FHWA | Federal Highway Administration |
| FSP | Freeway Service Patrol |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |
| GFOA | Government Finance Officers Association |
| GIS | Geographic Information Systems |
| HOV | High-Occupancy Vehicle |
| ICTC | Interstate Clean Transportation Corridor |
| IEEP | Inland Empire Economic Partnership |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IIP/ITIP | Interregional Transportation Improvement Program |
| ITS | Intelligent Transportation Systems |
| IVDA | Inland Valley Development Agency |
| JARC | Job Access Reverse Commute |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LNG | Liquefied Natural Gas |
| LTF | Local Transportation Funds |

# Acronym List

| | |
|---|---|
| MAGLEV | Magnetic Levitation |
| MARTA | Mountain Area Regional Transportation Authority |
| MBTA | Morongo Basin Transit Authority |
| MDAB | Mojave Desert Air Basin |
| MDAQMD | Mojave Desert Air Quality Management District |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MSRC | Mobile Source Air Pollution Reduction Review Committee |
| NAT | Needles Area Transit |
| NEPA | National Environmental Policy Act |
| OA | Obligation Authority |
| OCTA | Orange County Transportation Authority |
| PA&ED | Project Approval and Environmental Document |
| PASTACC | Public and Specialized Transportation Advisory and Coordinating Council |
| PDT | Project Development Team |
| PNRS | Projects of National and Regional Significance |
| PPM | Planning, Programming and Monitoring Funds |
| PSE | Plans, Specifications and Estimates |
| PSR | Project Study Report |
| PTA | Public Transportation Account |
| PTC | Positive Train Control |
| PTMISEA | Public Transportation Modernization, Improvement and Service Enhancement Account |
| RCTC | Riverside County Transportation Commission |
| RDA | Redevelopment Agency |
| RFP | Request for Proposal |
| RIP | Regional Improvement Program |
| RSTIS | Regionally Significant Transportation Investment Study |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agencies |
| SB | Senate Bill |
| SAFE | Service Authority for Freeway Emergencies |
| SAFETEA-LU | Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCRRA | Southern California Regional Rail Authority |
| SHA | State Highway Account |
| SHOPP | State Highway Operations and Protection Program |
| SOV | Single-Occupant Vehicle |
| SRTP | Short Range Transit Plan |
| STAF | State Transit Assistance Funds |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TCIF | Trade Corridor Improvement Fund |
| TCM | Transportation Control Measure |
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TEA | Transportation Enhancement Activities |
| TEA-21 | Transportation Equity Act for the 21st Century |
| TMC | Transportation Management Center |
| TMEE | Traffic Management and Environmental Enhancement |
| TSM | Transportation Systems Management |
| TSSDRA | Transit System Safety, Security and Disaster Response Account |
| USFWS | United States Fish and Wildlife Service |
| VCTC | Ventura County Transportation Commission |
| VVTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |

cta sb cog

San Bernardino County Transportation Authority

San Bernardino Council of Governments

# MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019