

AGENDA
General Policy Committee Meeting
December 11, 2024
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

Rick Denison, Council Member
Town of Yucca Valley

President

Ray Marquez, Council Member
City of Chino Hills

Past President

Dawn Rowe, Supervisor
County of San Bernardino

West Valley Representatives

John Dutrey, Mayor
City of Montclair

Alan Wapner, Council Member
City of Ontario

Jesse Armendarez, Supervisor
County of San Bernardino

Mt./Desert Representatives

Debra Jones, Council Member
City of Victorville

Art Bishop, Mayor Pro Tem
Town of Apple Valley

East Valley Representatives

Frank Navarro, Mayor
City of Colton

Larry McCallon, Mayor Pro Tem
City of Highland

Helen Tran, Mayor
City of San Bernardino

Joe Baca, Jr., Supervisor
County of San Bernardino

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

AGENDA

General Policy Committee Meeting

December 11, 2024

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 Rick Denison)

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

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

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. 10

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

This item is prepared monthly for review by Board and Committee members.

INFORMATIONAL ITEMS

Items listed are receive and file items and are expected to be routine and non-controversial. Unlike the Consent Calendar, items listed as Informational Items do not require a vote.

2. November 2024 Procurement Report

Pg. 11

Receive the November 2024 Procurement Report.

Presenter: Alicia Bullock

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

DISCUSSION ITEMS

Discussion - Administrative Matters

3. Fiscal Year 2024/2025 Budget Action Plan - Second Quarter Report

Pg. 18

Receive the Fiscal Year 2024/2025 Budget Action Plan – Second Quarter Report.

Presenter: Raymond Wolfe

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

4. Fiscal Year 2025/2026 Budget Schedule

Pg. 30

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

Approve the Fiscal Year 2025/2026 Budget Schedule.

Presenter: Lisa Lazzar

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

5. Appointment to the Independent Taxpayer Oversight Committee

Pg. 32

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

A. Approve the re-appointment of Patrick Morris to the Independent Taxpayer Oversight Committee, with a term ending March 1, 2029.

B. Approve the re-appointment of Cole Jackson, Certified Public Accountant, to the Independent Taxpayer Oversight Committee, with a term ending October 31, 2028.

Presenter: Lisa Lazzar

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

Discussion - Air Quality/Traveler Services

6. Release of Request for Proposals No. 25-1003218 for Freeway Service Patrol Services Pg. 34

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

Authorize the Executive Director, or his designee, to release Request for Proposals No. 25-1003218 for the procurement of tow operator services for combined Freeway Service Patrol Beats 11 and 29, with release anticipated in January 2025, subject to approval as to form by General Counsel.

Presenter: Rana Semaan

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and will review the draft Request for Proposals prior to release.

Discussion - Express Lanes

7. Interstate 10 Express Lanes Contract 1 Quarterly Report Pg. 55

Receive and file the December 2024 Interstate 10 Express Lanes Contract 1 Quarterly Report. **Presenter: Timothy Byrne**

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

Discussion - Regional/Subregional Planning

8. Active Transportation Program Cycle 7 Award List and Twenty Points Allocation Pg. 56

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 7 project award list for the City of Rialto's Safe Routes to School Improvements Project with remaining project applications to serve as contingency projects as ranked in Attachment A.

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 6.

Presenter: Ginger Koblasz

This item is not scheduled for review by any other policy committee or technical advisory committee. The Transportation Technical Advisory Committee has been briefed on the results of the Active Transportation Program awards.

Discussion - Council of Governments

9. Update to San Bernardino Council of Governments Work Plan Pg. 61

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

Approve the update to the SBCOG 5-Year Work Plan.

Presenter: Steve Smith

Agenda Item No. 9 (cont)

The SBCOG 5 Year Work Plan was presented to the SBCOG Board of Directors (Board) for a first review on October 2, 2024, and to the City/County Managers Technical Advisory Committee on October 3, 2024. Final approval was made by the Board on November 6, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Transportation Programming and Fund Administration

10. Summary Report of the Measure I Five-Year Capital Improvement Plans of Member Agencies Pg. 105

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) 2024/2025 through FY 2028/2029.

Presenter: Marc Lucius

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance	Pg. 144
Acronym List	Pg. 146
Mission Statement	Pg. 147

The next General Policy Committee meeting is scheduled for January 15, 2025.

Meeting Procedures and Rules of Conduct

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

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

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

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

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

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

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

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

Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

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

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

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: December 11, 2024

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	N/A	Patrick Morris: <i>Former Mayor, City of San Bernardino</i>	None
		Cole Jackson: <i>Partner, Reiss, Jackson, & Jamison LLP.</i>	None
8	N/A	City of Rialto	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

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *December 11, 2024*

Subject:

November 2024 Procurement Report

Recommendation:

Receive the November 2024 Procurement Report.

Background:

The Board of Directors (Board) adopted the Contracting and Procurement Policy No. 11000 on January 3, 1997, and approved the last revision on January 4, 2023. The Board 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 in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract or purchase order value of \$100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by the Board; and g) release Request for Proposals (RFP), Request for Qualifications (RFQ), and Invitation for Bids (IFB) for proposed contracts from which funding has been approved and the solicitation has been listed in the Annual Budget, and are estimated not-to-exceed \$1,000,000.

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

Lastly, the Board 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:

- Two new contracts were executed.
- Four contract amendments were executed.
- One CTO was executed.
- One CTO amendment was executed.
- One contingency amendment was executed.
- One contingency increase was approved.
- No IFBs or RFPs were released.
- Eight purchase orders were executed.
- No purchase order amendments were executed.

Below is a summary of the actions taken by CityCom:

- No new contracts were executed.
- Two new purchase orders were executed.

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

General Policy Committee Agenda Item

December 11, 2024

Page 2

A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, and/or General Counsel during the month of November 2024 are presented herein as Attachment A, all RFPs and IFBs are presented in Attachment B, and all CityCom’s contracts and purchase orders are presented in Attachment C.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

Reviewed By:

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

Responsible Staff:

Alicia Bullock, Procurement Manager

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

Attachment A - 1
November 2024 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
New Agreement	25-1003194		Southcoast Acoustical Interiors, Inc.	Conference Room Soundproofing.	\$ 22,125.00	\$ -	\$ -	\$ 22,125.00	N/A
New Agreement	25-1003226		Shaw HR Consulting, Inc.	Disability Compliance Management Services.	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	N/A
Contract Amendment	24-1003038	1	California Transportation Commission/California Department of Transportation	Baseline Agreement Amendment to divide electronic Project Programming Request on ZE component for the US 395 Freight and Mobility Safety Project, Phase 2.	\$ -	\$ -	\$ -	\$ -	N/A
Contract Amendment	24-1003045	1	City of Twentynine Palms	Update Recital D, Attachment A: Description of Project and Milestones, and Attachment B: Summary of Estimates Costs for the State Route 62 Raised Median Project Phase 2B Funding Agreement.	\$ 495,000.00	\$ -	\$ -	\$ 495,000.00	N/A
Contract Amendment	24-1003173	1	Vasquez and Company LLP	Audit Services for Measure I and Transportation Development Act Funds.	\$ 590,184.00	\$ -	\$ 30,000.00	\$ 620,184.00	N/A
Contract Amendment	21-1002543	3	San Bernardino Historic and Pioneer Society	Museum Space Lease Agreement.	\$ 9,180.00	\$ -	\$ 3,060.00	\$ 12,240.00	N/A
CTO	19-1002203	4	Trapeze Software Group, Inc.	Update Regional Rideshare Software's Average Vehicle Ridership Survey Module to accommodate SCAQMD Rule 2202.	\$ 25,080.00	\$ -	\$ -	\$ -	\$1,983,370 (available \$393,797.24)
CTO Amendment	23-1002995	23.1	Costin Public Outreach Group	To provide ongoing environmental outreach and grant pursuit support for the Ontario Connector Project.	\$ 65,000.00		\$ 57,900.00	\$ 122,900.00	\$5,000,000 (available \$2,212,440.00)

Attachment: November 2024 Procurement Report - PDF (10274 : November 2024 Procurement Report)

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

Attachment A - 2
November 2024 Contingency Released Actions

Contract No. & Contingency No.	Reason for Contingency Amendment (Include a Description of the Contingency Amendment)	Vendor Name	Original Contract Amount	Prior Amendments	Prior Contingencies	Current Contingencies	Amended Contract Amount
22-1002775 No. 0C	US 395 Phase 2 Plans, Specifications and Estimates Project - Additional Aerial Survey and Utility Potholes.	AECOM Technical Services, Inc.	\$ 710,441.31	\$ -	\$ 103,847.19	\$ 99,039.15	\$ 507,554.97
19-1002026	Interstate 215 Segments 1, 2 & 3 Landscape Maintenance Establish Existing Planting - Construction Contingency not-to-exceed amount Increased.	Diversified Landscape, Inc.	\$ 1,451,300.00	\$ -	\$ 145,130.00	\$ 85,398.34	\$230,528.34 (revised total not-to-exceed contingency amount)

Attachment: November 2024 Procurement Report - PDF (10274 : November 2024 Procurement Report)

Attachment B
November 2024 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
None				

Attachment A - 3

November 2024 Purchase Order and Purchase Order Amendment Actions

Type	PO No.	PO Posting Date	Vendor Name	Description of Services	Original Purchase Order Amount	Prior Amendments	Current Amendment	Total Purchase Order Amount
New PO	4002558	11/7/2024	Brown Armstrong Accountancy, Corporation	Measure I TDA Audit Services - Needles.	\$ 971.25			\$ 971.25
New PO	4002559	11/7/2024	Brown Armstrong Accountancy, Corporation	Measure I TDA Audit Services - VVTA.	\$ 631.25			\$ 631.25
New PO	4002562	11/15/2024	11:11 Systems	Disaster Recovery Service for Information Technology Network.	\$ 29,550.54			\$ 29,550.54
New PO	4002563	11/15/2024	Golden Star Technology, Inc.	KNOWBE4 Phishing Tests/Training.	\$ 4,590.00			\$ 4,590.00
New PO	4002564	11/15/2024	CDW Government, LLC.	VEEAM Software Annual License.	\$ 4,100.16			\$ 4,100.16
New PO	4002565	11/15/2024	CDW Government, LLC.	Adobe Sign Annual Renewal.	\$ 2,236.50			\$ 2,236.50
New PO	4002566	11/18/2024	CDW Government, LLC.	Adobe Acrobat and Creative Cloud Annual Renewal.	\$ 15,500.00			\$ 15,500.00
New PO	4002567	11/18/2024	Oracle America, Inc.	Primavera P6 Software Annual License Renewal.	\$ 1,870.00			\$ 1,870.00

Attachment: November 2024 Procurement Report - PDF (10274 : November 2024 Procurement Report)

Attachment C
November 2024 CityCom's Issued Purchase Orders/Contracts

PO/Contract No.	Vendor Name	Description of Services	Total Amount
PO SBCTA50774	Weatherite Corp.	Add secondary drain pan - Part of HVAC upgrade.	\$ 4,259.00
PO SBCTA50870	Weatherite Corp.	Upgrade faulty controls.	\$ 2,510.00

Minute Action

AGENDA ITEM: 3

Date: December 11, 2024

Subject:

Fiscal Year 2024/2025 Budget Action Plan - Second Quarter Report

Recommendation:

Receive the Fiscal Year 2024/2025 Budget Action Plan – Second Quarter Report.

Background:

The San Bernardino County Transportation Authority’s (SBCTA) Fiscal Year 2024/2025 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 has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

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 11, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

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
	Inform Committees and Board of status of audits.	Q3	On schedule.	
Notes				
Division Strategy: Use strategic programming to ensure that no funds are lost				
Action Plan	Milestones	Milestone Status	Responsibility	
1B	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 (OA) – Q4	Ongoing.	Fund Administration, Project Delivery, Transit, Planning
		June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests - Q4	Ongoing.	
1B	Manage projects to ensure funds are not lost.	Request allocation of competitive grant funds and State Transportation Improvement Program (STIP) for I-10 Contract 2 - Q4	First of two allocation requests was approved by the CTC in August 2024. Deadline for second request is June 2025.	Fund Administration
		Request allocation of competitive grant funds for US 395 Phase 2 - Q4	First of three allocation requests was approved by the CTC in October 2024. Deadlines for other requests are June 2025 and December 2025.	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2025/2026 - Q4	On schedule.	
Notes				
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds				
Action Plan	Milestones	Milestone Status	Responsibility	
1C	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Release Request for Proposals for Air Quality Consultant to remain eligible for Federal Congestion Mitigation and Air Quality Improvement funding - Q4	On schedule.	Fund Administration
		Nominate projects to SCAG for programming of federal formula funds in accordance with the 2024 Update to the 10-Year Delivery Plan, and the 10-Year Plan for transit operators' implementation of the zero emission bus mandate (pending schedule for call for projects) - Q4	SBCTA is required to prioritize projects submitted to SCAG by San Bernardino County agencies. Proposed prioritization criteria will be presented to the Board for approval in March 2025. Project nominations are due to SCAG in August 2025 and will be presented to the Board for prioritization in July 2025.	Fund Administration, Project Delivery, Transit
Notes				

Attachment: FY 24_25 Budget Action Plan Quarter 2 (11099 : Fiscal Year 2024/2025 Budget Action Plan -

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 2024/2025 Budget Action Plan

Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects			
Action Plan	Milestones	Milestone Status	Responsibility
1D	Establish plan for sales tax revenue bond program through development of the 2024 Update to the 10-Year Delivery Plan.	Present final 2024 Update to the 10-Year Delivery Plan to the Board for approval - Q3	10-Year Delivery Plan is scheduled to be presented to the Board for approval in February 2025.
		Monitor implementation of the 2024 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing	
Notes			
Division Strategy: Manage geographic equity in fund distribution across the County			
Action Plan	Milestones	Milestone Status	Responsibility
1E	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Monitor results of SCAG project selection for federal formula funds and ensure long-term equity between subareas of San Bernardino County is maintained - Q4	Based on the draft call for projects schedule, SCAG project selection will not occur until December 2025.
	Notes		
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion			
Action Plan	Milestones	Milestone Status	Responsibility
1F	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 (Annual Report)			
Action Plan	Milestones	Milestone Status	Responsibility
2A	Schedule a meeting with Executive Board officers and certified public accountant (CPA) firm to cover audit process and timing.	Q4	On schedule.
	Notes		
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting			
Action Plan	Milestones	Milestone Status	Responsibility
2B	Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report).	Q3	On schedule.
	Notes		

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Division Strategy: Obtain Distinguished Budget Presentation Award				
	Action Plan	Milestones	Milestone Status	Responsibility
2C	Apply for GFOA award for annual budget.	Q1	Application submitted in June 2024.	Finance
	Notes			
Division Strategy: Complete internal control self-assessment to identify areas of improvement.				
	Action Plan	Milestones	Milestone Status	Responsibility
2D	Complete review of annual internal control self-assessment (AICA).	Q4	On schedule.	Finance
	Notes			
Division Strategy: Implement the Records Retention Schedule				
	Action Plan	Milestones	Milestone Status	Responsibility
2E	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, two annual clean up days, a system that will assist tracking which documents have passed retention.	Clean up day - Q1 & Q3	Q1 Cleanup completed in July/August.	Executive Administration and Support, Management Services
		Automate retention to remaining libraries in Laserfiche - Q4	On schedule.	
		Automate retention to four (4) department sites in SharePoint - Q4	On schedule.	
	Notes			
Division Strategy: Streamline Agency Operations				
	Action Plan	Milestones	Milestone Status	Responsibility
2F	Update procurement templates.	Q4	On schedule.	Finance, General Counsel
	Begin implementation of new enterprise resource system (accounting system).	Q1	Staff has been meeting with users from other agencies. Final recommendation pending feedback from users with post implementation feedback. Oracle will provide a comprehensive demo on Dec 12th. Targeting recommendation by end of calendar year.	Finance, Project Delivery, Management Services
	Implement Microsoft 365 G5 Licenses.	Q4	On schedule.	Management Services
	Notes			

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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

Action Plan	Milestones	Milestone Status	Responsibility
Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations.	Update Work Plan for the Council of Governments - Q3	Significant outreach occurred to SBCOG subregions in Q1 to identify activities of greatest interest for the work plan. The Work Plan was updated and offered for consideration and approval in Q2. The Work Plan, Policies, and Bylaws were adopted in November 2024 by the Board.	COG, General Counsel
	Provide Technical Assistance to jurisdictions through REAP 2.0 Program - Ongoing	Full REAP 2.0 funding awarded but MOU execution with SCAG is in progress.	
Partner with local and government agencies to improve opportunities in workforce development.	Continue to incorporate small business interests into B2B - Q2	These projects are added to the SBCOG Work Plan and will be implemented as approved.	
	Small Business Study to be presented to CCMTAC and Board - Q1	The General Policy Committee was presented with the study in September 2024, and some of the recommendations were added to the approved Work Plan.	
Establish Housing Trust JPA.	Execute JPA with member agencies - Q3	REAP funding secured. Will begin work for the formation of the Trust pending MOU approval.	
	Review draft Administrative Plan - Q4	Pending Housing Trust establishment.	
Smart County Master Plan.	Complete Plan - Q3	The General Policy Committee heard a presentation on the final draft at the November 2024 meeting. The Master Plan will be completed by December 31, 2024, per the project schedule.	
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.	Ongoing	Cucamonga station agreements and local rail service agreements approved at the July 2024 Board.	
Complete the RAISE grant agreement and subrecipient agreement for the construction of the Brightline West High Desert Stations.	Q1	Delayed to Q3. FRA and Brightline prioritized finalizing the NDOT \$3 billion grant, which was completed in Q2. Discussions related to the Brightline West High Desert Station have resumed and agreement is now scheduled to be completed in Q3.	Transit
Notes			

Division Strategy: Enhance COG role, and leverage synergy of being the CTA and COG

Action Plan	Milestones	Milestone Status	Responsibility
Plan annual City/County Conference.	In person conference set for Spring 2025.		Legislative/Public Affairs, COG
Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing bi-monthly meetings		
Notes			

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Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding				
Action Plan	Milestones	Milestone Status	Responsibility	
3C	Host Workshop.	Q3	A Grants Analyst was hired in Q2, and will be seeking a grant research and writing consultant that will run a workshop.	COG
	Communicate grant opportunities to member agencies. Expand the function of SBCOG with regard to grant and project development.	Establish a project development process and grant writing coordination through SBCOG on behalf of member agencies - Q3	The Grants Analyst will be working on establishing this process.	
		Continue to provide updates to member agencies on new grant opportunities - Ongoing	The Grants Analyst will be seeking grant writing support through a consultant team. Once the team is on-board, these updates will begin again.	
Notes				
Division Strategy: Assist local governments with environmental and efficiency initiatives				
Action Plan	Milestones	Milestone Status	Responsibility	
3D	Award contract for the replacement of the EV chargers in employee parking lot.	Q1	Contract awarded and work scheduled to be completed in Q2.	Transit
	Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.	Ongoing	Developing EV charging projects in conjunction with private vendors for purposes of SB 1 TCEP, CPRG grant with AQMD, and support letters for various local projects. Executed a contract task order with a consultant to begin work on comprehensive energy project list with member jurisdictions. Progress report provided at October GPC.	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Ongoing	Progress report provided at September Board and workshop held at SBCOG to promote energy efficiency projects and incentives for the public sector. Significant progress made on multiple "Initial Measures Lists" as basis for city applications to the CPUC for incentive funding.	
Notes				
Initiative #4: Accelerate Delivery of Capital Projects				
Division Strategy: Support Delivery the West Valley Connector Phase I				
Action Plan	Milestones	Milestone Status	Responsibility	
4A	Complete Stage 1 (North Side of Holt Blvd)	Q2	Delayed to Q3. The latest construction schedule shows delays associated with SCE's underground project along Holt Blvd.	Transit
	Notes			
Division Strategy: Produce Zero Emission Multiple Unit				
Action Plan	Milestones	Milestone Status	Responsibility	
4B	Complete ZEMU testing program	Q2	Delayed to Q3. PTC software update will be needed and additional testing will be required to validate PTC software updates.	Transit
	Complete construction of hydrogen fuel station	Q4	On schedule.	
	Complete construction of maintenance facility retrofit	Q4	On schedule.	
	Notes			
The ZEMU testing program is scheduled to be substantially complete in Q3. However, a software update is needed for the Positive Train Control (PTC) system, which may push out FRA approval and the start of revenue service. Contract for a temporary fueler has been executed and the contract for permanent fueling equipment is under negotiations.				

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San Bernardino County Transportation Authority
Fiscal Year 2024/2025 Budget Action Plan

Division Strategy: Deliver the Tunnel to ONT Project			
Action Plan	Milestones	Milestone Status	Responsibility
4C	Environmental Document approval	Q2	Transit
	Award design-build contract	Q4	
	Notes Public circulation of the environmental document scheduled to end on December 2, 2024.		
Division Strategy: Delivery of Capital Projects - Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:			
Action Plan	Milestones	Milestone Status	Responsibility
4D	I-10 Mount Vernon Avenue	PS&E approval - Q1	Project Delivery
	US-395 Widening Project - Phase 2	PS&E approval - Q4	
Notes			
Division Strategy: Delivery of Capital Projects - Construction Milestones:			
Action Plan	Milestones	Milestone Status	Responsibility
4E	SR-210 Waterman Avenue	Start construction - Q1	Project Delivery
	I-215 University Parkway	Start construction - Q1	
	I-10 Mount Vernon Avenue	Start construction - Q2	
	I-215 Bi-County/Segment 5 Landscaping	Start construction - Q3	
	North First Avenue Bridge over BNSF	Complete for Beneficial Use - Q1	
	SR-210 Waterman Avenue	Complete for Beneficial Use - Q3	
	Metrolink ATP - Phase 2	Complete for Beneficial Use - Q3	
	I-10 Cedar Avenue	Complete for Beneficial Use - Q4	
	I-10 Eastbound Truck Climbing Lane	Complete for Beneficial Use - Q4	
Notes			

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Division Strategy: Delivery of Express Lanes Projects			
Action Plan	Milestones	Milestone Status	Responsibility
4F	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2a	PS&E approval - Q2	Delayed to Q4. The target date for RTL 2A has been postponed to April 2025. This extension provides additional time to capture and incorporate lessons learned from Contract 1. It also allows for contingencies related to ROW certification, which involves agreements with UPRR, as well as the design approval process.
	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2b	PS&E approval - Q4	Delayed to Q2 FY25/26. The RTL target date for 2B has been extended to September 2025. This extension allows for additional time to capture and incorporate lessons learned from Contract 1, as well as to accommodate contingencies for the ROW certification, which involves agreements with UPRR and the design approval process.
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	Start construction - Q2	Delayed to Q3. Bids came in higher than anticipated. Additional funding was allocated to the project at the October CTC meeting. The construction contract was awarded at the Oct 2024 Board Meeting and executed in November 2024. Construction NTP was also issued in November 2024.
	I-10 Corridor Freight and Express Lanes Project (Contract 1)	Complete for Beneficial Use - Q1	Express Lanes opened in Q1 on August 27, 2024
Notes			

Division Strategy: Support Delivery of Gold Line			
Action Plan	Milestones	Milestone Status	Responsibility
4G	Present Funding Agreement and Operations and Maintenance Agreement to SBCTA Board.	Q1	Delayed to Q3. The funding agreement and O&M agreement are currently under negotiations.
	Monitor SBCTA funding gap and LA Metro funding commitment to build to the County line.	Q3	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.	Ongoing	Support - AB 2590 (Gomez-Reyes) - for a more efficient procurement process. (The bill passed both houses and was signed into law by the Governor on September 27, 2024).
	Support for legislation regarding progressive design build delivery and oppose legislation that would adversely impact transportation funding. Build coalitions in support of state and federal transportation grant applications and budget items as well as additional transit operational funding. Maintain good working relationships and communication with state and federal officials.	Ongoing	Oppose - AB 2535 (Bonta) - would shift TCEP funds away from transportation projects (this bill died in committee). Support - HR 7650 (Carter/Oberholte) - prevents the loss of federal dollars for EPA non-attainment (the bill passed out of the Committee on Energy and Commerce 26-21 on March 20, 2024, but no further action has been taken on the item).
Notes			

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Division Strategy: Operate and Maintain SB Express Lanes				
	Action Plan	Milestones	Milestone Status	Responsibility
5B	I-10 Corridor Freight and Express Lanes Project (Contract 1) Operations and Maintenance.	Ongoing starting Q1	On schedule	Express Lanes
	Notes			
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)", include in SBCTA President speeches.	Ongoing	State of Transportation conducted (B2B) for October 16, 2024 was another successful event. Updates to the Measure I landing page and collateral materials are in process.	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services. Employee spotlight blog series.	Ongoing	Continued use of on-call for support and marketing of SBCTA projects, programs and events with traditional and social media platforms.	Legislative/Public Affairs
Notes				
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 by providing project updates, alerts, and information.	Ongoing	Continue to support Project Delivery and Transit departments with public outreach services.	Legislative/Public Affairs
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing & Branding Services Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Ongoing	Continued use of on-call for support and marketing of express lanes, promoting the arrival of ZEMU, Arrow service, and SBCTA accomplishments with "SBCTA Today".	Legislative/Public Affairs, Transit
	Utilize On-Call Outreach, Marketing and Branding Services Contract to support each department in their efforts to communicate internally and externally.	Ongoing	Continue to provide services for the Annual Budget book, 10-Year Delivery Plan, COG communicator.	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	Continued coordination with the Transit Department.	Legislative/Public Affairs, Transit
Notes				
Division Strategy: SB Express Lanes Customer Support				
	Action Plan	Milestones	Milestone Status	Responsibility
6D	Manage SB Express Lanes Walk-In Center.	Ongoing	Ongoing	Express Lanes
	Manage SB Express Lanes Website.	Ongoing	Ongoing	Express Lanes
Notes				

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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).	Draft LRMTP - Q3	Consultant prepared full draft of the LRMTP in December for review. Scenarios run for land use, transit, pricing, and work-at-home strategies. Primary public outreach done in September. Progress report provided at November MVSS and MDC.	Planning, Transit, Fund Administration
		Final LRMTP - Q4	On schedule.	
	Prepare for the 2028 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	Work with SCAG to establish project schedule - Q3	No updated schedule has been provided by SCAG yet.	Planning, Fund Administration
		Begin setting up San Bernardino County Growth Projection Model - Q4	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	Updates to the Local Pass-Through policies to address any withheld funds at the close of the Measure were approved by the Board in December 2024.	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).	Ongoing	Mapping provided for LRMTP, ROW, etc.	Planning
	Update SBTAM "Plus" modeling system.	Model Validation Report - Q1	SBTAM project completed. Executed vendor subscriptions and made training videos available.	
		Vehicle Miles Traveled/Land Use Model and Scenario Samples - Q2	Model made accessible to the consulting community for use on local projects.	
		Final Documentation & Presentation - Q4	Completed.	
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	State Route 247/62 Emergency Bypass Lane Study.	Phase 1 report - Q4	Held kick-off meeting in Q1 and assembled multi-agency stakeholder group. Held first meeting of multi-agency stakeholder group in October.	Planning
Notes				

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Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications				
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines				
Action Plan	Milestones	Milestone Status	Responsibility	
8A	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies.	Ongoing	Provided comments on SB 1 grant guidelines for Cycle 4 TCEP and SCCP. Provided comments on CAPTI and Caltrans TAF/TAC in Q2.	Planning, COG
	Prepare Grant Applications for state (e.g. SB 1, Active Transportation, etc.), federal (e.g. RAISE, INFRA/Mega, etc.) and other funding.	Senate Bill 1 (SB1) Grant(s) Submitted - Q2	Worked with jurisdictions to prepare specific projects for TCEP funding. Submitted Baker Blvd. and WattEV truck charging TCEP grant in November. Worked with Caltrans on potential partnership for SCCP grant for ONT Connector.	Planning, Fund Administration
		Other state and federal grants - Ongoing	Planning and Fund Administration worked together on STBG, CMAQ, and CRP funding applications submitted to SCAG late in FY 23/24.	
	Notes			
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies				
Action Plan	Milestones	Milestone Status	Responsibility	
8B	Begin development of Vehicle Miles Traveled (VMT) mitigation bank and/or approaches to mitigation under SB 743.	Establishment of the Program Structure - Q2	REAP funding received, and consultant selected for VMT mitigation bank development. Officially kicked off the project with SCAG in November.	Planning
		Start VMT App Development - Q3	Working with prime consultant on Concept of Operations in preparation for bringing on an App Developer in Q3/4.	
	Countywide Evacuation Route Study and Modeling for member jurisdictions.	Initiate project - Q2	Consultant selected and project initiated.	
		Begin Modeling Work - Q3	On schedule for Q3.	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0.	Begin Project - Q1	REAP funding received and project initiated. The transportation side of the REAP 2.0 has started, but the housing side of the work is still going through the MOU process with SCAG.	
Notes				
Division Strategy: Prepare effective active transportation plans				
Action Plan	Milestones	Milestone Status	Responsibility	
8C	Implement Safe Routes to School Program (with SBCSS and the County DPH).	Complete Programs - Q4	On-going	Planning
	Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing.	Ongoing	Projects monitored and status reports prepared.	
Notes				
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant				
Action Plan	Milestones	Milestone Status	Responsibility	
8D	Implementation of Phase 2 of the Bicycle and Pedestrian improvements around the Metrolink Stations on the San Bernardino and Riverside Lines.	Construction Completion for Beneficial Use - Q3	Construction underway.	Planning, Project Delivery
Notes				

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Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network				
Action Plan	Milestones	Milestone Status	Responsibility	
8E	Manage the Southern California 511 (SoCal 511) program with other County Commissions.	Ongoing	Continuing coordination with LA, Orange, and Riverside Counties.	Air Quality/Mobility
	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	Monitoring and coordination of program continues. Initiated a review of forecast funding and identified options for FSP cost savings. Received Board approval to begin decommissioning and removal of motorist aid call boxes.	
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 LRMTTP based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Development of multimodal LRMTTP strategic initiatives continues. Held outreach meetings with individual jurisdictions to discuss interest in next round of Express Bus/BRT investment. Progress report provided at November Transit Committee.	Planning
	Notes			
Initiative #9 Meet Equity Goals of SBCTA/SBCOG				
Division Strategy: Ensure Equity goals met for internal structure and policies				
Action Plan	Milestones	Milestone Status	Responsibility	
9A	Establish equity goals and policies for ensuring structural equity within the business processes and procedures within SBCTA/SBCOG.	Project outreach in Q1 and Q2	Consultant activities underway. Staff Working Group established and met in September. General Policy Committee presentation in October. Draft equity definition discussed at Board Ad Hoc in November. Community Working Group met in November.	COG
	Notes			
Division Strategy: Ensure Equity goals met for projects and programs implemented in collaboration with SBCOG/SBCTA member agencies				
Action Plan	Milestones	Milestone Status	Responsibility	
9B	Small Business Training Program.	Study to be presented - Q1	Small business study presented to GPC in Q1.	COG
	Notes			

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Minute Action

AGENDA ITEM: 4

Date: *December 11, 2024*

Subject:

Fiscal Year 2025/2026 Budget Schedule

Recommendation:

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

Approve the Fiscal Year 2025/2026 Budget Schedule.

Background:

The preparation of the Fiscal Year (FY) 2025/2026 Budget requires a schedule for the 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 purview.

A Board of Directors (Board) Budget Workshop will be scheduled in conjunction with the May 2025 Board meeting for consideration of the proposed budget. The final budget adoption for FY 2025/2026 is scheduled for the June 2025 Board meeting. The attached schedule is similar to the prior year except that it moves the presentation of the overview and task back by one month to allow staff time to ensure accurate information.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

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

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

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

**Budget Schedule
Fiscal Year 2025/2026**

<u>DATE</u>	<u>ACTIVITY</u>
December 11, 2024	General Policy Committee Review and Discussion of 2025/2026 Budget Schedule
January 8, 2025	Board Approval of 2025/2026 Budget Schedule
March 13, 2025	Metro Valley Study Session General Overview by Region
March 21, 2025	Mountain/Desert Committee General Overview by Region
April 9, 2025	General Policy Committee Review of Tasks
April 10, 2025	Transit Committee Review of Tasks
April 10, 2025	Metro Valley Study Session Review of Tasks
April 18, 2025	Mountain/Desert Committee Review of Tasks
May 7, 2025	Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Directors' Meeting Adoption of the Council of Governments' Fiscal Year 2025/2026 Budget
May 14, 2025	General Policy Committee Further Review of Tasks, if Required
May 15, 2025	Transit Committee Further Review of Tasks, if Required
May 15, 2025	Metro Valley Study Session Further Review of Tasks, if Required
May 16, 2025	Mountain/Desert Committee Further Review of Tasks, if Required
June 4, 2025	Public hearing on SBCTA's Recommended Budget for Fiscal Year 2025/2026, Board of Directors Adoption of the SBCTA Fiscal Year 2025/2026 Budget, and Adoption of the Council of Governments' Fiscal Year 2025/2026 Budget

Minute Action

AGENDA ITEM: 5

Date: *December 11, 2024*

Subject:

Appointment to the Independent Taxpayer Oversight Committee

Recommendation:

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

A. Approve the re-appointment of Patrick Morris to the Independent Taxpayer Oversight Committee, with a term ending March 1, 2029.

B. Approve the re-appointment of Cole Jackson, Certified Public Accountant, to the Independent Taxpayer Oversight Committee, with a term ending October 31, 2028.

Background:

The Independent Taxpayer Oversight Committee (ITOC) was authorized as part of the Measure I Ordinance approved by the voters. The ITOC is a five-member body with particular experience and expertise that would aid them in reviewing the implementation of the Measure I expenditure plan. There are two positions with terms that are expiring that wish to extend membership on the ITOC. Additionally, there is an upcoming vacancy occurring as of December 31, 2024, for a member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.

Patrick Morris, the former Mayor of San Bernardino and a member of the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board), is seeking to renew his membership on the committee for an additional term. Mr. Morris possesses the requisite knowledge and skills gained from a career serving in a variety of elected and appointed positions overseeing public and non-profit agencies which includes the following:

- 5 years serving on the governing board of the San Bernardino City Unified School District, overseeing the budget of the largest school district in San Bernardino County.
- 30 years serving as a Superior Court Judge including several years as Presiding Judge overseeing the budget of one of California's largest judicial administrative units.
- 4 years serving on the California Judicial Council overseeing the administration, policies and budget of the California Judicial System.
- 8 years serving as Mayor of the City of San Bernardino overseeing policies and budget for a city of 220,000.
- 8 years serving on the San Bernardino Associated Governments Board of Directors (Board) and chairing the Public Transportation Committee.
- 8 years serving on the Metrolink Board including two years as board chairman.
- 8 years serving on the Omnitrans Board.
- 50 years serving on the University of Redlands Board Of Trustees, overseeing the institutional policies and budget of the university.
- 8 years serving on the board of Loma Linda University Health's SACHS Clinics located throughout the Inland Empire.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

December 11, 2024

Page 2

- Many years serving on the governing boards of regional non-profits including Children's Fund, Habitat for Humanity, Boys and Girls Club, and the First Presbyterian Church of San Bernardino.

Cole Jackson, Certified Public Accountant (CPA), is seeking to renew his membership on the committee for an additional term. Mr. Jackson is a partner with Reiss, Jackson, & Jamison LLP in the City of Redlands and is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector. Mr. Jackson has been providing accounting, taxation, and business advisory services for more than 30 years. His clients include manufacturing, real estate, and medical businesses of varying sizes and complexities. Mr. Cole holds a Bachelor's of Science from California State Polytechnic University in Pomona in Business Administration, with an emphasis in Accounting, and is a licensed CPA in the state of California. He is on the executive boards of both the Redlands Art Association and the California State University, San Bernardino Philanthropic Fund.

Information on the ITOC, including the ITOC application and credentials or experience required to be a member, is available on the SBCTA website at [Independent Taxpayer Oversight Committee \(ITOC\) - SBCTA \(gosbcta.com\)](http://www.gosbcta.com/Independent-Taxpayer-Oversight-Committee-ITOC).

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

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

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: *December 11, 2024*

Subject:

Release of Request for Proposals No. 25-1003218 for Freeway Service Patrol Services

Recommendation:

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

Authorize the Executive Director, or his designee, to release Request for Proposals No. 25-1003218 for the procurement of tow operator services for combined Freeway Service Patrol Beats 11 and 29, with release anticipated in January 2025, subject to approval as to form by General Counsel.

Background:

The Freeway Service Patrol (FSP) consists of a fleet of tow trucks that patrol selected San Bernardino County freeways during peak periods of congestion to assist motorists with their disabled vehicles. The segment of highway that the tow trucks patrol is referred to as a “Beat.” Over the years, the FSP program has demonstrated many benefits to the motoring public by reducing the amount of time a motorist is in an unsafe situation, reducing traffic congestion, and decreasing fuel consumption, vehicular emissions, and secondary incidents.

San Bernardino County Transportation Authority (SBCTA) began FSP operations on January 3, 2006, and now has 18 primary tow trucks on eight separate Beats in operation. The services are provided Monday through Friday in two separate shifts to accommodate peak traffic hours. The morning shift, Monday through Friday, is 6:00 a.m. to 8:30 a.m. The afternoon shift is 1:30 p.m. to 6:00 p.m. Monday through Thursday, and 11:30 a.m. to 6:00 p.m. on Friday. The FSP program is managed through SBCTA staff and is supervised in the field by the California Highway Patrol (CHP). At this time, procurement of tow operations for the following service area is needed:

- Combined Beats 11 and 29: I-10 from Sierra Avenue to County Line Road

The SBCTA Board of Directors at its November 6, 2024 meeting approved a strategy for maintaining the overall FSP budget within the revenue forecast to be available over the next five years. One of the actions included in that strategy for Fiscal Year 2026/2027 (and a small part of 2025/2026) was to combine Beats 11 and 29 and to serve the new Beat with two trucks. Currently, each individual Beat is served with two trucks. Beat 11 covers Interstate 10 from Sierra Avenue to Waterman Avenue and Beat 29 covers Waterman Avenue to County Line Road. The scope of work is included with this item. The estimated amount for this five-year contract is approximately \$4.3 million for FSP Beat No. 11/29. The successful proposer will have approximately 240 days from the date of award to purchase and secure tow trucks. Long lead times are needed for these contracts due to the time currently required for tow truck operators to place orders for and receive deliveries of the necessary trucks. Tow support services for Beat No. 11/29 are scheduled to commence on April 1, 2026.

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

December 11, 2024

Page 2

Staff recommends approval to release Request for Proposals No. 25-1003218 to ensure no service disruption to the motoring public.

Financial Impact:

The item is included in the adopted Budget for Fiscal Year 2024/2025 and funded with 80% State FSP Funds and 20% DMV Safe Funds for regular FSP services in Program 15, Commuter and Motorist Assistance, and Measure I Valley Freeway Program funds for Construction FSP service support in Program 40, Project Delivery.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and will review the draft Request for Proposals prior to release.

Responsible Staff:

Rana Semaan, Management Analyst II

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

ATTACHMENT A
"SCOPE OF WORK"

Attachment: Beat 11-29 Scope of work (11049 : Release of RFP No. 25-1003218 for FSP Services)

ATTACHMENT A

SCOPE OF WORK RFP NO. 25-1003218

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA) FREEWAY SERVICE PATROL (FSP) BEAT NO. 11/29- INTERSTATE 10 (I-10) FROM SIERRA AVENUE TO COUNTY LINE ROAD

1.0 SUMMARY SCOPE OF WORK

FSP PROGRAM PURPOSE SUMMARY

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

NOTICE TO PROCEED (NTP) NO. 1 (August 1, 2025):

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

NTP NO. 2 (ESTIMATED April 1, 2026):

The deliverables associated with NTP No. 2 are the start of FSP program operations.

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

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

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

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

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

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

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. The required number of FSP-certified Trucks for Beat No. 11/29 is two (2) primary certified FSP Trucks and one (1) certified back-up FSP Tow Truck. One (1) truck shall operate on I-10 from Sierra Ave. to Waterman Ave., and one (1) truck shall operate from Waterman Ave. to County Line Rd.

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

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

FSP HOURS OF OPERATION

FSP standard hours of operation are:

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

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

FSP TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

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

2.0 CONTRACT REPRESENTATIVES

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

3.0 SERVICE LOCATION

SBCTA FSP operates on selected freeway segments referred to as "Beats". Each Beat has specific turnaround locations and designated drop points identified by the CHP. The Beat limits for FSP Beat No. 11/29 are at Interstate 10 (I-10) from Sierra Ave. to County Line Road. One (1) truck shall operate on I-10 from Sierra Ave. to Waterman Ave., and one (1) truck shall operate from Waterman Ave. to County Line Rd. Additional information regarding the beat limit service location is identified in SOW section 8.0 Beat Description and section 9.0 Beat Map.

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

request. SBCTA reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

4.0 TOW YARD LOCATION AND SECURITY

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

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

5.0 EQUIPMENT REQUIREMENTS

A. Tow Truck Requirements.

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

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

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

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

required to have an FSP-Certified Back-Up Tow Truck available for service during their FSP Beat(s) shift(s).

Please note that FSP-Certified Back-Up Tow Trucks for existing FSP tow operator contracts with other FSP agencies (i.e., not with SBCTA) do not qualify as meeting the certified SBCTA FSP back-up truck requirement(s). Only the FSP Beat No. 11/29 FSP Certified Back-Up Tow Truck should be utilized.

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

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

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

SBCTA CERTIFIED FSP TOW TRUCK EQUIPMENT LIST

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

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

WRECKER-GENERAL

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

WHEEL LIFT

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

CAR CARRIER/ TWO VEHICLE

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

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

Installation of FSP-related equipment:

Upon execution of the contract, SBCTA will designate and cover the cost of the selected installer for the SBCTA FSP digital radio equipment and SBCTA's Automatic Vehicle Locator (AVL) equipment. SBCTA covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SBCTA, along with the installer, must be able to access the required primary and back-up FSP Tow Trucks no later than ten (10) business days prior to the start date of the Beat(s), **without exception**. If SBCTA is not able to access the required primary and back-up FSP tow trucks by the tenth (10th) business day deadline, the CONTRACTOR shall be assessed a fine as detailed in the contract.

At times, equipment such as an "outside speaker," or a handheld "mic," and/or "FSP Tablet," for example, may need to be replaced due to normal wear and tear. If SBCTA-provided equipment needs to be replaced due to normal wear and tear, SBCTA will provide the CONTRACTOR with replacement equipment at no charge. However, please note that if FSP-related equipment needs to be replaced due to the negligence of the CONTRACTOR or any of its staff, including Drivers, the cost of the equipment

and the installation expense will be deducted from the CONTRACTOR's invoice/payment that same month or the following month (depending on when the incident occurred). CONTRACTOR's Supervisors and Drivers are required to contact SBCTA and one of the FSP CHP officers immediately when any SBCTA FSP equipment is damaged, failing, or has failed, and the CONTRACTOR will be provided with a replacement part by SBCTA or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their "FSP Certified Back-Up Tow Truck" on the Beat to cover the shift.

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

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

B. FSP Certified Back-Up Tow Truck

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

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

C. Vehicle Breakdown and Other Missed Service

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

times the hourly rate. FSP Tow Truck maintenance shall be performed during non-FSP service hours.

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

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

Please refer to the Contract for further details on violations and penalties.

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

D. Vehicle Identification.

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

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

E. Communications Equipment

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

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

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

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

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

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

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

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

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

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

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

F. Equipment Tampering

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

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

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

6.0 DRIVERS

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

FSP Driver Certification Requirements

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

1. CHP 234F Form (Tow FSP Driver/FSP Driver Information) submitted to CHP.
2. Successfully passed a driving record and criminal history check.
3. Pay all processing fees.
4. Submit to fingerprinting.
5. Successfully pass a CHP-administered Proficiency Test.
6. Complete an SHRP 2 /TIMS training course and provide a certificate of completion.
7. Attend and pass an FSP driver certification class.
8. Obtain a Medical Examiner's Certificate (MEC) MCSA-5875.
9. Be issued an FSP Driver Identification Card.

10. Successfully complete ten (10) shifts of ride-a-longs with an approved FSP driver trainer.
11. As required by California Vehicle Code Sections 2430.5 and 2431, all applicants and owners are required to have a valid California driver's license and criminal history check. After CHP receives and accepts a completed CHP 234F, CHP will perform a California driver's license and criminal history check. CHP will perform background checks ONLY upon acceptance of a CHP 234F.
12. The California driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP.
13. The criminal history check will consist of a livescan background check to determine whether the applicant meets the criteria for a Driver Certificate, as outlined in California Vehicle Code Section 13377 and the FSP contract. **The cost of the livescan and DL64 will be at the CONTRACTOR's expense.**
14. If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting to complete the background check at the CONTRACTOR's expense.
15. In addition, SBCTA and/or CHP may, in their sole discretion, require a CONTRACTOR to replace any Driver or potential Driver who is determined not to be a suitable representative of the FSP Program to the public based on the background check or any other reason.

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

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

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

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

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

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

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

The CONTRACTOR is required to participate in the California Department of Motor Vehicles (DMV) RFP No. 25-1003218

Pull Notice Program.

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

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

Driver Equipment

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

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

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

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

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

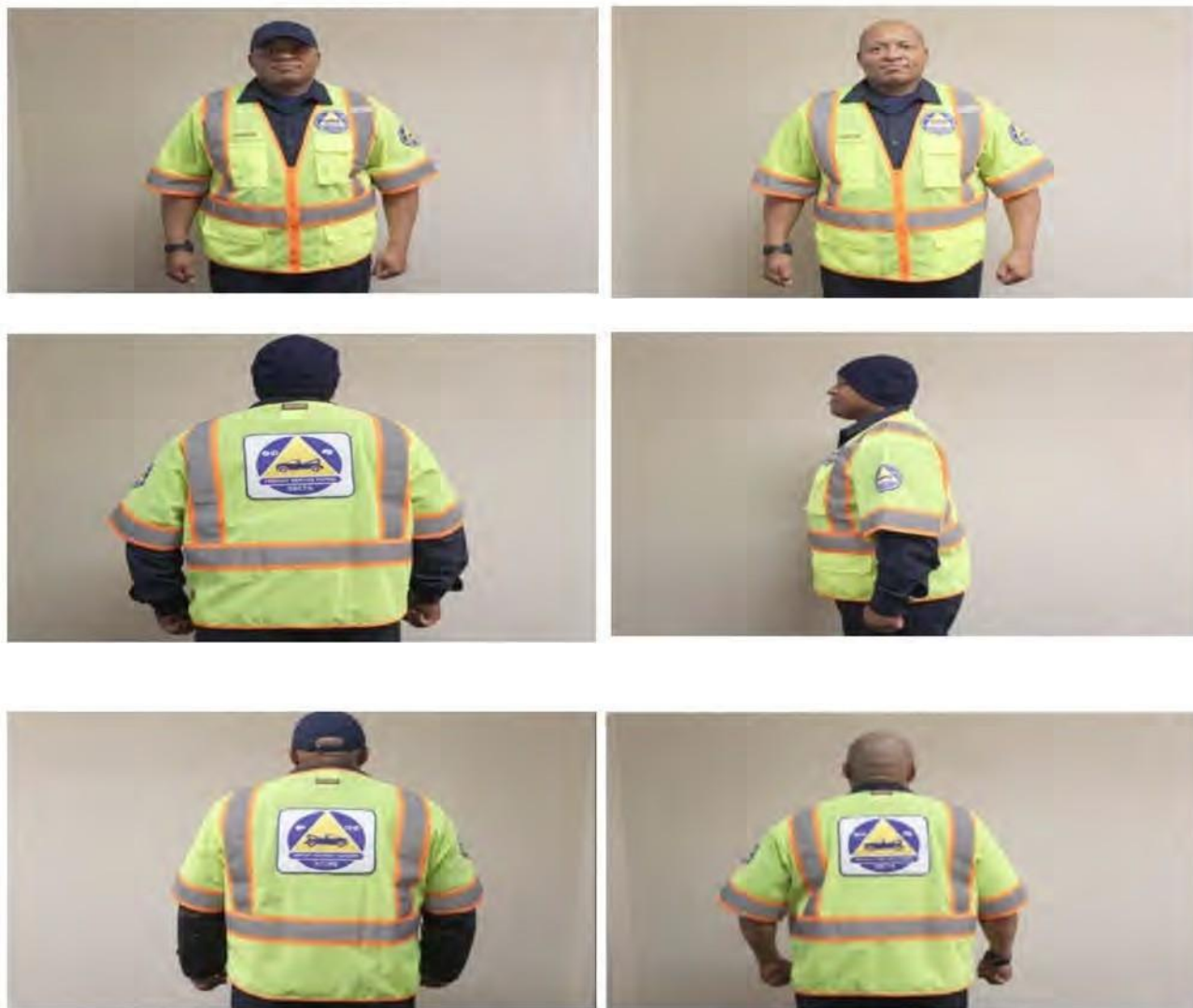
Rain gear shall be waterproofed material, navy blue or yellow in color.

Hats, if worn, shall be baseball-type cap and navy blue in color. An "FSP" logo may be sewn/silkscreened on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn, which must be navy blue in color and worn only with a jacket or long sleeve shirt under

the vest. A picture of the uniform is provided toward the end of this scope of work.

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

FSP UNIFORM PHOTO EXAMPLES



Attachment: Beat 11-29 Scope of work (11049 : Release of RFP No. 25-1003218 for FSP Services)

FSP UNIFORM STRIPE EXAMPLES



7.0 LOCAL OFFICE

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

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

8.0 BEAT DESCRIPTIONS

Beat No.	Beat Description	One-Way Length in Miles	No. of Primary FSP Trucks in both AM and PM	No. of FSP certified Back-Up Tow Trucks
11/29	I-10 FROM SIERRA AVE TO COUNTY LINE ROAD	22.25	2	1

Please refer to Map of Beat No. 11/29 area

Beat 11/29 is scheduled to operate from 6:00 a.m. to 8:30 a.m. on Monday through Friday and from 1:30 p.m. to 6:00 pm (Monday through Thursday). On Fridays, the PM shift is from 11:30 a.m. to 6:00 p.m.

FSP Beat No. 11/29 requires two (2) Primary FSP-Certified Tow Trucks and one (1) Primary FSP-Certified Back-up Tow Truck available during all FSP operational service hours. One (1) truck shall operate on I-10 from Sierra Ave. to Waterman Ave., and one (1) truck shall operate from Waterman Ave. to County Line Rd.

9.0 BEAT MAP



Attachment: Beat 11-29 Scope of work (11049 : Release of RFP No. 25-1003218 for FSP Services)

10.0 FSP SERVICE HOURS AND EXTRA WORK HOURS

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

- Approximate Service Hours (Monday-Friday) per primary vehicle per year: 1,898 hours.

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

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

"Extra Work" for emergency coverage may be assigned for any of the seven (7) SBCTA FSP service areas:

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

FSP Beat No. 11/29 is the priority Beat for this RFP, which means that should a primary truck go down, the "Extra Work" Beat truck shall be deployed back to the primary Beat. SBCTA shall evaluate all travel times made from the "Extra Work" Beat to the primary Beat in a penalty time situation on a monthly basis. Final penalty determination shall be made by CHP and SBCTA.

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

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

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

11.0 FSP HOLIDAYS

PRELIMINARY LIST OF FSP HOLIDAYS

Services are to be provided on the days and hours designated in the Contract except for the following holidays:

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

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

Minute Action

AGENDA ITEM: 7

Date: December 11, 2024

Subject:

Interstate 10 Express Lanes Contract 1 Quarterly Report

Recommendation:

Receive and file the December 2024 Interstate 10 Express Lanes Contract 1 Quarterly Report.

Background:

On August 29, 2024, the Interstate 10 Express Lanes opened to traffic. Staff has been closely monitoring Express Lanes operations and performance since revenue commencement. The Quarterly Report is being provided as a separate attachment and provides information about the Express Lanes performance and activity during the months of September, October, and November. Note that the September data includes three days of operations in August.

The Express Lanes Department will provide this report to the General Policy Committee and the Board of Directors (Board) on a quarterly basis. Staff will use this report as a tool to evaluate Express Lanes performance and communicate with the Board on any operational issues.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

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

Responsible Staff:

Timothy Byrne, Director of Express Lanes

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 8

Date: *December 11, 2024*

Subject:

Active Transportation Program Cycle 7 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 7 project award list for the City of Rialto's Safe Routes to School Improvements Project with remaining project applications to serve as contingency projects as ranked in Attachment A.

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 6.

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. This usually more robust funding source experienced a \$400 million reduction to its \$1.049 billion one-time funding augmentation when the Governor signed the Budget Act of 2024 on June 29, 2024. To maintain programming commitments already made in the 2023 Active Transportation Program, the reduction left a balance of \$168,700,000 for the Cycle 7 Call-for-Projects.

For the Cycle 7 ATP funding, the California Transportation Commission (CTC) recommended a continuation of the fund allocation calculation that was used in Cycles 1 through 6, with fifty percent (50%) of the total program funds being apportioned for the Statewide call-for-projects, ten percent (10%) being apportioned for small urban and rural communities, and the remaining forty percent (40%) to be apportioned for Metropolitan Planning Organizations (MPOs). The MPO apportionment is recommended to be distributed based on their population share. However, the Southern California Association of Governments (SCAG) opted to reserve 5% (\$1,750,000) of their regional apportionment for use, along with other local sources, as a Safe Streets and Roads for All grant match. Combined, these funds were used by SCAG to release an \$8.2 million Sustainable Communities Program (SCP) supplemental call-for-projects. Only quick builds and active transportation-related plans were eligible for SCP funding.

Based on population, this left San Bernardino County with a \$3,934,000 share of the MPO portion. For comparison, San Bernardino County's share in Cycle 6 was \$41,056,000 (though additional ATP funds were later secured, bringing the total up to \$42,034,000).

The California Department of Transportation (Caltrans) released the Cycle 7 Call-for-Projects on March 22, 2024, and the California Transportation Commission (CTC) released the staff-recommended award list on November 1, 2024. As expected, the selection process for ATP

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

December 11, 2024

Page 2

Cycle 7 was highly competitive, with only projects scoring 96 and above receiving funding from the State apportionment. Unfortunately, for the second Cycle in a row, San Bernardino County jurisdictions were unable to secure funding from the State portion. This was in spite of SBCTA using internal resources to assist several jurisdictions with the community outreach and application process. SBCTA staff will be meeting with the CTC in February in an attempt to better understand why San Bernardino County is continuing to experience a decline in awards through the State portion and what additional efforts can be made in the future to improve. All other applicants are also encouraged to schedule a debriefing meeting with the CTC.

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 jurisdiction agencies and accepted scores from the CTC review committee. The remaining unfunded projects are all effectively considered contingency projects should additional funding become available, with the partially funded project receiving the unfunded balance first. Given concern over how the CTC scored projects for the last two cycles, SBCTA may wish to deviate from this process in the future by placing a greater emphasis on project readiness and community impact.

As required, SBCTA staff reviewed the applications from member jurisdictions 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 guidelines for assigning additional points for regional consistency in May 2014 for the ATP Cycle 1 process, and the same methodology was used for all subsequent cycles. SBCTA staff is proposing to apply the same methodology for the ATP Cycle 7 process and will assign 20 points to each of the San Bernardino County projects.

The project award and contingency 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 with contingency projects 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 this, San Bernardino County jurisdictions continue to submit many excellent active transportation project applications (23 total projects - see Attachment A for the full list of projects from San Bernardino County). Due to the limited available funding, approval of this agenda item will only be able to provide one partial award for the City of Rialto Safe Routes to School Implementation Project. While the City of Rialto has identified potential additional funding that can be allocated to complete their project as originally scoped, they do have the option to seek additional funding through future ATP cycles.

The table on the following page shows a history of the ATP funding that San Bernardino County has been able to secure through the years.

General Policy Committee Agenda Item

December 11, 2024

Page 3

Historical ATP Awards (in 1,000s)										
Cycle	SBC Requests		State Share				MPO Share for SBC		Total Amount Awarded in SBC	Total No. of Projects Awarded**
	Total Amount	Number of Projects Submitted	Total Available	No. Projects Awarded to SBC	Amount Awarded to SBC	Share of Funds	Total Available	Number of Projects Awarded*		
1 (2014)	\$62,042	33	\$183,406	8	\$13,425	7.32%	\$ 8,700	5	\$22,125	13
2 (2015)	\$35,817	27	\$179,698	6	\$10,163	5.66%	\$ 8,778	6	\$18,941	12
3 (2016)	\$45,961	27	\$140,009	6	\$8,868	6.33%	\$ 10,119	7	\$18,987	13
4 (2018)	\$86,154	24	\$237,566	2	\$8,852	3.73%	\$ 10,420	6	\$19,272	8
5 (2020)	\$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	0.00%	\$ 42,034	12	\$42,034	12
7 (2024)*	\$162,204	23	\$110,534	0	\$0	0.00%	\$ 3,934	1	\$3,934	1
Total	\$628,021	177	\$1,950,674	24	\$47,581	2.4%	\$ 94,142	41	\$141,723	65

*Excludes two SCAG Sustainable Communities Program applications in Cycle 7.

**Includes partial awards.

SBC = San Bernardino County

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. The Transportation Technical Advisory Committee has been briefed on the results of the Active Transportation Program awards.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

Cycle 7 Active Transportation Program (ATP) Award and Contingency List

Total Available Funds \$3,934

Jurisdiction	Projects	Total Proj Cost	ATP Rqstd	Other Funding	CTC Score	SBCTA +20	ATP Accum Total	Award Record
Infrastructure								
Rialto	City of Rialto Safe Routes to School Improvements Project	\$8,096	\$6,476	\$1,620	90.0	110.0	\$6,476	\$3,934
SBCTA	San Sevaine Class I Network Connection	\$18,361	\$18,361	\$0	85.0	105.0	\$24,837	\$0
Montclair	North Montclair Active Transportation Implementation Project	\$34,712	\$27,770	\$6,942	84.0	104.0	\$52,607	\$0
Needles	City of Needles Sidewalk Improvement Project	\$3,350	\$3,350	\$0	83.0	103.0	\$55,957	\$0
Yucca Valley	Yucca Valley Pedestrian Enhancements and Transit Access Project	\$8,523	\$6,819	\$1,704	83.0	103.0	\$62,776	\$0
SBCTA	Highland/Redlands Regional Connector	\$18,010	\$15,901	\$2,109	81.0	101.0	\$78,677	\$0
San Bernardino	City of San Bernardino SRTS/Sidewalk Gap Connectivity Project	\$3,015	\$1,960	\$1,055	80.0	100.0	\$80,637	\$0
Montclair	City of Montclair SRTS Active Transportation Improvement Project	\$4,808	\$4,108	\$700	76.5	96.5	\$84,745	\$0
Victorville	Mojave Drive Complete Streets Improvement Project	\$3,177	\$3,053	\$124	67.5	87.5	\$87,798	\$0
Apple Valley	Bear Valley Road Bike and Pedestrian Connectivity Project	\$4,466	\$4,466	\$0	64.0	84.0	\$92,264	\$0
Apple Valley	Phoenix Academy Safe Routes to School Pedestrian Connection Project	\$3,447	\$3,447	\$0	64.0	84.0	\$95,711	\$0
Rancho Cucamonga	Haven Avenue Complete Streets Project	\$44,606	\$39,966	\$4,640	63.0	83.0	\$135,677	\$0
Rancho Cucamonga	SW DAC & Cucamonga Creek Trail SRTS Improvements Project	\$5,507	\$4,861	\$646	54.0	74.0	\$140,538	\$0
Adelanto	Adelanto Safe Route to School Bartlett Avenue Pedestrian Improvements (SRTS)	\$3,500	\$3,464	\$36	53.0	73.0	\$144,002	\$0
Victorville	Ridgecrest Road Improvements	\$948	\$753	\$195	44.0	64.0	\$144,755	\$0
Rancho Cucamonga	Hermosa Avenue Corridor Complete Street Project (HACCS)	\$2,893	\$2,893	\$0	37.0	57.0	\$147,648	\$0
Victorville	La Paz Drive Improvements	\$684	\$629	\$55	28.0	48.0	\$148,277	\$0
Yucaipa	Oak Glen Road Widening Phase II	\$1,110	\$972	\$138	25.0	45.0	\$149,249	\$0
County	Santa Ana River Trail - Phase IV Reaches B&C	\$13,417	\$11,088	\$2,329	24.0	44.0	\$160,337	\$0
Total Infrastructure		\$182,630	\$160,337	\$22,293				
Non-Infrastructure and Quick Builds (QB) Included in SCAG's Sustainable Communities Program (awards not yet known)								
San Bernardino	City of San Bernardino Safe Routes to School Connectivity Plan	\$285	\$285	\$0	78.0	NA	\$160,622	\$0
San Bernardino	City of San Bernardino Rectangle Rapid Flashing Beacons Installation Project (QB)	\$399	\$399	\$0	74.0	NA	\$161,021	\$0
Rialto	Rialto Safe Routes to School Plan Update	\$833	\$833	\$0	69.0	NA	\$161,854	\$0
Victorville	City of Victorville's Active Transportation Plan	\$375	\$350	\$25	57.0	NA	\$162,204	\$0
Victorville*	La Paz Dr./Senca Rd. Traffic Circle (QB) - <i>recommended by SCAG staff</i>	\$504	\$504	\$504	unk	NA	\$162,708	\$0
Adelanto*	Adelanto Circulation Plan/Mobility Element Update and General Plan Amendment	\$240	\$240	\$0	unk	NA	\$162,948	\$0
Total Non-Infrastructure		\$2,636	\$2,611	\$529				
Total ATP Requested (sans SCP)		\$184,522	\$162,204	\$22,318				

*Submitted through SCAG's Sustainable Communities Program (SCP)

Attachment: ATP Cycle 7 - All (Print SBCTA Awards page only) [Revision 1] (10753 : Active



City of Rialto California

November 21, 2024

To Whom It May Concern,

I am writing to formally accept the partial funding offered through the Active Transportation Program (ATP) Grant Cycle 7 for the City of Rialto's Safe Routes to School Project (SRTS). The project aims to develop SRTS infrastructure, significantly enhancing the walkability and bikeability of our city by improving the built environment around the schools identified in the project.

We appreciate the support from Southern California Association of Governments (SCAG) and understand the importance of creating sustainable and safe transportation alternatives. The awarded amount of \$3,934,000 will enable us to move forward with critical components of our project, particularly funding the design and construction costs without modifying the scope.

While we acknowledge that the funding is partial, we remain committed by appropriating additional funding sources to fulfill the comprehensive goals of our initiative.

To demonstrate our commitment, the City of Rialto has dedicated additional leveraging funds to fully fund the projected project cost of \$8,096,000. Below is a table indicating the source of funding and their respective amounts:

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year (25/26, 26/27, 27/28, or 28/29)	Total Non-ATP Funding	Non-Participating Funding	Prior ATP Funding	Leveraging Funding	Future Local Identified Funding	Funding Source
PA&ED	25	-	25/26	25			25		Measure I
PS&E	781	-	25/26	781			781		Measure I
R/W	85	-	26/27	85			85		Measure I
CON	7,205	3,934	27/28	3,271			3,271		1. Measure I 2. Gas Tax 3. SB1 Local Roads
CON NI/PLAN	-			-			-		
TOTAL	8,096	3,934	N/A	4,162	-	-	4,162	-	

Thank you once again for your support. We look forward to collaborating with you and reporting on our progress. If you have any further requirements or documentation needed to finalize this acceptance, please do not hesitate to reach out.

Sincerely,

Michael G. Milhiser
Interim City Manager
City of Rialto

Minute Action

AGENDA ITEM: 9

Date: December 11, 2024

Subject:

Update to San Bernardino Council of Governments Work Plan

Recommendation:

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

Approve the update to the SBCOG 5-Year Work Plan.

Background:

On November 6, 2024, the San Bernardino Council of Governments (SBCOG) Board of Directors (Board) approved the update to the 5 Year SBCOG Work Plan. The SBCOG Work Plan is the result of a long process of discussions with policy makers and administrators from the member agencies over the course of four months. Staff updated the Board Ad Hoc and the Board in September and October, respectively, on the project options to be considered for the Work Plan. Based on direction received by the Board, staff completed the final Work Plan document for approval at the November 6, 2024 meeting. However, two additional projects were accidentally added to the work plan matrix in the final document that were never considered by the Board. This item seeks to fix that mistake by deleting the last page of the document where the items were listed. The attached SBCOG 5 Year Work Plan is the updated document that has been corrected. The document is now accurate and reflects the direction received from the Board.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

The SBCOG 5 Year Work Plan was presented to the SBCOG Board of Directors (Board) for a first review on October 2, 2024, and to the City/County Managers Technical Advisory Committee on October 3, 2024. Final approval was made by the Board on November 6, 2024. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Steve Smith, Director of Planning & Regional Programs

Approved
General Policy Committee
Date: December 11, 2024

Witnessed By:

Entity: San Bernardino Council of Governments



December 11, 2024

San Bernardino Council of Governments 5-Year Work Plan

DUDEK



Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

01
02
03
04



Contents

- Introduction 2
- Countywide and Regional Programs 11
- Inland Empire Regional Programs 25
- SBCOG Work Plan Program Matrix..... 35

Figures

- Figure 1. County Regions 3
- Figure 2. Projected Population Growth 5
- Figure 3. County Age Trends and Projections..... 5
- Figure 4. Population by Race 6
- Figure 5. Persons Experiencing Homelessness Counts Since 2018 8
- Figure 6. Buyers Who Can Afford an Entry-Level Home..... 9

Tables

- Table 1. San Bernardino County 2023 and 2024 Homeless County Comparison 8
- Table 2. San Bernardino County Number of Firms and Employment, 2021 10

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

San Bernardino
Council of
Governments 5-Year
Work Plan

The San Bernardino Council of Governments (SBCOG), originally formed as the San Bernardino Associated Governments in 1973 and legally separated from the Transportation Authority in 2016, is a voluntary association guided by a joint powers agreement (JPA) and elected representatives from the 24 member cities and towns and five county supervisorial districts that serve San Bernardino County (County) residents.¹ SBCOG works with member jurisdictions and partners to address broad, long-term policy matters like greenhouse gas emissions, housing, promoting healthy communities, public safety, and more. In addition to its 25 member agencies (the 24 member cities and towns and the County of San Bernardino), SBCOG partners with many other Federal, State, and regional agencies and private entities in the course of our work, in order to best serve the interests of the County. SBCOG plays a vital role in supporting its member jurisdictions and enhancing the County's communities by providing a forum for local leaders and regional officials to form a comprehensive approach to community services and establish priorities that will benefit the region for generations to come.

The San Bernardino Council of Governments 5-Year Work Plan establishes projects and programs the COG and other responsible agencies will prioritize over the next 5 years. This document serves to provide a County profile including the varying geographic context of the subregions, a demographic and socioeconomic overview of the people and economy of the County, and other factors that provide a lens for the prioritization of the selected Work Plan projects and programs.

The overview of programs included in this document is organized by Countywide and Regional programs. This section includes the SBCOG Work Plan Programs and Priorities over the next 5 years, and an overview of programs related to the State's Regional Early Action Plan 2.0 (REAP 2.0) programs and other ongoing County programs. Additional cross-jurisdictional efforts, which involve coordination and shared funding with other council of governments, are described in the Inland Empire Regional Programs section. Each program under these sections includes a program summary, identified funding sources and amounts, and highlights key project deliverables, as applicable. Lastly, the attached program matrix provides a detailed description of all funding sources, amounts, and project phasing and implementation years for the selected work plan programs described in the Work Plan Programs and Priorities section.

¹ ArcGIS StoryMaps. "San Bernardino Council of Governments," February 7, 2024. <https://storymaps.arcgis.com/stories/6f45db75d0f54f609ef2c-00cc2bf87f9>.

County Profile

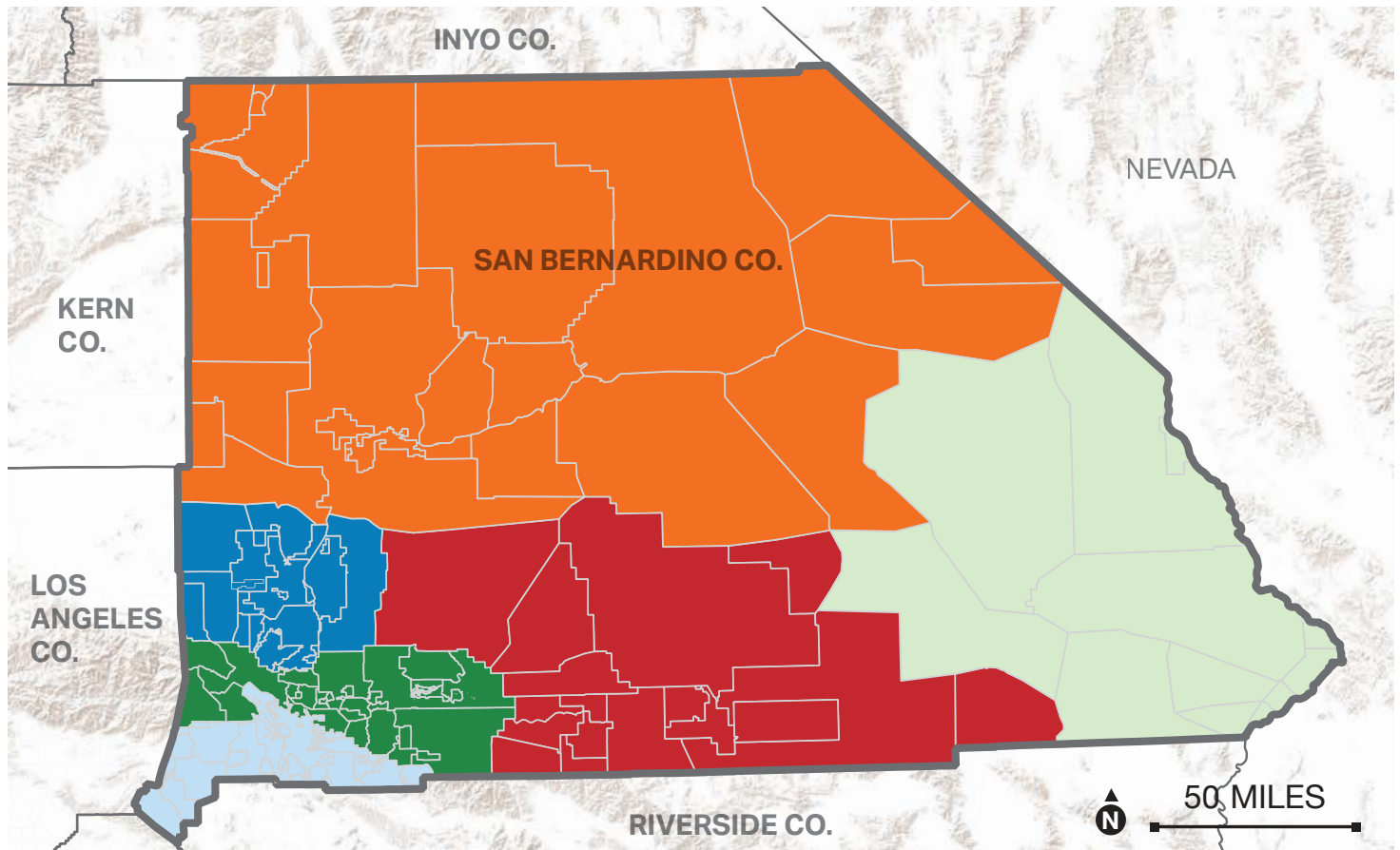
GEOGRAPHIC CONTEXT:

The San Bernardino County (County) is approximately 20,105 square miles, the largest county in the contiguous United States. There are 24 incorporated towns and cities and over 80 unincorporated communities. The County is commonly divided into six distinct subregions, the San Bernardino Valley, the Victor Valley, the Mountains, the North Desert, the Morongo Basin, and the Colorado River as shown in Figure 1. The Colorado River, Morongo Basin, Mountains, and North Desert Subregions are also commonly referred to as the Rural Mountain/Desert Subregions.

Figure 1. County Regions

Source. "Cities_and_Communities (FeatureServer)," March, 16, 2023. https://services.arcgis.com/aA3snZwJfFkVyDuP/arcgis/rest/services/Cities_and_Communities/FeatureServer.

- NORTH DESERT
- COLORADO RIVER
- MORONGO BASIN
- VICTOR VALLEY
- MOUNTAINS
- SAN BERNARDINO VALLEY



Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



San Bernardino Valley

The San Bernardino Valley Subregion, sometimes further divided into East and West Valley, is the most densely populated region. Cities include Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa. Unincorporated communities include Bloomington, Mentone, and Muscoy.



Victor Valley

Victor Valley is located in the western Mojave Desert, the Victor Valley Subregion in the high desert region of the San Bernardino County. It is bordered by the San Bernardino Mountains to the south and the San Gabriel Mountains to the southwest. Cities within the subregion include Adelanto, Apple Valley, Hesperia, and Victorville. There are many unincorporated communities within the subregion such as Helendale, Lucerne Valley, and Phelan.



Mountains

The Mountains Subregion is primarily composed of public lands owned and managed by Federal and State agencies. The City of Big Bear Lake is the only incorporated city within the subregion. However, there are multiple unincorporated communities such as Big Bear City, Crestline, Lake Arrowhead, Running Springs, and Wrightwood within the subregion.



North Desert

The North Desert Subregion is the largest subregion geographically, covering approximately 93% of the county, and includes parts of the Mojave Desert. The City of Barstow is the only incorporated city within the subregion. However, there are many unincorporated communities such as Baker, Lenwood, Newberry Springs, and Yermo within the subregion.



Morongo Basin

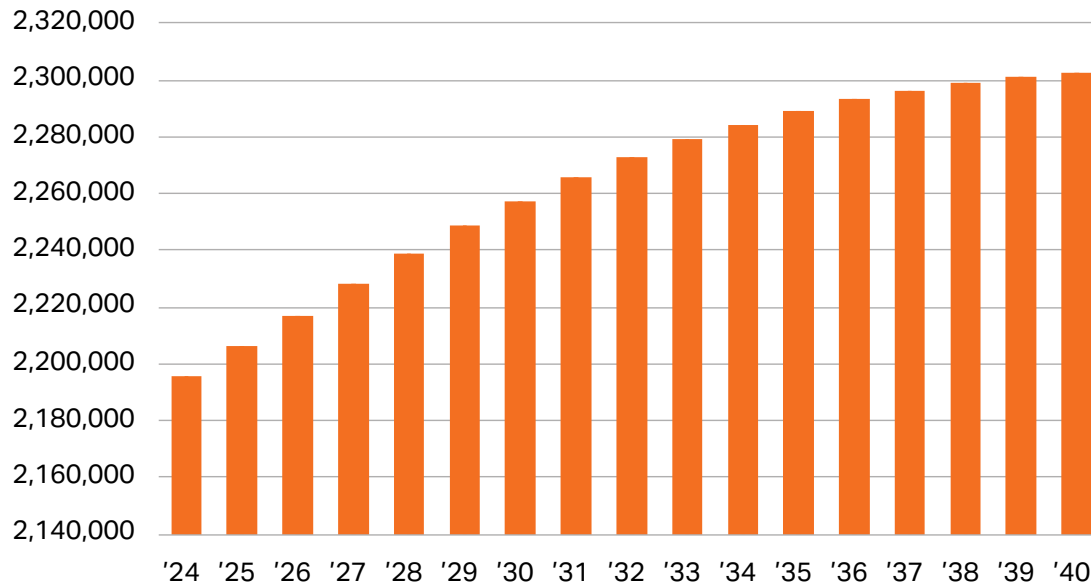
The Morongo Basin Subregion is located within the Mojave Desert and in the high desert region of the county. It is a desert landscape of hills and alluvial fans framed by mountain ranges. Cities within the subregion include Yucca Valley and Twentynine Palms. Joshua Tree is an unincorporated community within the subregion.



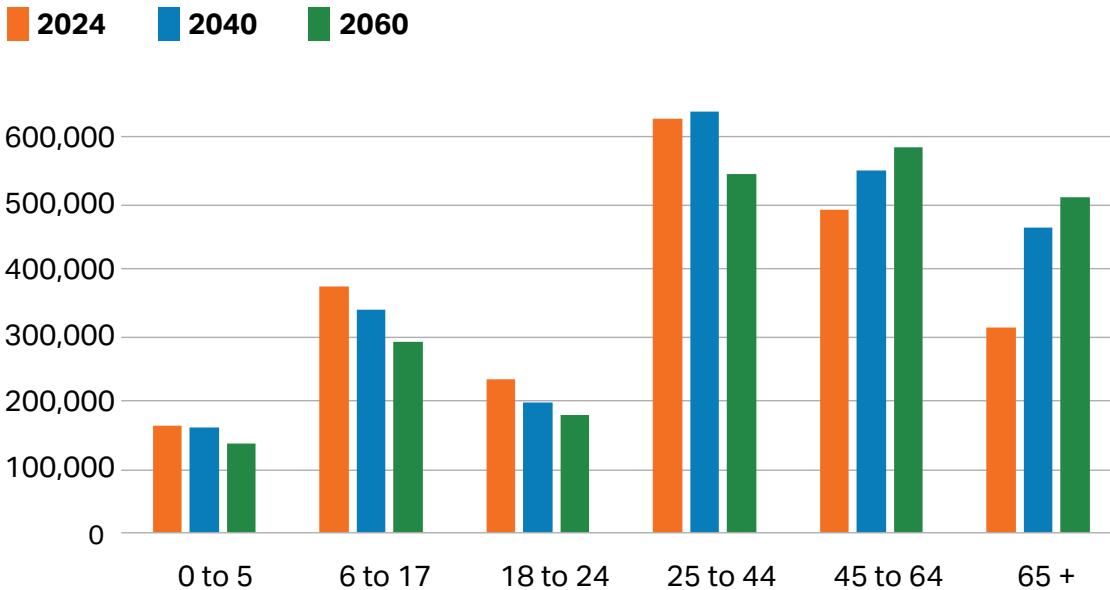
Colorado River

This subregion is framed by the Mojave Desert to the west and the Colorado River to the east. The City of Needles is the only incorporated city within the subregion and borders the State of Arizona.

SAN BERNARDINO COUNTY POPULATION



AGE TRENDS



PEOPLE

Population. The County is the fifth most populous county in the State of California with a total population of 2,195,732 in 2024 and a population density of 109 persons per square mile. Densities in the developed areas tend to be in the range of 3,000 to 4,000 persons per square mile. The County’s population forecast varies depending on the source. The State Department of Finance (DOF) forecast shows the County reaching a population of approximately 2.3 million by 2040, representing a 5% growth rate over the next 15 years as shown in Figure 2. The forecast from the Southern California Association of Governments (SCAG) projects a 2.43 million population by 2040 (10.5%) and 2.62 million by 2050 (19%).

Figure 2. Projected Population Growth

Source. CA DOF, P-2: County Population Projections, 2020-2060

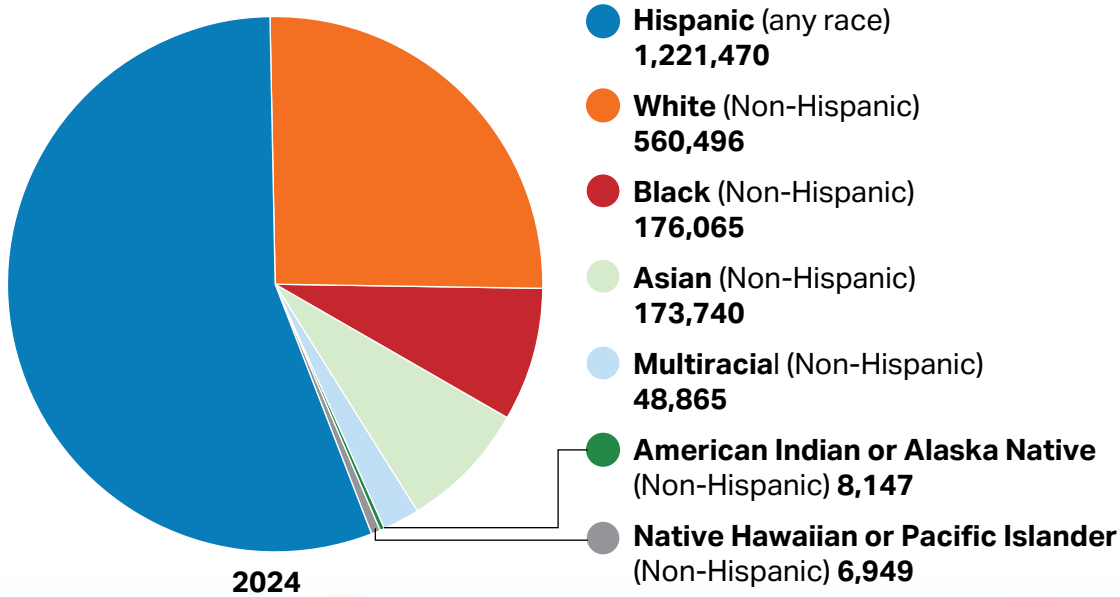
Age. In 2024, persons aged 25 to 44 make up 29% of the total population, according to the DOF forecast. In 2040, all age categories are projected to experience a decline except for age categories 45 to 64 and 65 and older, which are expected to continue to experience an increase in population size as shown by Figure 3. By 2060, it is projected that the 45 to 64 and 65 and older age categories will make up almost 50% of the County’s population.

Figure 3. County Age Trends and Projections

Source. CA DOF, P-2B: Population Projections by Individual Year of Age, 2020–2060

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

POPULATION BY RACE



Race. Hispanic persons make up the largest population in the County followed by White non-Hispanic persons as shown in Figure 4. Population projections for 2040 indicates a 5% growth across each race category indicating the racial make-up of the County is projected to remain the same.

Figure 4. Population by Race

Source. CA DOF, P-1D Total Hispanic and Non-Hispanic Race, 2024

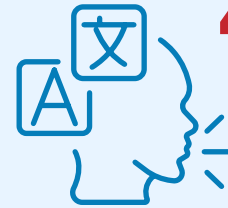


Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBcog Work Plan)

SOCIAL AND HOUSEHOLD CHARACTERISTICS AND CIVIC ENGAGEMENT



Total Households
674,191 ACS 1-year
estimates 2022.



45% of persons speak
a **language other than**
English at home ACS 1-year
estimates 2022.

22% of the population is
foreign born ACS 1-year
estimates, 2022 falls below the **California**
foreign born population, which is **27%**, but
higher than the national ratio, which is **13%**.



Average household
size **3.2** ACS 1-year estimates
2022, compared to **2.82** for the
State of California.



Households with Children
under 18: 34 % ACS 1-year
estimates 2022.

Voter turnout among
population **registered**
to vote is **1,138,702**.
(general election 2022).



The **median household income**
for **San Bernardino County** in
2023 is **\$85,069**, which falls
below the California median
household income of **\$95,521**.



Sources. Total Households, Languages Spoken at Home, Foreign Born Population, Average Household Size, Households with Children under 18: U.S. Census Bureau, ACS 2022, 1-Year Estimates, DP02 Selected Social Characteristics, <https://data.census.gov/table/ACSDP1Y2022.DP02>. Median Household Income: U.S. Census Bureau, ACS 2022, 1-Year Estimates, DP03, Selected Economic Characteristics, <https://data.census.gov/table/ACSDP1Y2023.DP03>. Voters: San Bernardino County Registrar of Voters. "Voter Turnout Statistics," 2022, <https://sbcountyelections.com/elections/votinghistory/>.

People Experiencing Homelessness. The number of persons experiencing homelessness has doubled in size since 2018, with 2,118 then, and 4,195 in 2024 as shown in Figure 5.

TOTAL NUMBER OF PERSONS COUNTED

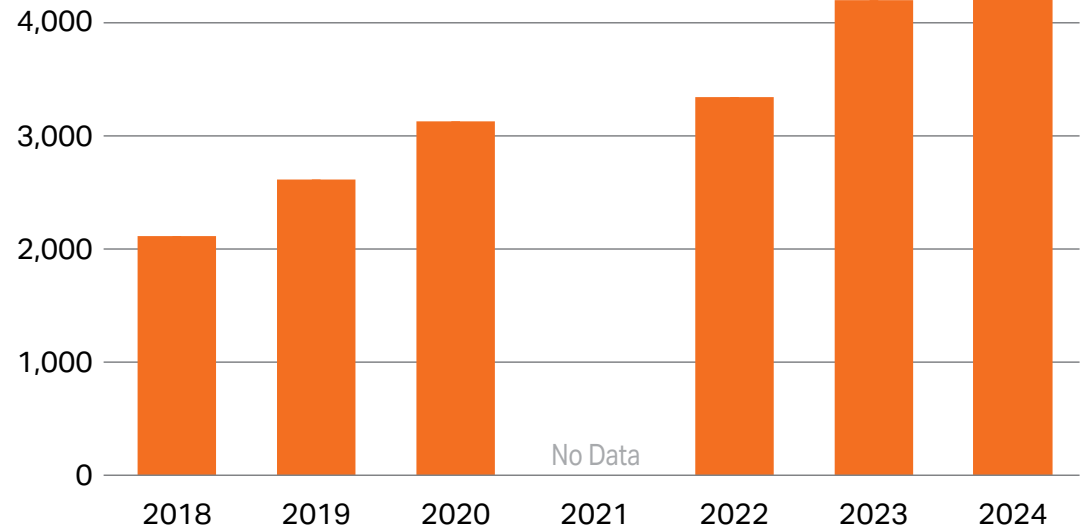


Figure 5. Persons Experiencing Homelessness Counts Since 2018

Note. The total count for 2021 is not included in the report.

Source. U.S Department of Housing and Urban Development. “2024 Continuum of Care Homeless Count and Survey Report,” 2024. <https://main.sbcounty.gov/wp-content/uploads/sites/80/2024/05/SBC-Point-in-Time-Count-Report-2024-Final.pdf>.

However, when comparing the total number of persons experiencing homeless in the year 2023 and 2024 in Table 1, there was only a 1% increase in total population, which is an increase of 60 persons from 2023.

Table 1. San Bernardino County 2023 and 2024 Homeless County Comparison

YEAR	SHELTERED	UNSHelterED	TOTAL
2023 Count	1,219	2,976	4,195
2024 Count	1,200	3,055	4,255
Difference	-19 (1.6%)	+79 (2.6%)	+60 (1.4%)

Source. U.S Department of Housing and Urban Development. “2024 Continuum of Care Homeless Count and Survey Report,” 2024. <https://main.sbcounty.gov/wp-content/uploads/sites/80/2024/05/SBC-Point-in-Time-Count-Report-2024-Final.pdf>.

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBcog Work Plan)

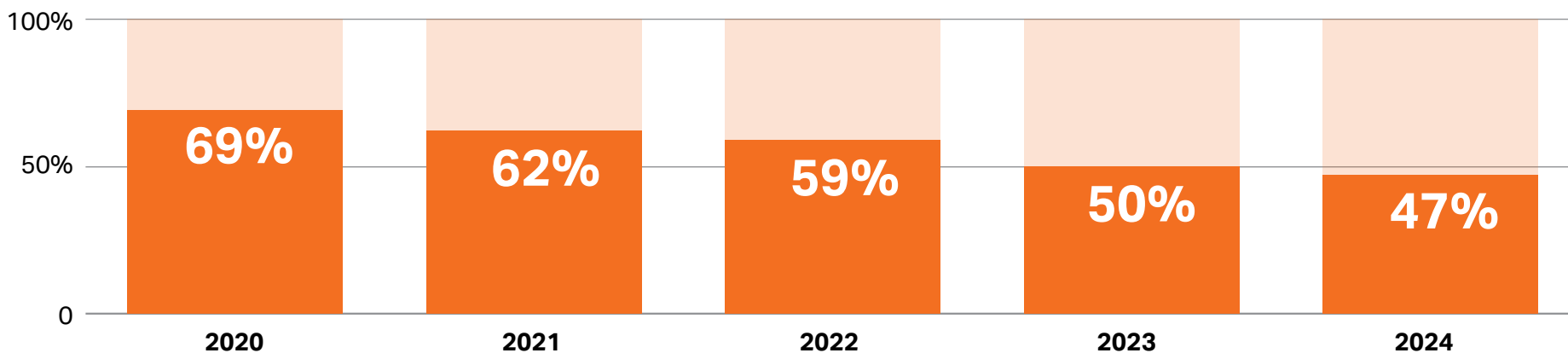
ECONOMY

Housing. The median single family existing home price has increased by 6.2% from July 2023 to July 2024 and has a current median sale price of \$515,000. The median sold price of existing condos and townhomes has increased by 4.7% over the last year and has a current median price of \$472,700. The percentage of buyers in the County who

can afford an entry-level home has decreased over the last 5 years and is currently at 47% as shown in Figure 6. According to the California Association of Realtors First-time Buyer Housing Affordability Index, the minimum income needed to qualify purchasing a home is \$89,100, which is greater than the median household income for the County.

Figure 6. Buyers Who Can Afford an Entry-Level Home

BUYERS WHO CAN AFFORD AN ENTRY-LEVEL HOME



Source. California Association of Realtors. “County Sales & Price Statistics,” August 1, 2024. https://carorg.sharepoint.com/:x/s/CAR-RE-PublicProducts/ET_2DKm5lmVEqXVoLM7RGP0BomBEy7JfeTkOpDgsbh5fLg?rttime=mdSYdj_u3Eg

Key Industries and Employment. There are approximately 1,086,962 persons 16 years and older who are in the labor force, including persons in the armed forces.² The County’s unemployment rate is approximately 6%, which is slightly higher than the State unemployment rate of 5%. Key industries include education services, health care and social assistance, transportation and warehousing, utilities, and retail trade industries, which account for 48% of the total employed population 16 years or older (excluding armed forces).

Key industries in San Bernardino County:

-  **Retail trade: 12%**
-  **Transportation and warehousing, and utilities: 13%**
-  **Educational services, and health care and social assistance: 23%**

² U.S. Census Bureau. American Community Survey, 2023, 1-Year Estimates, DP03, Selected Characteristics.



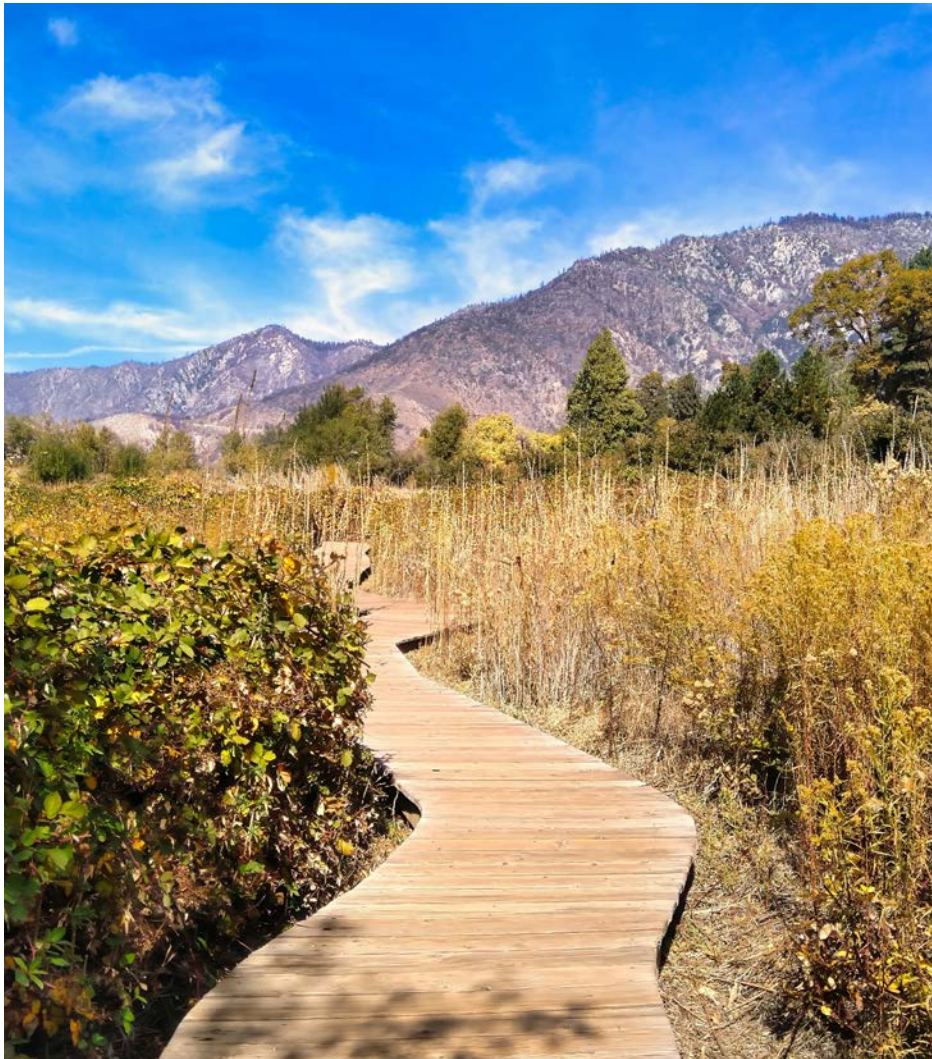
Business Sector. Enterprise businesses accounted for 67% of employed persons in the County in 2021. Table 2 below highlights enterprises by business size categorized by number of people employees. Businesses with less than 100 employees accounted for 22% of the employed population in 2021, indicating that small businesses play a vital role in employment trends in the County.

Table 2. San Bernardino County Number of Firms and Employment, 2021

ENTERPRISE SIZE	FIRMS		EMPLOYEES	
	Number of Firms	Percent of Total Firms	Number	Percent of Total Employees
<20 employees	28,189	85	110,241	17
20-99 employees	2,756	8	92,973	15
100-499 employees	868	3	70,346	11
500+ employees	1,543	5	359,801	57
Total	33,356	—	633,361	—

Source. US Census Bureau. "2021 SUSB Annual Data Tables by Establishment Industry." Census.gov, July 22, 2024. <https://www.census.gov/data/tables/2021/econ/susb/2021-susb-annual.html>.

The programs and projects below include a list of programs and projects enabled through San Bernardino Council of Governments (SBCOG). The list includes budgeting capacity, Regional Early Action Planning Grants of 2021 (REAP 2.0) projects, and other countywide sustainability and climate related projects. The programs will be funded by a variety of sources, such as member dues, Measure I, REAP 2.0 grants, the Carbon Reduction Program grants (CRP), Caltrans Sustainable Transportation Planning Grant Program, and the California Public Utilities Commission (CPUC).



Work Plan Programs and Priorities

The programs and project options selected were informed through comprehensive outreach including, initial discussions with the SBCOG Board Ad Hoc, targeted coordination and collaboration over five subregional meetings held with subsets of City and County Managers, and research on programs offered by sister agencies including the Western Riverside Council of Governments (WRCOG) and the San Gabriel Valley Council of Governments (SGVCOG). The subregional meetings were held in the West Valley, East Valley, Mountain, Victor Valley, and Desert Regions. Finally, the Work Plan is being reviewed and anticipated to be approved by the General Policy Committee and the Board of Directors. Funding for these plans and programs will be a mix of Member Agency Dues, Equity/Indirect Funds, Measure I where applicable, grant funds, and partner funds.



HOMELESSNESS STRATEGIC PLAN

Program Summary: This program is a regional strategy to plan for the population of persons experiencing homelessness within the County with prioritized programs and targeted strategies. San Bernardino Council of Governments (SBCOG) will lead a collaborative strategy for the region and coordinate with member jurisdictions. The plan will include an inventory of existing resources, law enforcement options, nonprofit organization (NGO) support, and create strategies to plan and prioritize shelter placement for individuals experiencing homelessness. Additionally, the program will identify and prioritize funding opportunities to support the identified strategies across region.

Deliverable: Establish a regional strategy with prioritized projects, inventory of existing resources, and strategy for countywide coordination.

Target Fiscal Year	2025/2026
Funding Source	Member Dues, Equity/Indirect
Funding Amount	\$750,000



STREET VENDOR TOOLKIT/STANDARDS AND COMPLIANCE/ENFORCEMENT STRATEGIES

Program Summary: Street vendor regulation varies from jurisdiction to jurisdiction in the County, which can be difficult for street vendors to navigate the complexity of the permitting process when operating in different jurisdictions. This program will analyze and create best practices on regulations and ordinances to create a menu of options for jurisdiction to implement to create consistency across the region and encourage street vendors to operate in compliance. Identify options for local agencies to utilize for the purposes of compliance and enforcement.

Deliverable: Toolkit and standards on street vendor regulation.

Target Fiscal Year	2026/2027
Funding Source	Member Dues
Funding Amount	\$250,000

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



SMALL BUSINESS VENDOR FAIRS

Program Summary: The program creates networking opportunities for small business owners countywide to connect with other vendors and consumers to enhance visibility and boost sales. It includes collaboration with member agencies and partners to host vendor and procurement fairs.

Deliverable: Establish vendor fairs throughout the county to highlight small businesses within the region.

Target Fiscal Year	2024/2025–2028/2029
Funding Source	Equity/Indirect
Funding Amount	\$290,000



SMALL BUSINESS HUB

Program Summary: This program will establish a hub or dashboard for public access to public procurements and a site that promotes local, small business service providers for the benefit of San Bernardino Council of Government’s (SBCOG’s) member jurisdictions.

Deliverable: Dashboard that promotes small business service providers.

Target Fiscal Year	2025/2026–2026/2027
Funding Source	Member Dues, Equity/Indirect
Funding Amount	\$550,000

Attachment: UPDATE SBCog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



REGIONAL SMALL BUSINESS CERTIFICATION

Program Summary: The program creates a regionally recognized small business certification that individual jurisdictions may opt into so as to support small businesses in applying and bidding for a government contract. Amongst the San Bernardino Council of Governments (SBCOG) members, many of the cities’ and towns’ bidding platforms are used with varying registration requirements, they do not have a main point of contact for procurement and purchasing, which is cumbersome for small businesses and may deter them from successfully contracting with the local governments.¹ This program allows participating businesses to capitalize on opportunities in government and private-sector procurement through a more equitable process.

Deliverable: Create a regional procurement program to streamline certification for small businesses and training for small businesses in contract administration.

Target Fiscal Year	2025/2026–2026/2027
Funding Source	Member Dues, Equity/Indirect
Funding Amount	\$315,000



FORUM

Program Summary: Discussion and information sharing meetings between cities, towns, and counties on various issues and challenges experienced within the county. Discussion topics will include Municipal Separate Storm Sewer System (MS4) Permits, Ambulance Contracts, Animal Shelters, and more.

Deliverable: Host discussion opportunities focused on a rotation of topics and challenges within the county.

Target Fiscal Year	2025/2026–2028/2029
Funding Source	Member Dues, Management/Support Cost (2910 and 7001)
Funding Amount	\$11,000

¹ Amplify Communities, “San Bernardino Region Public Procurement Memorandum,”2023.



SMART INTERSECTIONS AND CORRIDORS

Program Summary: Countywide Capital Improvement Projects for identified corridors under the Smart County Master Plan (SCMP). Implement Smart Corridor pilots to extend the principles of smart intersections along entire traffic corridors, modernize transportation at a large scale to facilitate smoother traffic flow, enhance safety, reduce travel times, and minimize environmental impact.

Deliverable: New smart intersections and corridors.

Target Fiscal Year	2024/2025–2028/2029
Funding Source	Measure I
Funding Amount	\$5,000,000



SPEAKER SERIES

Program Summary: The program creates an opportunity, quarterly or biannually, for discussion on various topics and networking opportunity for member jurisdictions.

Deliverable: Establish a panel of experts or series of speakers to create discussion opportunities and networking events.

Target Fiscal Year	2024/2025–2028/2029
Funding Source	Member Dues, Management/Support Cost (2910 and 7001)
Funding Amount	\$41,800

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



CAD-TO-CAD

Program Summary: This program, focused on connecting computer-aided dispatch (CAD) systems, would implement data sharing across boundaries to improve emergency services. To create a unified system and maximize public safety, this program would leverage the existing Inland Empire Public Safety Operations Platform (IE PSOP) and connect neighboring Emergency Communication Centers (ECC) and other cooperating agencies through a cloud-hosted communications system interface.

Deliverable: Cloud-hosted communications system interface known as CAD-to-CAD.

Target Fiscal Year	2027/2028
Funding Source	Member Dues, Management/Support Cost (2910 and 7001)
Funding Amount	\$357,500
Subregions and Participating Cities	CONFIRE Jurisdictions: Apple Valley, Big Bear, Chino, Chino Hills, Colton, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, Running Springs, San Bernardino County, San Manuel Band of Mission Indians, Victorville

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

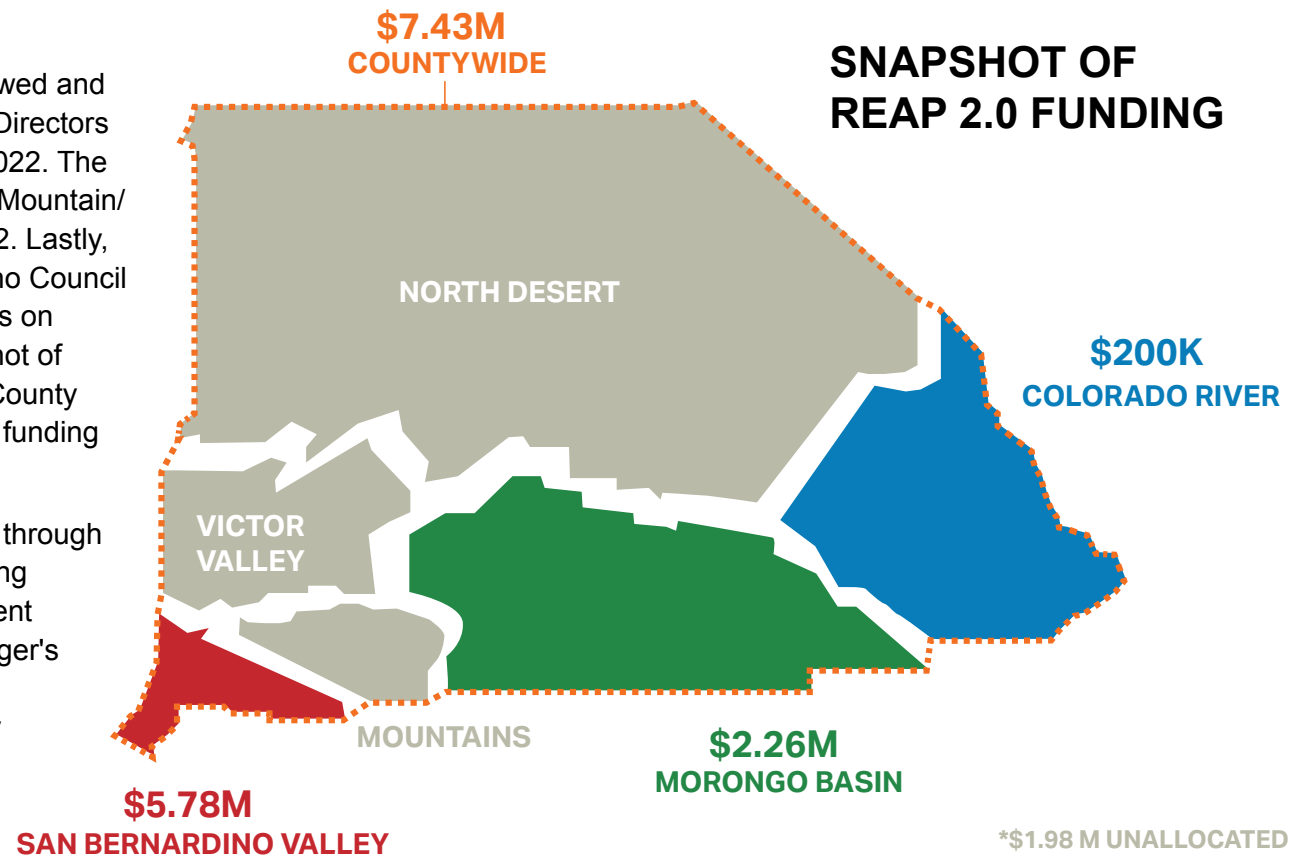
REAP 2.0 Programs

The Regional Early Action Planning Grants (REAP) 2.0 program was established as part of the 2021 California Comeback Plan under Assembly Bill 140 and builds on the success of the REAP 2019 program.² The REAP program focused on providing housing planning and process improvement services to cities and counties. Building on the success of the REAP 2019 program, REAP 2.0 seeks to accelerate infill housing development, reduce vehicle miles traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and implement adopted regional and local plans to achieve these goals.

The REAP 2.0 grant applications were reviewed and recommended for approval by the Board of Directors Metro Valley Study Session on August 11, 2022. The item was recommended for approval by the Mountain/Desert Policy Committee on August 12, 2022. Lastly, the item was approved by the San Bernardino Council of Governments (SBCOG) Board of Directors on September 7, 2022. As shown in the Snapshot of REAP 2.0 Funding graphic to the right, the County received over 17 million dollars in combined funding for Countywide and regional programs.

SBCOG coordinated with member agencies through the standing committee of jurisdiction planning directors called the Planning and Development Technical Forum (PDTF), City-County Manager's Technical Advisory Committee (CCMTAC), and through one-on-one meetings to identify and select REAP application projects. Additionally, SBCOG staff informed the selection of projects through collaboration

with member agencies to identify eligible sites for affordable housing in their jurisdiction, housing-related projects undergoing the process of entitlement, and technical assistance needs related to implementing projects and programs in their 6th cycle certified housing element that could be supported by REAP funds. The following section provides a summary of the selected projects that received funding from the REAP 2.0 program.



2 Southern California Association of Governments. "REAP 2.0 - Southern California Association of Governments," April 7, 2022. <https://scag.ca.gov/reap2021>.

VMT MITIGATION BANK – CTC PARTNERSHIP PROGRAM

Program Summary: To establish a regional San Bernardino County VMT Mitigation Bank (VMT Bank) using a mode-choice-based framework, with telework as an initial regional mitigation measure and incrementally adding transit and shared-ride measures. Initially, the VMT Bank will incentivize individuals to earn VMT reduction credits by reducing their commute travel with home-based work, or “telework.” The money exchanged for purchased credits could be applied to individual, local, regional, or State VMT reduction programs or projects, such as housing-specific projects included in a regional housing trust program. While telework would be the primary mode choice included in the bank initially, additional mode-choice programs, such as transit, vanpool/ carpool, and active transportation will be incrementally added in the course of this 2-year pilot project. The concept is one of incentivizing trip-reducing behavior, which will, in turn, build more demand for alternate mode investments. Once fully developed, the program will provide financial incentives to persons living in disadvantaged areas who are able to telework, ride transit, vanpool/carpool, or bike/ walk to work. Secondly, using proceeds from the VMT Bank, the San Bernardino County Housing Trust will be able to target funding to affordable housing and supportive infrastructure projects located in these disadvantaged communities. The VMT Bank may be the first in the State to be implemented. It is innovative and transformative in that it will incentivize “trip-makers” to make modal choices that personally reduce their VMT.

Deliverables:

1. **Develop Home-Based Work-Mode-choice-based framework/ VMT Bank Program:** Establish a framework, develop the VMT Mitigation Bank application, and market the program to enroll participants and attract developers.
2. **Develop Verification Oversight and Banking Capabilities:** Develop funding strategies for incentives, establish the VMT Bank, and set up third-party verifier to validate recorded VMT reductions.
3. **Sell Banked VMT Credits:** Sell developers VMT-mitigation credits, prices will be market-based with the minimum amount to be the VMT credit development costs (credits will not be funded by the REAP 2.0 CTC grant).

Target Fiscal Year	2024/2025–2025/2026
Funding Source	REAP 2.0 and CRP (Federal Carbon Reduction Program)
Funding Amount	\$3,045,000
Subregions and Participating Cities	Countywide

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MULTI-MODAL COMPLETE STREETS PROGRAM – (CTC) PARTNERSHIP PROGRAM

Program summary: Supports transformative planning activities connecting infill housing to daily services and increase travel options that support multimodal communities to shift travel modes.³ The projects will all demonstrate a nexus to accelerate infill development that facilitates housing supply, choice and affordability. Projects will reduce VMT and affirmatively further fair housing by fostering racially equitable and inclusive communities while retaining and increasing affordability and protecting existing residents from displacement.

Deliverable: Pre-construction activities for transportation improvements near affordable housing sites. Deliverables could include surveys, preliminary engineering design, background studies, environmental studies, pre-construction documents (PS&E package). Colton and Rialto have planning studies completed pertaining to active transportation.

Target Fiscal Year	2024/2025
Funding Source	REAP 2.0
Funding Amount	\$6,519,868
Subregions and Participating Cities	San Bernardino Valley: Cities of Colton, Fontana, Ontario, Rialto, and Upland Morongo Basin: City of Twentynine Palms

³ Southern California Association of Governments. “2023 County Transportation Commission Partnership Program, Program Guidelines,” 2023. https://scag.ca.gov/sites/main/files/file-attachments/ctc_call_for_projects_guidelines_04112023_final.pdf?1681314989.

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SUBREGIONAL PARTNERSHIP PROGRAM 2.0

Program Summary: The program focuses on implementing approved and compliant Housing Elements in order to invest in early actions that will accelerate infill development facilitating housing supply, choice, and affordability.⁴ The goal is to affirmatively further fair housing while reducing VMT across the region. The program will provide member jurisdictions with technical assistance and materials to adopt and implement. Additionally, webinars and technical training will be available to facilitate and accelerate affordable housing projects. Finally, the project assists with outreach and engagements to all community members, gathering information and feedback related to fair housing, and providing resources to empower residents and increase discourse around fair housing. Program funding is available to member jurisdictions interested in technical assistance.

Deliverable: Templates and Implementation Guides for best practices, AFFH engagement programs, technical assistance to jurisdictions and programs/actions implemented.

Target Fiscal Year	2024/2025
Funding Source	REAP 2.0
Funding Amount	\$2,367,317
Subregions and Participating Cities	Agencies interested in technical assistance include: San Bernardino Valley: cities of Chino Hills, Colton, Loma Linda, and Yucaipa Victor Vally: cities of Hesperia and Victorville Colorado River: City of Needles

4 Southern California Association of Governments. "Subregional Partnership Program 2.0 - Southern California Association of Governments," September 6, 2022. <https://scag.ca.gov/post/subregional-partnership-program-20>.



HOUSING INFILL ON PUBLIC AND PRIVATE LANDS (HIPP) PILOT PROGRAM

Program Summary: SBCOG will partner with member jurisdictions and the San Bernardino County Superintendent of Schools to develop a comprehensive inventory and analysis of all surplus properties within the County to identify suitable sites for housing development. The project will identify sites that could accommodate housing at a variety of affordability levels, with focus on workforce housing for educators. An implementation guide detailing best practices and implementable actions to provide member jurisdictions with direction on how to develop sites with residential uses will be created. Finally, the pilot project with the City of Needles will utilize the implementation guide to demonstrate the streamlined process of predevelopment activities related to publicly owned surplus land, environmental assessment, surveys, etc., for development of affordable housing.

Deliverable: Implementation Guide, inventory, development guide for jurisdictions, project documents for Needles, such as permits.

Target Fiscal Year	2024/2025
Funding Source	REAP 2.0
Funding Amount	\$720,000
Subregions and Participating Cities	Countywide Colorado River: City of Needles

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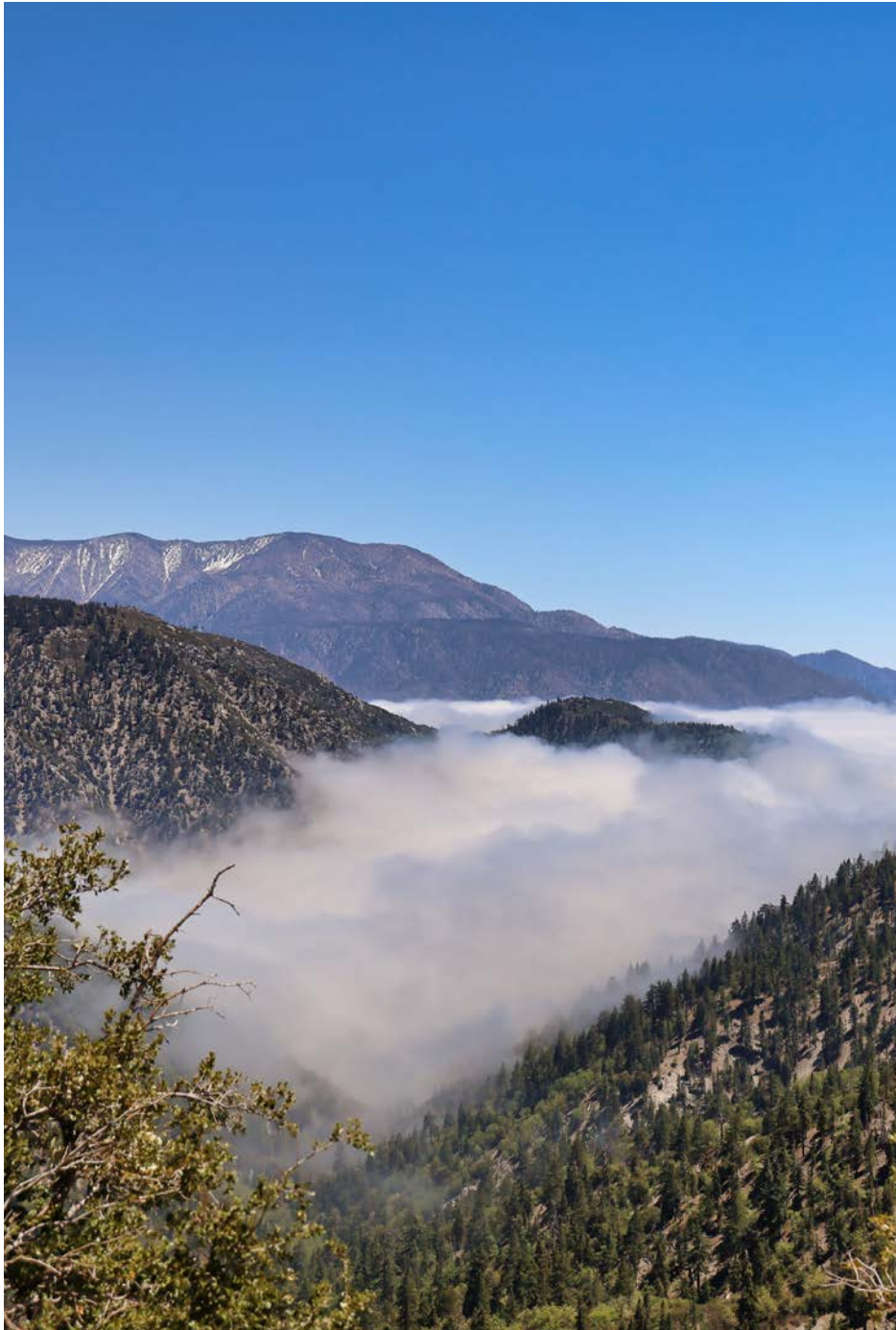
NOTICE OF FUNDING AVAILABILITY – FUNDING FOR LASTING AFFORDABILITY/PATH

Program Summary: The program will establish and administer the San Bernardino Regional Housing Trust (Housing Trust) and provide a mechanism to raise and leverage existing funds to support the creation of housing, with a focus on affordable housing.⁵ Additionally, two programs with the City of Ontario and the City of Twentynine Palms will demonstrate how a gap financing program will be used to provide funding needed to complete the affordable housing projects and accelerate infill development in order to increase the housing stock Countywide. For additional information on the Housing Trust see the Current and Ongoing Programs section.

Deliverable: Establishment of Housing Trust and accompanying documents, gap financing program for pilot projects.

Target Fiscal Year	2024/2025
Funding Source	REAP 2.0
Funding Amount	\$5,000,000
Subregions and Participating Cities	Countywide San Bernardino Valley: City of Ontario Morongo Basin: City of Twentynine Palms

5 San Bernardino Transportation Authority. “San Bernardino Regional Housing Trust - SBCTA.” SBCTA, June 27, 2023. <https://www.gosbcta.com/housing-trust/>.



Current and Ongoing Programs

This section includes a summary of programs SBCOG and its member jurisdictions have recently begun or are ongoing.

SMART COUNTY MASTER PLAN (SCMP)

Program Summary: SBCOG is leading a Smart County Master Plan (SCMP) that will provide a roadmap for improving the region’s communications and technology infrastructure to better serve the County’s growing technology needs.⁶ The SCMP will allow the County and its cities to be more competitive for the growing number of State and Federal grants available to local governments. Goals of the SCMP are to improve technology infrastructure, address growing technology needs, equitable resource distribution, share information/break down silos, and to serve the County and all jurisdictions. The SCMP is divided into two phases, the Early Action Plan and the Long-Range Smart County Master Plan. The Early Action Plan, which identifies tasks that the region can implement, has been completed. Early Action Plan projects include broadband, smart intersections, smart corridors, Advanced Traveler Information System (ATIS) and Emergency Management Services (EMS), CAD-to-CAD, and Zero Emission Vehicles (ZEV). The Early Action Plan identified next steps for implementation.

Deliverable: Master Plan to promote clean and sustainable transportation, enhance traffic flow and connectivity, improve quality of life through universal broadband access, and rewrite the narrative by promoting advancements and celebrating early wins to incentivize living and working in the County.

Target Fiscal Year	2024/2025
Funding Source	County of San Bernardino, SBCTA
Funding Amount	\$1,000,000

6 San Bernardino Transportation Authority. “SBCTA/SBCOG Team With County on Smart County Master Plan.” SBCTA, December 12, 2022. <https://www.gosbcta.com/sbcta-sbcog-team-with-county-on-smart-county-master-plan/>.

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Equity Framework

Program Summary: The Equity Framework kicked off in July 2024 and will build off of the work completed and guide the agency toward its equity goals when implementing projects, designing programs, and performing public outreach.⁷ As a part of the Equity Framework Scope, which derives from direction of the Equity Ad Hoc discussion and ultimately direction of the Board, SBCTA/SBCOG has a goal of strengthening relationships with Community Based Organizations and other local partners. Additionally, as the goals of funding agencies evolve to include questions on how applicants address inequities, it has become clear that SBCTA/SBCOG needs to define equity clearly and identify practices that support its definition.

Deliverable: Create a plan to compile studies to guide member agencies in advancing SBCOG equity goals and strengthen relationships with Community Based Organizations and other local partners to advance SBCOG equity goals.

Target Fiscal Year	2024/2025
Funding Source	Equity/Indirect
Funding Amount	\$199,934

San Bernardino Regional Housing Trust

Program Summary: The San Bernardino Regional Housing Trust (SBRHT) will be established by execution of the Joint Exercise of Powers Agreement (JPA) by and between participating jurisdictions. Through the established JPA, the SBRHT would be authorized to receive and pursue public and private financing and funds for the purpose of funding the planning, construction, and preservation of housing for extremely low-, very low-, low-, and moderate-income households, and attract significant funding and affordable housing development interest into the San Bernardino region. Through strong participatory governance, member jurisdictions will increase the region’s affordable housing supply, reduce household overcrowding, increase equitable access to community resources, and provide financial relief for vulnerable and cost-burdened households.

Deliverable: Establish a JPA for the San Bernardino Regional Housing Trust including to develop a framework and methodology for member dues, distribution of funds, administration and funding priorities of the trust.

Target Fiscal Year	2024/2025
Funding Source	REAP 2.0
Funding Amount	\$1,500,000

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7 San Bernardino Transportation Authority. “SBCTA/SBCOG Team With County on Smart County Master Plan.” SBCTA, December 12, 2022. <https://www.gosbcta.com/sbcta-sbcog-team-with-county-on-smart-county-master-plan/>.

The programs and projects included in this section highlight ongoing and upcoming cross-jurisdiction projects in the region, which involve multiple council of governments agencies, specifically within the Inland Empire region.

Climate Pollution Reduction Grant Program

Climate Pollution Reduction Grant (CPRG) SCAQMD

Program Summary: SBCOG led development of a Priority Climate Plan for the bi-county Riverside/San Bernardino MSA (Metropolitan Statistical Area), funded by the Environmental Protection Agency. A bi-county grant application was submitted for implementation of multiple climate measures but was not awarded CPRG funding. However, SBCOG/SBCTA are part of a collaboration with the South Coast Air Quality Management District (SCAQMD) that was awarded the largest CPRG grant in the United States focused on cleaning up the goods movement system across Southern California. SBCOG will collaborate on identifying those investments over approximately a 5-year period.

Deliverable: A study identifying investments to reduce air pollution in the goods movement system within the San Bernardino County.

Target Fiscal Year	2024/2025–2029/2030
Funding Source	US EPA CPRG
Funding Amount	A share of SCAQMD’s \$500,000,000 CPRG award

Caltrans Sustainable Transportation Planning Grant – Climate Adaptation Programs

Emergency Evacuation Network Resilience (EENR) Study

Program Summary: SBCOG and WRCOG have partnered to conduct an Emergency Evacuation Network Resilience (EENR) Study. The study will conduct a local-level evacuation compliance assessment (Senate Bill 99) and a high-level evacuation route capacity, safety, and viability analysis (Assembly Bill 747) for up to 40 member agencies within SBCOG and WRCOG’s jurisdiction. This Study builds upon the completed Resilient Inland Empire (Resilient IE) Study to provide planning resources for extreme weather events through evacuation planning, identifying communities with inadequate access to transportation options, and planning for increased transportation options in evacuation corridors.

Deliverable: The EENR Study will help individual agencies to identify areas where transportation networks need redundancy improvements to boost resilience and recommend specific infrastructure to help areas adapt to extreme weather events.

Target Fiscal Year	2024/2025
Funding Source	Caltrans Climate Adaptation Planning Grant Program
Funding Amount	\$1,500,000

Attachment: UPDATE SBCog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

Inland Regional Energy Network

Energy Efficiency Programs

The Inland Regional Energy Network (I-REN) Program is an initiative to help San Bernardino and Riverside County jurisdictions access project development and funding resources for energy efficiency projects.

On January 9, 2019, SBCOG’s Board of Directors authorized staff to pursue the development of a Regional Energy Network (REN) in coordination with the Coachella Valley Association of Governments (CVAG) and the Western Riverside Council of Governments (WRCOG). In October 2021, the California Public Utilities Commission (CPUC) issued a proposed decision to approve the I-REN Business Plan. The decision provided \$65 million combined over 5 years for funding of programs for jurisdictions within both the San Bernardino County and the Riverside County. I-REN initiatives are guided by the I-REN Executive Committee, consisting of a board of elected officials from San Bernardino and Riverside Counties.

PUBLIC SECTOR PROGRAMS

The Public Sector Program offers no-cost energy efficiency support and technical assistance to all public agencies served by Southern California Edison or Southern California Gas Company including cities, school districts, water districts, special districts, and tribes.

Target Fiscal Year	2022–2027
Funding Source	California Public Utilities Commission (CPUC)
Funding Amount for Both Counties	\$29,600,000

Building Upgrade Concierge (Technical Assistance and Strategic Energy Planning)

Program Summary: The Building Upgrade Concierge (BUC) software is part of the technical assistance provided to member jurisdictions, designed to be a one-stop-shop to access information on energy efficiency, building codes and standards, available rebates and grants, financing opportunities, access to energy consumption of publicly owned facilities, and various types of reporting.

BUC has three components that work together to support member agencies.

- 1. Analytics** – This includes the dashboard, benchmarking, and energy analysis tools. The dashboard provides at-a-glance energy savings information, while the benchmarking and energy analysis tools allow a deeper understanding of energy usage.
- 2. Modeling** – These tools allow agencies to estimate the energy savings potential of various projects, along with any associated incentives that may be available through I-REN.
- 3. Measurement & Verification** – This tool allows agencies and I-REN personnel to track the performance of installed projects and calculate the incentives that have been achieved.

The Public Sector Program focuses on helping public agencies save energy and money with the following support:

- **Energy Usage Review** – Review utility data and share insights on energy savings potential, including an energy benchmarking tool created exclusively for I-REN agencies called the Building Upgrade Concierge (BUC)
- **Energy Resilience Roadmap** – Help develop a plan to make lasting energy impacts, big and small
- **Energy Audits** – Identify actionable energy improvement projects for public facilities
- **Funding and Financing Support** – Help secure incentives and financing for projects

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

- **Project Completion** – Help take plans off the shelf and into reality with project coordination support
- **Celebrate Success** – Spread the word about agency leadership and achievements through case studies, check presentations, and other community outreach

Deliverable: Dashboard providing information on energy efficiency, building codes and standards, available rebates and grants, financing opportunities, access to energy consumption of publicly owned facilities, and various types of reporting.

▲ PROGRAM IN ACTION

Member agencies who are actively receiving Public Sector Program support include:

- | | | | |
|------------------------|--------------------------|-----------------------------|--------------------------|
| 1. City of Adelanto | 5. City of Fontana | 9. City of Rancho Cucamonga | 13. City of Yucaipa |
| 2. City of Barstow | 6. City of Grand Terrace | 10. City of Redlands | 14. Town of Apple Valley |
| 3. City of Chino Hills | 7. City of Highland | 11. City of San Bernardino | |
| 4. City of Colton | 8. City of Ontario | 12. City of Victorville | |

Member agencies who have conducted a minimum of one energy audit include:

- | | | |
|-------------------------|-----------------------------|---------------------------|
| 1. Town of Apple Valley | 4. City of Grand Terrace | 7. City of Redlands |
| 2. City of Barstow | 5. City of Highland | 8. City of San Bernardino |
| 3. City of Fontana | 6. City of Rancho Cucamonga | 9. City of Victorville |

Energy Efficiency Community Block Grant (EECBG) (Technical Assistance and Strategic Energy Planning)

Program Summary: The Department of Energy (DOE) deployed \$550M of Energy Efficiency Community Block Grant (EECBG) funds in January 2023 designed to help states, local governments, and Tribes reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. Several eligible uses for these grant funds included, but are not limited to, energy efficiency retrofits and renewable energy technologies related to government buildings, traffic signals, and street lighting. The I-REN Public Sector team provided ongoing technical assistance to I-REN member agencies for the EECBG funding. The types of EECBG projects supported have included battery systems, streetlights, building retrofits, solar charging stations, HVAC and lighting controls, electric vehicle (EV) charging stations, and solar light poles.

I-REN support to SBCOG member agencies included:

- Facilitating the application processes
- Providing sample applications
- Technical assistance and guidance
- Hosting information sessions
- Coordination with the Department of Energy (DOE) and the California Energy Commission (CEC)
- Navigating funding options
- Enhancing community energy strategies

Deliverable: Retrofit and renewable energy technologies related to government buildings, traffic signals, and street lighting.

PROGRAM IN ACTION

The following SBCOG member agencies have received I-REN EECBG technical support, along with their total formula allocation funding and proposed projects:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. City of Adelanto: \$76,240 – Solar Light Poles Project 2. City of Chino Hills: \$131,750 – Battery System, City Yard 3. City of Fontana: \$230,640 – Solar Charging Station and Facility Retrofit 4. City of Redlands: \$133,300 – Joslyn Senior Center | <ol style="list-style-type: none"> 5. City of San Bernardino: \$249,590 – Streetlights 6. City of Victorville: \$173,590 – Novar System and Retrofits 7. City of Yucaipa: \$113,510 – Charging Stations |
|---|---|

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

Cash for Kilowatts

Program Summary: The I-REN Cash for Kilowatts Program provides incentives and financing for savings based on energy reduction achieved with a special focus on Heating, Ventilation, Air Conditioning (HVAC) improvements to community-serving buildings. The money saved on the monthly electric bill will help pay for facility upgrades. There are \$10.75 million dollars in incentives available.

Deliverable:

Incentives and financing for savings from HVAC upgrades for community-serving buildings.

PROGRAM IN ACTION

The following SBCOG member agencies have conducted an I-REN Energy Audit at an eligible public facility and their respective eligible incentives:

CITY/TOWN	NUMBER OF INCENTIVES/FINANCING	PUBLIC FACILITY AND FUNDING AMOUNT
City of Barstow	2	City Hall \$28,752 Dana Park \$3,242
City of San Bernardino	1	Feldheim Library \$188,015
City of Victorville	2	Center of Arts \$9,554.98 City Hall \$737,371
Town of Apple Valley	3	Corporate Yard \$19,571 Development Services \$48,558 Conference Center, Police Department \$36,272

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WORKFORCE EDUCATION AND TRAINING PROGRAMS

The Workforce Education and Training (WE&T) Program is primarily focused on providing resources to support the development of green workforce pathways, by building partnerships within the community to help advance and promote energy jobs for a trained workforce in both Riverside and San Bernardino counties. I-REN is uniquely positioned to effectively support these initiatives through the direct connections to local governments and interested parties that I-REN, and its Council of Government member agencies, have with the communities within Riverside and San Bernardino Counties. The intent of this Sector is not to duplicate initiatives already under delivery by Investor-Owned Utilities (IOUs) or various workforce organizations, but to supplement and tailor programs to fill gaps, with a focus on enhancing energy and energy efficiency knowledge and understanding.

During the development of other WE&T Sector program initiatives (energy certification, and workforce training programs), staff continue to meet and develop relationships with various educational institutions, workforce organizations, and community-based organizations specialized in supporting job pathways in energy fields. Staff have met with approximately 30 local organizations to date.

WE&T Workforce Development

Program Summary: Connect with local companies to develop appropriate job pathways, develop energy efficiency training for job pathways, foster connections between industry and workforce development organizations. Help job seekers find employment in energy efficiency and advanced energy. Collaborate with employers to provide continuing education for professional development and employee retention.

Staff is in the process of identifying services that can assist staff and the I-REN Executive Committee to determine the workforce gaps within both Riverside and San Bernardino Counties to help guide the implementation and deployment of existing WE&T resources as well as support and identify the best use of the remaining unallocated WE&T budget.

Target Fiscal Year	2022–2027
Funding Source	California Public Utilities Commission (CPUC)
Funding Amount for Both Counties	\$15,100,000

Deliverable: Connect job seekers to companies, develop job pathways, and provide continuing education.



WE&T Training and Education

Program Summary: Establish local partnerships to enable job seekers have easy access to training and education. The program will assess the training resources currently available and support providers to “train the trainer” on energy efficiency topics and trends.

The WE&T program aims to deploy up to 27 I-REN Energy Fellows per

year to offer energy efficiency support services at no cost to member agencies. Total estimated value per fellow at \$33,000.

Deliverable:

Establish a fellowship program for continuing education.

PROGRAM IN ACTION

The following SBCOG member agencies have hosted an I-REN Energy Fellow for the 2023–2024 service year:

- | | |
|--------------------------|-----------------------------|
| 1. City of Chino Hills | 4. City of Rancho Cucamonga |
| 2. City of Grand Terrace | 5. City of San Bernardino |
| 3. City of Ontario | |

The following SBCOG member agencies will host an I-REN Energy Fellow for the 2024–2025 service year:

- | | |
|------------------------|-----------------------------|
| 1. City of Chino Hills | 3. City of Rancho Cucamonga |
| 2. City of Ontario | 4. Town of Apple Valley |

Attachment: UPDATE SBCog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



CODE AND STANDARDS PROGRAMS

The Code and Standards (C&S) programs seek to empower local building department staff and building professionals to be energy-efficiency leaders in the community. The program will support the local jurisdictions’ building departments through identifying potential issues, providing guidance to permit applicants, and streamlining the permitting process. The program will engage and support local builders and the building industry to comply with energy codes through education. Lastly, the program will provide regional tools, training, and resources to promote energy codes by serving as a bridge between the Statewide Codes Team and the local industry.

Target Fiscal Year	2022–2027
Funding Source	California Public Utilities Commission (CPUC)
Funding Amount for Both Counties	\$9,390,000

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

C&S Training and Education Program

Program Summary: I-REN C&S Training and Education Program establishes and implements training and education for building department staff and the building industry to support, understand, and effectively implement energy efficiency codes and standards (C&S), including where gaps exist in the Statewide Investor-Owned Utility (IOU) Compliance Improvement program and enforcement activities. The Program also includes outreach to engage, educate, and involve regional construction firms, architects, industry experts, and building departments, as well as support compliance and enforcement within regional energy efficiency programs and customers.

The C&S Training and Education Program provides accessible information on existing requirements, as well as continuing education on the latest changes and trends in energy codes and standards through the form of monthly no-cost virtual training. Training participants are eligible to receive free continuing education units (CEU) training certificates from the International Code Council (ICC) valued at an approximate cost per registrant between \$40 and \$50.

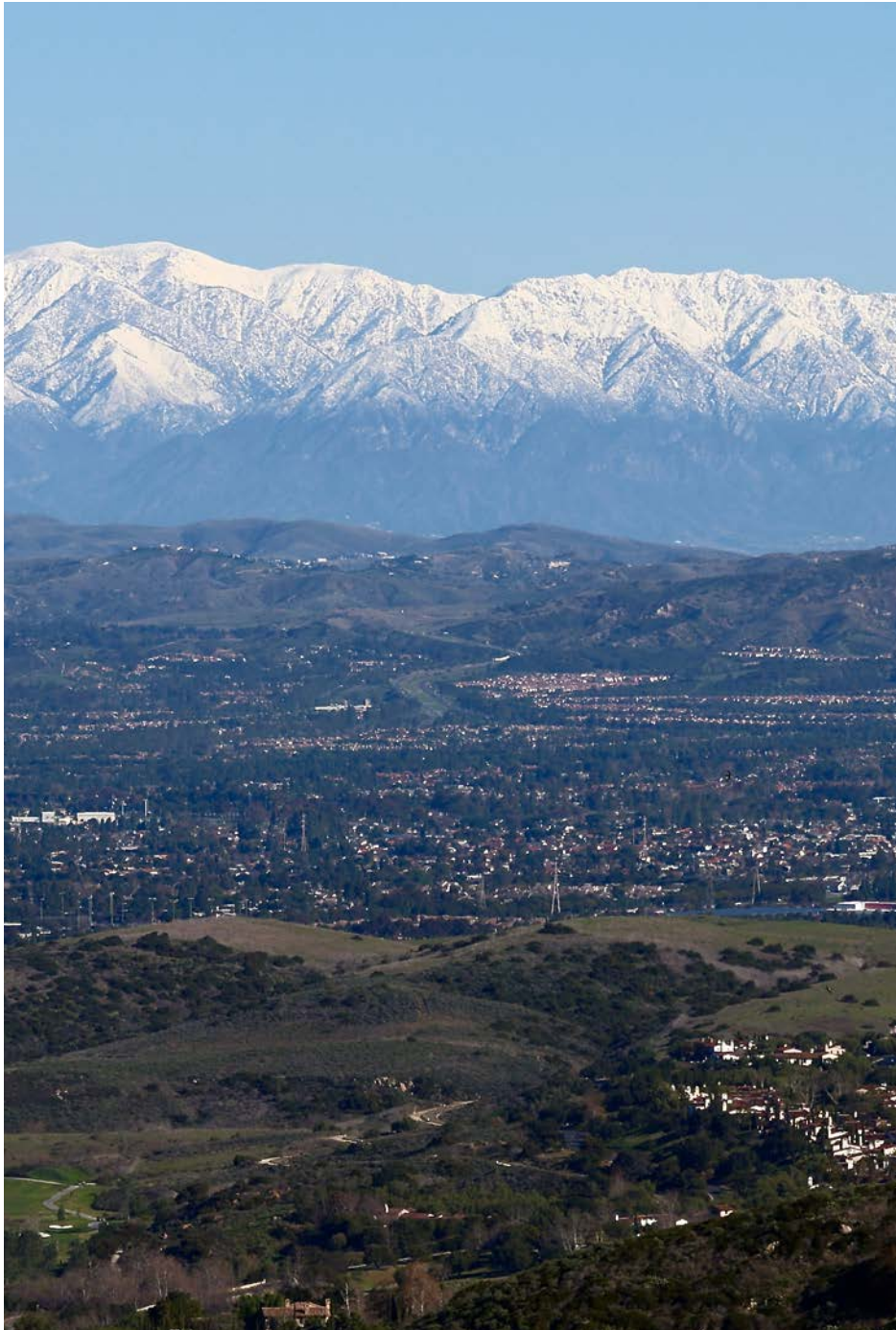
Deliverable: Provide training for the building department staff and other professionals on energy efficiency codes and standards.

PROGRAM IN ACTION

The following member agencies have participated in an I-REN C&S training:

- | | | | |
|--------------------------|-----------------------|------------------------------|------------------------------|
| 1. City of Adelanto | 6. City of Hesperia | 11. City of Ontario | 16. City of Twentynine Palms |
| 2. City of Chino Hills | 7. City of Highland | 12. City of Rancho Cucamonga | 17. City of Yucaipa |
| 3. City of Colton | 8. City of Loma Linda | 13. City of Redlands | 18. Town of Apple Valley |
| 4. City of Fontana | 9. City of Montclair | 14. City of Rialto | 19. Town of Yucca Valley |
| 5. City of Grand Terrace | 10. City of Needles | 15. City of San Bernardino | 20. County of San Bernardino |

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



C&S Technical Support Program

Program Summary: I-REN C&S Technical Support Program develops technical assistance tools and resources to assist building departments and the building industry with understanding, evaluating, and permitting the energy codes to support improved enforcement and compliance. I-REN develops regionally appropriate model ordinances, and vets and refines them with participating local governments, provides ongoing technical assistance for adoption and implementation, and delivers model ordinance updates to reflect the triennial code cycle. I-REN developed the “Ask an Energy Code Question” that enables a “Code Mentor” to provide quick, tailored support to aid building professionals in navigating the Energy Code. Members of the public can submit an inquiry via the iren.gov website and a “Code Mentor” will respond within 48 hours.

Deliverable:
Provide technical support for building professionals in evaluating and permitting energy codes to improve enforcement and compliance.

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

The attached document provides details for the funding, implementation, and phasing of the SBCOG programs provided in the Work Plan Programs and Priorities section.

PROGRAMMING FUNDING FY25 THRU FY29						
	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Total SBCOG Revenues	\$1,091,000.00	\$1,716,365.00	\$1,663,374.46	\$1,592,573.89	\$1,608,306.80	
Total SBCOG Staff and Budget Expenditures	\$991,000.00	\$1,005,865.00	\$1,020,952.98	\$1,036,267.27	\$1,051,811.28	
Total Available for Vendor Projects	\$100,000.00	\$710,500.00	\$642,421.48	\$556,306.62	\$556,495.52	
TOTAL PROGRAMING COST	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
COG Member Dues (remaining fees available)	\$55,000	\$710,450	\$635,450	\$555,950	\$535,450	\$2,492,300
Equity/Indirect Fund	\$50,000	\$502,500	\$247,500	\$60,000	\$60,000	\$920,000
Grant/Partner	\$-	\$-	\$-	\$-	\$-	\$-
Measure I	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Subscription	\$-	\$-	\$-	\$-	\$-	\$-
Management/Support Cost (2910 & 7001)	\$1,000	\$15,950	\$35,950	\$33,450	\$950	\$87,300
Total	\$1,106,000	\$2,228,900	\$1,918,900	\$1,649,400	\$1,596,400	\$8,499,600

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

1	HOMELESSNESS STRATEGIC PLAN	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)		\$240,000	\$230,000			\$470,000
	Equity/Indirect Fund		\$242,500	\$37,500			\$280,000
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)				\$-	\$-	\$-
	Total	\$-	\$482,500	\$267,500	\$-	\$-	\$750,000

2	STREET VENDOR TOOLKIT	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)		\$250,000				\$250,000
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$-			\$-	\$-	\$-
	Total	\$-	\$250,000	\$-	\$-	\$-	\$250,000

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

3	SMALL BUSINESS HUB	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)		\$150,000	\$200,000			\$350,000
	Equity/Indirect Fund			\$150,000			\$150,000
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$-	\$15,000	\$35,000	\$-	\$-	\$50,000
	Total	\$-	\$165,000	\$385,000	\$-	\$-	\$550,000

4	REGIONAL SMALL BUSINESS CERTIFICATION	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)			\$115,000			\$115,000
	Equity/Indirect Fund		\$200,000				\$200,000
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$-			\$-	\$-	\$-
	Total	\$-	\$200,000	\$115,000	\$-	\$-	\$315,000

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

5	SMALL BUSINESS VENDOR FAIRS	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)						\$-
	Equity/Indirect Fund	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$290,000
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)						\$-
	Total	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$290,000

*FY24/25 already included in fiscal year budget, sub task 0223

6	SPEAKER SERIES	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)	\$10,000	\$7,000	\$7,000	\$7,000	\$7,000	\$38,000
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$1,000	\$700	\$700	\$700	\$700	\$3,800
	Total	\$11,000	\$7,700	\$7,700	\$7,700	\$7,700	\$41,800

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

7	FORUM	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)		\$2,500	\$2,500	\$2,500	\$2,500	
	Equity/Indirect Fund						
	Grant/Partner						
	Measure I						
	Subscription						
	Management/Support Cost (2910 & 7001)	\$-	\$250	\$250	\$250	\$250	
	Total	\$-	\$2,750	\$2,750	\$2,750	\$2,750	\$-

8	SMART INTERSECTIONS/ CORRIDORS	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)						\$-
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
	Subscription						\$-
	Management/Support Cost (2910 & 7001)						\$-
	Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000

*alredy budgeted this fiscal year

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)

9	CAD TO CAD	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)				\$325,000		\$325,000
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$-	\$-	\$-	\$32,500	\$-	\$32,500
	Total	\$-	\$-	\$-	\$357,500	\$-	\$357,500

10	TELLING OUR STORIES	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)				\$130,000	\$445,000	\$575,000
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Management/Support Cost (2910 & 7001)	\$-	\$-	\$-	\$13,000	\$35,000	\$48,000
	Total	\$-	\$-	\$-	\$143,000	\$480,000	\$623,000

11	OUTREACH/ADVOCACY	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
	COG Member Dues (remaining fees available)	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000
	Equity/Indirect Fund						\$-
	Grant/Partner						\$-
	Measure I						\$-
	Subscription						\$-
	Total	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000

Attachment: UPDATE SBcog 5-Year Work Plan December GPC (11120 : Update to SBCOG Work Plan)



1170 W. Third Street
2nd Floor, San Bernardino, CA 92410

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T: (909) 884-8276

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Minute Action

AGENDA ITEM: 10

Date: *December 11, 2024*

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) 2024/2025 through FY 2028/2029.

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 Policy Nos. 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.

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 per Policy No. 40012, 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 is not submitted in accordance with the Strategic Plan policies, it could result in an audit finding or

Entity: San Bernardino County Transportation Authority

General Policy Committee Agenda Item

December 11, 2024

Page 2

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 jurisdictions' 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 2024/2025 through 2028/2029. 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 CIPs for FY 2024/2025 through 2028/2029, has been posted on the SBCTA website.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

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 11, 2024

Witnessed By:

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:

Chino Hills

Resolution Number:	2024R-
Resolution Approval Date:	8/13/2024
Contact Person/Title:	Carl Hassel
Phone:	909-364-2817
Email:	chassel@chinohills.org

6/30/24 Carryover Balance **\$2,420,237.00**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$2,013,011	\$2,057,928	\$2,116,398	\$2,174,011	\$2,248,322	\$10,609,669
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Traffic Signal Modification at Boys Republic Dr & City Hall Parking Lot (ST22013) - Boys Republic Drive & City Hall Parking Lot - traffic signal modification	No		0.0%	0.0%	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Montecito Drive Transit Access Improvements (ST23002) - Montecito Dr. from Lugo Ave. to Los Serranos Blvd - roadway and sidewalk construction	No		0.0%	0.0%	\$416,398	\$73,306	\$0	\$0	\$0	\$0	\$73,306
Sierra Vista Dr (West) & Del Norte Ave (North) Improvements (ST23004) - 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 - roadway and sidewalk construction	No		0.0%	0.0%	\$863,000	\$261,931	\$0	\$0	\$0	\$0	\$261,931
FY 2022-23 Striping Program (ST23006) - citywide - striping			0.0%	0.0%	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$10,000
FY 2023/24 Sidewalk Replacement Program (ST24005) - citywide - sidewalk replacement			0.0%	0.0%	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FY 2023-24 Street Improvements Program (ST24007) - residential streets in the Whirlaway Lane/Terrance Dr. Area, Torrey Pines Dr. Area, and Picasso Dr. Area - overlay and slurry seal			0.0%	0.0%	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000
FY 2023/24 Traffic Signal LED Replacement Program (ST24008) - citywide - traffic signal LED lenses replacement			0.0%	0.0%	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$30,000
FY 2023/24 Speed Surveys and Traffic Counts (ST24010)			0.0%	0.0%	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$45,000
FY 2024/25 Sidewalk Replacement Program (ST25002)			0.0%	0.0%	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$300,000
FY 2024/25 Street Improvements Program (ST25003)			0.0%	0.0%	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
FY 2025/26 Sidewalk Replacement Program			0.0%	0.0%	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000
FY 2025/26 Street Improvements Program			0.0%	0.0%	\$1,600,000	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
FY 2025/26 Striping Program (Bi-Annual)			0.0%	0.0%	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
FY 2026/27 Sidewalk Replacement Program			0.0%	0.0%	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000
FY 2026/27 Street Improvements Program			0.0%	0.0%	\$1,600,000	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
FY 2027/28 Sidewalk Replacement Program			0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$250,000
FY 2027/28 Street Improvements Program			0.0%	0.0%	\$1,600,000	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000
FY 2027/28 Striping Program (Bi-Annual)			0.0%	0.0%	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$150,000
FY 2028/29 Sidewalk Replacement Program			0.0%	0.0%	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000
FY 2028/29 Street Improvements Program			0.0%	0.0%	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$4,470,237	\$2,000,000	\$1,850,000	\$2,000,000	\$1,850,000	\$12,170,237

Total Programming is currently 93%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming: \$12,170,237

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Resolution Number:	R-87-24
Resolution Approval Date:	8/6/2024
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 2024/2025 thru 2028/2029

Jurisdiction **10.a**
Colton

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	8/30/24 Carryover Balance	Total Est. Rev.
					\$1,387,290	\$1,418,245	\$1,458,540	\$1,498,245	\$1,549,457	\$1,589,288	\$7,311,776
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
Pavement Rehab: Cooley Drive (West end to Ashley Way)			0.0%	0.0%	\$403,608	\$403,608	\$0	\$0	\$0	\$0	\$403,608
Pavement Rehab: Olive Ave. (La Cadena Dr. to Bordwell Ave)			0.0%	0.0%	\$101,160	\$101,160	\$0	\$0	\$0	\$0	\$101,160
Pavement Rehab: Bordwell Ave. (East End of Olive to Olive Ave)			0.0%	0.0%	\$33,325	\$33,325	\$0	\$0	\$0	\$0	\$33,325
Pavement Rehab: 11th St. (M St. to O St.)			0.0%	0.0%	\$70,360	\$70,360	\$0	\$0	\$0	\$0	\$70,360
Pavement Rehab: Randall Ave (Pepper Ave. to West City Limit)			0.0%	0.0%	\$147,753	\$147,753	\$0	\$0	\$0	\$0	\$147,753
Pavement Rehab: Berkely Ct. (Rosedale Ave.- West End)			0.0%	0.0%	\$44,505	\$44,505	\$0	\$0	\$0	\$0	\$44,505
FY 24-25 Citywide Alley Paving Project			0.0%	0.0%	\$63,700	\$63,700	\$0	\$0	\$0	\$0	\$63,700
Citywide Sidewalk and ADA Improvement Project			0.0%	0.0%	\$257,806	\$257,806	\$0	\$0	\$0	\$0	\$257,806
FY 24/25 Citywide Slurry Seal Project			0.0%	0.0%	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$200,000
FY 24/25 Citywide Street and Traffic Improvement			0.0%	0.0%	\$65,073	\$65,073	\$0	\$0	\$0	\$0	\$65,073
Pavement Rehab: 2nd St. (Valley to South end)			0.0%	0.0%	\$31,235	\$29,355	\$0	\$0	\$0	\$0	\$29,355
Pavement Rehab: 5th Street (N St. to Maple St.)			0.0%	0.0%	\$134,213	\$123,182	\$0	\$0	\$0	\$0	\$123,182
Pavement Rehab: 12 St. (O St. to N St.)			0.0%	0.0%	\$25,191	\$23,675	\$0	\$0	\$0	\$0	\$23,675
Pavement Rehab: Bryce Ct. (Canyon Dr. to End)			0.0%	0.0%	\$44,108	\$41,453	\$0	\$0	\$0	\$0	\$41,453
Pavement Rehab: Cameron St. (North to South end)			0.0%	0.0%	\$86,642	\$81,432	\$0	\$0	\$0	\$0	\$81,432
Pavement Rehab: Carbon Ct. (Canyon Dr. to End)			0.0%	0.0%	\$38,007	\$35,719	\$0	\$0	\$0	\$0	\$35,719
Pavement Rehab: Cordillera Ave. (Bridge St. to Trail Ct.)			0.0%	0.0%	\$47,416	\$44,553	\$0	\$0	\$0	\$0	\$44,553
Pavement Rehab: Crescent Circle (Cordillera north to south)			0.0%	0.0%	\$130,212	\$119,310	\$0	\$0	\$0	\$0	\$119,310
Pavement Rehab: H Street (Rancho to Grand Ave.)			0.0%	0.0%	\$76,139	\$71,556	\$0	\$0	\$0	\$0	\$71,556
Pavement Rehab: Laurel Lane (Maple to South end)			0.0%	0.0%	\$23,730	\$22,302	\$0	\$0	\$0	\$0	\$22,302
Pavement Rehab: Mountain View Lane (OldRanch to so. end)			0.0%	0.0%	\$42,386	\$39,835	\$0	\$0	\$0	\$0	\$39,835
Olive St. Sidewalk Improvement Project (with County of SB)			0.0%	0.0%	\$826,000	\$181,000	\$0	\$0	\$0	\$0	\$181,000
FY 23/24 Citywide Slurry Seal project			0.0%	0.0%	\$200,000	\$182,939	\$0	\$0	\$0	\$0	\$182,939
FY 23/24 Citywide Sidewalk/ADA Improvement			0.0%	0.0%	\$264,358	\$48,992	\$0	\$0	\$0	\$0	\$48,992
City Wide Street and Traffic Improvement			0.0%	0.0%	\$79,239	\$35,374	\$0	\$0	\$0	\$0	\$35,374
Pavement Rehabilitation: Cooley Drive (I-215 Bridge to Ashley Way)			0.0%	0.0%	\$450,442	\$64,354	\$0	\$0	\$0	\$0	\$64,354
Pavement Rehabilitation: Rancho Ave. (South of N St. to Cement Plant Rd.)			0.0%	0.0%	\$235,333	\$2,911	\$0	\$0	\$0	\$0	\$2,911
Pavement Rehabilitation: Citrus St. (Bordwell to La Cadena)			0.0%	0.0%	\$124,395	\$8,502	\$0	\$0	\$0	\$0	\$8,502
Rosedale Ave. - City Limit Only (Litton Ave. to Cordova St.)			0.0%	0.0%	\$56,020	\$4,556	\$0	\$0	\$0	\$0	\$4,556
Pavement Rehabilitation: Litton Ave (La Cadena to Bostick Ave.)			0.0%	0.0%	\$95,514	\$1,509	\$0	\$0	\$0	\$0	\$1,509
O Street Improvement Project (La Cadena to 6th St.)			0.0%	0.0%	\$185,415	\$167,837	\$0	\$0	\$0	\$0	\$167,837
FY 22/23 Citywide Sidewalk and ADA Project			0.0%	0.0%	\$173,054	\$997	\$0	\$0	\$0	\$0	\$997
Bridge Retrofit - Mt. Vernon Ave. over Santa Ana River			0.0%	0.0%	\$3,500,000	\$50,198	\$0	\$0	\$0	\$0	\$50,198
San Bernardino Ave. St. Improvement bet. Pepper and Indigo (installation curb, gutter, sidewalk, striping & signs)	Yes	Yes	0.0%	0.0%	\$450,000	\$77,321	\$0	\$0	\$0	\$0	\$77,321
FY21/22 Citywide Slurry Seal/Surface Treatment Project			0.0%	0.0%	\$136,880	\$33,217	\$0	\$0	\$0	\$0	\$33,217
Barton Bridge Removal Project	Yes	Yes	0.0%	0.0%	\$4,500,000	\$32,090	\$0	\$0	\$0	\$0	\$32,090
La Cadena Bridge Replacement Project	Yes	Yes	56.4%	43.6%	\$32,000,000	\$65,116	\$0	\$0	\$0	\$0	\$65,116
Citywide Paving Project			0.0%	0.0%	\$3,320,000	\$0	\$800,000	\$810,000	\$830,000	\$880,000	\$3,320,000
Citywide Alley Paving Project			0.0%	0.0%	\$335,000	\$0	\$80,000	\$85,000	\$85,000	\$85,000	\$335,000
Citywide Sidewalk and ADA Improvement Project			0.0%	0.0%	\$1,160,000	\$0	\$270,000	\$280,000	\$300,000	\$310,000	\$1,160,000
Citywide Slurry Seal Project			0.0%	0.0%	\$900,000	\$0	\$220,000	\$225,000	\$225,000	\$230,000	\$900,000
Citywide Street and Traffic Improvement			0.0%	0.0%	\$209,487	\$0	\$48,245	\$58,540	\$58,245	\$44,457	\$209,487
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:					\$2,976,576	\$1,418,245	\$1,458,540	\$1,498,245	\$1,549,457	\$1,589,288	\$8,901,176

Total Programming is currently

100%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$8,901,176

Attachment 1 : 2024-25 through 2028-29 CIP Reports All (10955 : Summary of

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	William Castrillon / Resource Budget Office
Phone:	(909) 350-7669
Email:	wcastrillon@fontanaca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Fontana

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	6/30/24 Carryover Balance	Total Est. Rev.
					\$5,586,207	\$5,710,856	\$5,873,112	\$6,032,991	\$6,239,210	\$29,442,375
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Speed Hump Project (0009)	No	No	0.0%	\$200,000	\$199,000	\$0	\$0	\$0	\$0	\$199,000
FYA Installations (0015)	No	No	0.0%	\$200,000	\$134,825	\$0	\$0	\$0	\$0	\$134,825
TruckRte/Street Name Sign Instal (0016)	No	No	0.0%	\$100,000	\$95,455	\$0	\$0	\$0	\$0	\$95,455
Citywide Centracs Expansion (0027)	No	No	0.0%	\$187,000	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Street Name Sign Replacement (0033)	No	No	0.0%	\$216,000	\$215,000	\$0	\$0	\$0	\$0	\$215,000
Mango & Wabash RRFB (0050)	No	No	0.0%	\$50,000	\$49,000	\$0	\$0	\$0	\$0	\$49,000
Live Oak & Cloverdale RRFB (0051)	No	No	0.0%	\$50,000	\$49,000	\$0	\$0	\$0	\$0	\$49,000
Citrus/Malaga Pedestrian Xing (3356)	No	No	0.0%	\$100,000	\$1,000	\$98,000	\$0	\$0	\$0	\$99,000
W Liberty Parkway/Miller TS (0002)	No	No	0.0%	\$829,884	\$601,839	\$0	\$0	\$0	\$0	\$601,839
Fontana SRTS Gap Closure (0003)	No	No	0.0%	\$4,635,000	\$2,841,834	\$0	\$0	\$0	\$0	\$2,841,834
Metrolink Station Access Imprvments (0006)	No	Yes	0.0%	\$29,490	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Bridlepath at Oxer RRFB Project (0007)	No	No	0.0%	\$30,000	\$29,000	\$0	\$0	\$0	\$0	\$29,000
Fiber Optic / Heritage Cir & Sierra TS Connectivity (0023)	No	No	0.0%	\$405,000	\$179,838	\$0	\$0	\$0	\$0	\$179,838
Date Elementary School SRTS (ATP) (0029)	No	No	0.0%	\$249,000	\$39,568	\$0	\$0	\$0	\$0	\$39,568
Baseline Ave and Palmetto Ave TS (0031)	No	Yes	0.0%	\$800,000	\$708,382	\$0	\$0	\$0	\$0	\$708,382
Summit Ave. Left-Turn Phasing (0032)	No	No	0.0%	\$76,000	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Central City Park Sidewalk Improve (0037)	No	No	0.0%	\$65,220	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Cypress Ave at Summit Ave TS (0038)	No	No	0.0%	\$160,000	\$89,595	\$0	\$0	\$0	\$0	\$89,595
Westgate at Chery and Victoria Ave (0042)	No	No	0.0%	\$4,040,000	\$133,323	\$0	\$0	\$0	\$0	\$133,323
Randall Ave Improvements (0048)	No	No	0.0%	\$1,540,000	\$933,403	\$0	\$0	\$0	\$0	\$933,403
S.Highland & Juniper Traffic Signal (0052)	No	No	0.0%	\$260,000	\$1,000	\$222,492	\$0	\$0	\$0	\$223,492
Maple Ave Pavement Rehabilitation (0053)	No	No	0.0%	\$272,000	\$271,000	\$0	\$0	\$0	\$0	\$271,000
Santa Ana & Juniper Ave TS (0054)	No	No	0.0%	\$910,000	\$1,000	\$27,819	\$0	\$0	\$0	\$28,819
Valley & Live Oak Recon Curb Return (0057)	No	No	0.0%	\$285,000	\$1,000	\$260,318	\$0	\$0	\$0	\$261,318
TMS Signal Upgrades (0064)	No	No	0.0%	\$1,331,800	\$660,052	\$0	\$0	\$0	\$0	\$660,052
Catawba Ave SRTS TDA 2023 (0088)	No	No	0.0%	\$792,696	\$393,326	\$0	\$0	\$0	\$0	\$393,326
Citywide Bus Pads TDA (0069)	No	No	0.0%	\$84,319	\$24,296	\$0	\$0	\$0	\$0	\$24,296
Citywide RRFB (TDA)(0070)	No	No	0.0%	\$70,000	\$16,500	\$0	\$0	\$0	\$0	\$16,500
Sierra/Riverside TS (3329)	No	No	0.0%	\$339,310	\$52,007	\$0	\$0	\$0	\$0	\$52,007
Alder-Locust-Ramona SRTS (3339)	No	No	0.0%	\$6,051,660	\$2,882,925	\$0	\$0	\$0	\$0	\$2,882,925
Cherry/Live Oak Traffic Signal Mod (3341)	No	Yes	0.0%	\$1,336,000	\$197,055	\$0	\$0	\$0	\$0	\$197,055
San Sevaine Trail PH I Seg 2 (3345)	No	No	0.0%	\$17,553,626	\$368,966	\$0	\$0	\$0	\$0	\$368,966
Arrow/Tokay TS (3354)	No	No	0.0%	\$1,712,000	\$1,484,957	\$0	\$0	\$0	\$0	\$1,484,957
Citrus/Ceres Traffic Signal (3355)	No	No	0.0%	\$1,533,000	\$93,875	\$0	\$0	\$0	\$0	\$93,875
Citrus/Malaga Pedestrian Xing (3356)	No	No	0.0%	\$500,000	\$1,000	\$98,000	\$0	\$0	\$0	\$99,000
Alder Middle School S/W (3367)	No	No	0.0%	\$3,770,889	\$2,504,371	\$0	\$0	\$0	\$0	\$2,504,371
Mango/So Highland TS (3382)	No	Yes	0.0%	\$1,389,000	\$364,032	\$0	\$0	\$0	\$0	\$364,032
FS 78 Citrus/Chase TS (3384)	No	No	0.0%	\$1,114,727	\$694,177	\$0	\$0	\$0	\$0	\$694,177
Arrow/Cypress TS (3386)	No	No	0.0%	\$2,325,000	\$2,015,835	\$0	\$0	\$0	\$0	\$2,015,835

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 :

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	William Castrillon / Resource Budget Office
Phone:	(909) 350-7669
Email:	wcastrillon@fontanaca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Fontana

Live Oak /Millage Drive TS (F3600074)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Alder Ave & Marygold Ave TS (F3600071) County is lead.	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Beech/Valley TS (F3600073)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Randall & Mango TS (F3600075)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
San Bernardino/Oleander TS (F3600076)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Cherry & Banana TS (F3600041)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Randall & Oleander TS (F3600078)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Beech & Walnut TS (F3600077)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Baseline/Tamarind TS (F3600038)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Catawba/Fontana/Randall TS (F3600047)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Cherry/Village TS (F3600044)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Arrow/Laurel TS (F3600037)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Knox/South Highland TS (F3600045)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
24637013 MI Customer Relation	No	No	0.0%	0.0%	\$91,800	\$18,360	\$18,360	\$18,360	\$18,360	\$18,360	\$91,800
24637014 MI Local Cost Alloca	No	No	0.0%	0.0%	\$2,251,100	\$450,220	\$450,220	\$450,220	\$450,220	\$450,220	\$2,251,100
24637424 MI Trf Sig Mods/Upgr	No	No	0.0%	0.0%	\$34,100	\$6,820	\$6,820	\$6,820	\$6,820	\$6,820	\$34,100
24637425 MI Trf Sig Timing Sy	No	No	0.0%	0.0%	\$35,850	\$7,170	\$7,170	\$7,170	\$7,170	\$7,170	\$35,850
24637426 MI Traffic Sig Impr	No	No	0.0%	0.0%	\$35,850	\$7,170	\$7,170	\$7,170	\$7,170	\$7,170	\$35,850
24637507 MI Traffic Engineeri	No	No	0.0%	0.0%	\$2,344,200	\$468,840	\$468,840	\$468,840	\$468,840	\$468,840	\$2,344,200
24637509 MI Street Lighting R	No	No	0.0%	0.0%	\$604,350	\$120,870	\$120,870	\$120,870	\$120,870	\$120,870	\$604,350
24637510 Street Striping Rela	No	No	0.0%	0.0%	\$292,300	\$58,460	\$58,460	\$58,460	\$58,460	\$58,460	\$292,300
24637512 Local Vehicle Mainte	No	No	0.0%	0.0%	\$276,150	\$55,230	\$55,230	\$55,230	\$55,230	\$55,230	\$276,150
24637513 MI Street Related Ac	No	No	0.0%	0.0%	\$521,850	\$104,370	\$104,370	\$104,370	\$104,370	\$104,370	\$521,850
24637514 System Traffic Controller Cabs	No	No	0.0%	0.0%	\$1,311,700	\$262,340	\$262,340	\$262,340	\$262,340	\$262,340	\$1,311,700
24637515 System Traffic Controller Wequpment	No	No	0.0%	0.0%	\$6,300	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$6,300
24637516 System Traffic Signa	No	No	0.0%	0.0%	\$2,320,000	\$464,000	\$464,000	\$464,000	\$464,000	\$464,000	\$2,320,000
24637517 Preventative Signal	No	No	0.0%	0.0%	\$506,950	\$101,390	\$101,390	\$101,390	\$101,390	\$101,390	\$506,950
24637518 MI Traffic Signal Ma	No	No	0.0%	0.0%	\$6,696,050	\$1,339,210	\$1,339,210	\$1,339,210	\$1,339,210	\$1,339,210	\$6,696,050
24637519 Traffic Related Sign	No	No	0.0%	0.0%	\$161,350	\$32,270	\$32,270	\$32,270	\$32,270	\$32,270	\$161,350
24637520 Emergency Reserve Eq	No	No	0.0%	0.0%	\$481,950	\$96,390	\$96,390	\$96,390	\$96,390	\$96,390	\$481,950
24637521 Traffic Signal Maint	No	No	0.0%	0.0%	\$34,050	\$6,810	\$6,810	\$6,810	\$6,810	\$6,810	\$34,050
24637522 Traffic Signal Insta	No	No	0.0%	0.0%	\$34,050	\$6,810	\$6,810	\$6,810	\$6,810	\$6,810	\$34,050
24637523 Traffic Signal Comm	No	No	0.0%	0.0%	\$27,800	\$5,560	\$5,560	\$5,560	\$5,560	\$5,560	\$27,800
Projects Total:					\$22,018,986	\$13,320,179	\$7,613,550	\$3,613,550	\$3,613,550	\$3,613,550	\$50,179,815

Total Programming is currently

100%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$50,179,815

Attachment 1 : 2024-25 through 2028-29 CIP Reports All (10955 :

Resolution Number:	2024-
Resolution Approval Date:	8/13/2024
Contact Person/Title:	Octavio Duran Jr., Public Works Director
Phone:	(909) 864-6861
Email:	oduran@cityofhighland.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Highland

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	6/30/24 Carryover Balance					\$3,982,006.66
						FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$1,461,388	\$1,493,997	\$1,536,444	\$1,578,269	\$1,632,218	\$7,702,316
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
brg07001 - Base Line Bridge over City Creek	No	No	100.0%	0.0%	\$43,357,000	\$0	\$0	\$205,000	\$0	\$0	\$205,000
ola23001 - Union St & Elmwood Ct	No	No	100.0%	0.0%	\$295,000	\$65,000	\$0	\$0	\$0	\$0	\$65,000
ola23002 - 5th Street/Greenspot Road/Orange Street	No	No	100.0%	0.0%	\$3,358,000	\$1,939,000	\$0	\$0	\$0	\$0	\$1,939,000
ola24001 - CDBG Streets FY 2024-25 - Cunningham St, Flemming St, 7th St and Colwyn Ave	No	No	100.0%	0.0%	\$295,000	\$295,000	\$0	\$0	\$0	\$0	\$295,000
ola25001 - CDBG Streets FY 2025-26 - North of 3rd Street, east of Church Ave, west of Tippecanoe Ave, south of Highland Ave	No	No	100.0%	0.0%	\$295,000	\$0	\$30,000	\$277,000	\$0	\$0	\$307,000
ola26001 - CDBG Streets FY 2026-27 - North of 3rd Street, east of Church Ave, west of Tippecanoe Ave, south of Highland Ave	No	No	100.0%	0.0%	\$295,000	\$0	\$0	\$30,000	\$277,000	\$0	\$307,000
ola27001 - CDBG Streets FY 2027-28 - North of 3rd Street, east of Church Ave, west of Tippecanoe Ave, south of Highland Ave	No	No	100.0%	0.0%	\$295,000	\$0	\$0	\$0	\$30,000	\$277,000	\$307,000
ola28001 - CDBG Streets FY 2028-29 - North of 3rd Street, east of Church Ave, west of Tippecanoe Ave, south of Highland Ave	No	No	100.0%	0.0%	\$295,000	\$0	\$0	\$0	\$0	\$30,000	\$30,000
sdr19001 - Elder Gulch Storm Drain	No	No	100.0%	0.0%	\$645,000	\$61,000	\$0	\$0	\$0	\$0	\$61,000
str22001 - Pacific Street - Del Rosa Drive to Sterling Avenue (Joint Project with San Bernardino County)	No	No	100.0%	0.0%	\$1,742,000	\$402,400	\$0	\$0	\$0	\$0	\$402,400
str22002 - Highland regional Connector on Orange Street, Tonner Drive, Streater Drive, Glenheather Drive and Love Street	Yes	No	100.0%	0.0%	\$958,000	\$98,000	\$0	\$0	\$0	\$0	\$98,000
str23001 - 5th Street (Del Rosa Drive to Victoria Avenue), Greenspot Road (SR-210 to east City limits) and Orange Street (Boulder Avenue to south City limits)	No	No	100.0%	0.0%	\$155,000	\$15,500	\$0	\$0	\$0	\$0	\$15,500
str23003 - Sector A&B Pavement Rehab (Base Line to North City Limit, Lankershim Ave to West City Limit, Base Line to South City Limit)	No	No	100.0%	0.0%	\$6,406,000	\$1,798,000	\$1,689,000	\$0	\$0	\$0	\$3,487,000
str24001 - Sector A-E Preventative Maintenance (3rd St to Pacific St, Tippecanoe Ave to Aplin St, Greenspot Rd to North City Limit)	No	No	100.0%	0.0%	\$3,203,000	\$65,000	\$0	\$0	\$0	\$0	\$65,000
str25001 - Sector C Pavement Rehab (Base Line to South City Limit, Lankershim Ave to SR-210)	No	No	100.0%	0.0%	\$3,203,000	\$0	\$1,689,000	\$0	\$0	\$0	\$1,689,000
str26001 - Sector D Pavement Rehab (Base Line to North City Limit, La Praix St to Cloverhill Dr)	No	No	100.0%	0.0%	\$3,202,000	\$0	\$0	\$1,688,000	\$0	\$0	\$1,688,000
str27001 - Sector E Pavement Rehab (Greenspot Rd to Base Line, Plunge Creek Rd to Boulder Ave)	No	No	100.0%	0.0%	\$3,202,000	\$0	\$0	\$0	\$1,688,000	\$0	\$1,688,000
swk19001 - 9th St Transit Stops, Sidewalk and Bikeway Improvements Design & R/W Only (Eucalyptus Dr to Victoria Ave)	Yes	No	100.0%	0.0%	\$174,000	\$55,000	\$0	\$0	\$0	\$0	\$55,000
swk19002 - Transit Stop Access Improvements - Base Line, Boulder Ave., 9th St. and Olive Tree Ln.	Yes	No	100.0%	0.0%	\$96,000	\$5,000	\$0	\$0	\$0	\$0	\$5,000
swk21001 - Messina Street/Seine Avenue Sidewalk Gap Closure	No	No	100.0%	0.0%	\$126,000	\$5,000	\$0	\$0	\$0	\$0	\$5,000
swk23001 - City-wide Sidewalk Repairs	No	No	100.0%	0.0%	\$555,000	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Categorical Project - Miscellaneous City-Wide Street Repair	No	No	100.0%	0.0%	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$200,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$4,863,900	\$3,458,000	\$2,250,000	\$2,045,000	\$307,000	\$12,923,900

Total Programming is currently 111% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* **Total Estimated Programming: \$12,923,900**

Attachment 1 : 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Resolution Number:	
Resolution Approval Date:	5/14/2024
Contact Person/Title:	T. Jarb Thaipejr, City Manager
Phone:	(909) 799-2811
Email:	jthaipejr@lomalinda-ca.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Loma Linda

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	6/30/24 Carryover Balance
						\$658,654	\$673,351	\$692,482	\$711,333	\$735,647	\$76,859.07
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.
Pavement rehabilitation on Redlands Boulevard from Anderson Street to Mountain View Avenue, Richardson Street from Redlands Boulevard to north city limit, Beaumont Avenue from Mountain View Avenue to Bryn Mawr Avenue, California Street from Barton Road to Orange Avenue, Whittier Avenue from UPRR to Beaumont Avenue, Tracts 11516, 13046, 13705, 13943, 16650			0.0%	0.0%	\$0	\$750,000	\$0	\$0	\$0	\$0	
Pavement rehabilitation on Lawton Avenue from Bryn Mawr Ave to Whittier Ave, Mountain View Ave from Lawton Ave to Beaumont Ave, Beaumont Ave from Bryn Mawr Ave to UPRR, New Jersey St from Barton Road to Orange Ave, Tracts 14544, 14552, 14545, 15071			0.0%	0.0%	\$0	\$0	\$750,000	\$0	\$0	\$0	
Pavement rehabilitation on Redlands blvd from west city limit to Anderson street and from Montain View Ave to California St, Bryn Mawr Ave from Beaumont Ave to Lawton Ave, Coloma St from Redlands Ave to Park Ave and from Cottage St to State St, Curtis St from Van Leuven ST to Park Ave, State St, Lane St, Lilac St from Cottage St to south end of the cul-de-sac, Shedden St			0.0%	0.0%	\$0	\$0	\$0	\$750,000	\$0	\$0	
Pavement rehabilitation on Poplar Street, Seamont Drive, Ohio Street, Court Street, and Lind Avenue			0.0%	0.0%	\$0	\$0	\$0	\$0	\$750,000	\$0	
Lawton Avenue from Anderson Street to Bryn Mawr Avenue			0.0%	0.0%	\$0					\$750,000	
Sidewalks - citywide			0.0%	0.0%	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	
Projects Total:						\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000

Total Programming is currently 113% (Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming: \$4,000,000

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Resolution Number:	24-2454
Resolution Approval Date:	8/19/2024
Contact Person/Title:	Monica Heredia, Public Works Director
Phone:	909-625-9441
Email:	mheredia@cityofmonclair.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Montclair

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	6/30/24 Carryover Balance	
						\$979,748	\$1,001,609	\$1,030,067	\$1,058,107	\$1,094,276	\$0.00	
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total Est. Rev.	
											Total	
Central Avenue Bridge - Consultant Services	No	No	0.0%	100.0%	\$33,552,355	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000		\$1,250,000
Central Avenue Bridge - Local Match	No	No	0.0%	100.0%	\$2,000,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		\$500,000
I-10/Monte Vista Interchange Term Loan Agreement	No	No	0.0%	100.0%	\$32,219,539	\$279,748	\$351,609	\$380,067	\$408,107	\$994,276		\$2,413,807
Street Rehabilitation Projects			0.0%	0.0%	\$0	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000		\$3,500,000
			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
Projects Total:						\$1,329,748	\$1,401,609	\$1,430,067	\$1,458,107	\$2,044,276		\$7,663,807

Total Programming is currently

148%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$7,663,807

Resolution Number:	2024-039
Resolution Approval Date:	9/10/2024
Contact Person/Title:	Kathy Raasch, Project Manager
Phone:	760-326-5700
Email:	kraasch@cityofneedles.com

Measure I Local Pass-through Program

FIVE YEAR CAPITAL IMPROVEMENT PLAN

Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Needles

6/30/24 Carryover Balance **\$708,972.92**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$221,033	\$225,131	\$230,770	\$236,276	\$243,553	\$1,156,765
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
City-wide Pavement Management Program	No	No	0.0%	0.0%	\$6,000,000	\$0	\$900,000	\$300,000	\$300,000	\$300,000	\$1,800,000
			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
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$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	\$900,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000

Total Programming is currently **96%** *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: **\$1,800,000**

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I Capital Improvement Plans of Member

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Ontario

Resolution Number:	
Resolution Approval Date:	17-Jun-24
Contact Person/Title:	Tricia Maruki, Assistant City Eng.
Phone:	909-395-2188
Email:	tmaruki@ontarioco.gov

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	6/30/24 Carryover Balance	Total Est. Rev.
					\$4,721,724	\$4,827,083	\$4,964,229	\$5,099,366	\$5,273,672	\$3,333,907.00	\$24,886,075
					Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate		Total
Traffic Counts	No	No	0.0%	0.0%	\$50,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Street Maintenance Slurry Seal and Cape Seal Pavement Rehabilitation	No	No	0.0%	0.0%	\$3,250,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,250,000
Geyer Court Street Improvements (Euclid to End)	No	No	0.0%	0.0%	\$720,000	\$720,000	\$0	\$0	\$0	\$0	\$720,000
Archibald Avenue Pavement Rehabilitation (Riverside to Schaefer, I-10 to Inland Empire, Victoria to Eucalyptus)	No	No	0.0%	0.0%	\$3,200,000	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000
Hellman Avenue Pavement Rehabilitation (Mission to Francis)	No	No	0.0%	0.0%	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Philadelphia Street Pavement Rehabilitation (Haven to Mission)	No	No	0.0%	0.0%	\$1,150,000	\$1,150,000	\$0	\$0	\$0	\$0	\$1,150,000
Proforma Avenue Pavement Rehabilitation (Mission to Francis)	No	No	0.0%	0.0%	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Sixth Street Pavement Rehabilitation (Euclid to Mountain)	No	No	0.0%	0.0%	\$2,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Archibald Avenue Pavement Rehabilitation (Schaefer to Eucalyptus)	No	No	0.0%	0.0%	\$600,000	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Baker Avenue Pavement Rehabilitation (Fourth to Sixth)	No	No	0.0%	0.0%	\$750,000	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Corona Avenue Pavement Rehabilitation (Fourth to Fifth)	No	No	0.0%	0.0%	\$600,000	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Fifth Street Pavement Rehabilitation (El Dorado to Baker)	No	No	0.0%	0.0%	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Mountain Avenue Pavement Rehabilitation (Mission to SR-60)	No	No	0.0%	0.0%	\$1,600,000	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Wineville Avenue Pavement Rehabilitation (Francis to Philadelphia)	No	No	0.0%	0.0%	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Fourth Street Pavement Rehabilitation (Etwanda to Wineville)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Milliken Avenue West Side Pavement Rehabilitation (SR60 to Riverside)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Fourth Street Pavement Rehabilitation (Archibald to Haven)	No	No	0.0%	0.0%	\$675,000	\$0	\$0	\$675,000	\$0	\$0	\$675,000
Francis Street Pavement Rehabilitation (Benson to Mountain)	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$700,000
Francis Street Pavement Rehabilitation (Milliken to Rochester)	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$700,000
Vineyard Avenue Pavement Rehabilitation (Mission to Philadelphia)	No	No	0.0%	0.0%	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Bon View Avenue Pavement Rehabilitation (Riverside to Chino)	No	No	0.0%	0.0%	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Cucamonga Avenue Pavement Rehabilitation (Mission to Locust)	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Eighth Street Pavement Rehabilitation (Grove to Baker)	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Riverside Drive Pavement Rehabilitation (Fem to Cucamonga)	No	No	0.0%	0.0%	\$1,100,000	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
Riverside Drive North Side Pavement Rehabilitation (Vineyard to Channel)	No	No	0.0%	0.0%	\$900,000	\$0	\$0	\$0	\$900,000	\$0	\$900,000
Riverside Drive Pavement Rehabilitation (Mill Creek to Hamner)	No	No	0.0%	0.0%	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000
Vineyard Avenue Pavement Rehabilitation (I-10 to Holt Blvd)	No	No	0.0%	0.0%	\$650,000	\$0	\$0	\$0	\$650,000	\$0	\$650,000
Archibald Avenue Pavement Rehabilitation (Philadelphia to SR-60)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
Etwanda Avenue West Side Pavement Rehabilitation (Jurupa to Philadelphia)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000

Attachment: Attachment 1 : 2024-25 through 2028-29 CIP Reports All (10955 :

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Ontario

Resolution Number:	
Resolution Approval Date:	17-Jun-24
Contact Person/Title:	Tricia Maruki, Assistant City Eng.
Phone:	909-395-2188
Email:	tmaruki@ontarioca.gov

Francis Street Pavement Rehabilitation (Carlos to Archibald)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Grove Avenue Pavement Rehabilitation (Chino to Riverside)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Main Street Pavement Rehabilitation (Sultana to Campus)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Vineyard Avenue Pavement Rehabilitation (Seventh to Eighth)	No	No	0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000
			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
Projects Total:					\$7,730,000	\$5,210,000	\$5,235,000	\$5,810,000	\$4,660,000	\$28,645,000	\$28,645,000

Total Programming is currently 102% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* Total Estimated Programming: \$28,645,000

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 :

Resolution Number:	8605
Resolution Approval Date:	7/2/2024
Contact Person/Title:	Gerard Nepomuceno/Civil Engineer
Phone:	(909)798-7584 ext.4
Email:	gnepomuceno@cityofredlands.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
Redlands

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	6/30/24 Carryover Balance	Total Est. Rev.
						\$1,881,280	\$1,923,258	\$1,977,901	\$2,031,744	\$2,101,193	\$9,915,376	
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
PMP 2024 Street Resurfacing Project	No	No	0.0%	100.0%	\$2,445,610	\$2,445,610	\$0	\$0	\$0	\$0	\$564,330.00	\$2,445,610
PMP 2025 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,923,258	\$0	\$1,923,258	\$0	\$0	\$0		\$1,923,258
PMP 2026 Street Resurfacing Project	No	No	0.0%	100.0%	\$1,977,901	\$0	\$0	\$1,977,901	\$0	\$0		\$1,977,901
PMP 2027 Street Resurfacing Project	No	No	0.0%	100.0%	\$2,031,744	\$0	\$0	\$0	\$2,031,744	\$0		\$2,031,744
PMP 2028 Street Resurfacing Project	No	No	0.0%	100.0%	\$2,101,193	\$0	\$0	\$0	\$0	\$2,101,193		\$2,101,193
Projects Total:						\$2,445,610	\$1,923,258	\$1,977,901	\$2,031,744	\$2,101,193		\$10,479,706
Total Programming is currently						100%	(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)				Total Estimated Programming:	\$10,479,706

Attachment: Attachment 1 : 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Resolution Number:	
Resolution Approval Date:	8/13/2024
Contact Person/Title:	Amparo Corona
Phone:	(909) 421-7244
Email:	acorona@rialtoqa.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
 Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:

Rialto

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	6/30/24 Carryover Balance	Total Est. Rev.
						\$2,692,247	\$2,752,321	\$2,830,520	\$2,907,572	\$3,006,959	\$4,873,199.00	\$14,189,619
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total	
(HSIP7) BASELINE STREET IMPROVEMENTS (MEDIANS)	No	No	0.0%	0.0%	\$1,439,828	\$328,971	\$0	\$0	\$0	\$0	\$0	\$328,971
ADA TRANSITION PLAN- PUBLIC RIGHT OF WAY	No	No	0.0%	0.0%	\$350,000	\$28,898	\$0	\$0	\$0	\$0	\$0	\$28,898
MERRILL AVENUE SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS PROJECT	No	No	0.0%	0.0%	\$1,454,696	\$804,912	\$0	\$0	\$0	\$0	\$0	\$804,912
PAVEMENT MANAGEMENT SYSTEM UPDATE	No	No	0.0%	0.0%	\$250,000	\$23,889	\$0	\$0	\$0	\$0	\$0	\$23,889
SYCAMORE AVENUE SAFE ROUTES TO SCHOOL (SRTS) PROJECT	No	No	0.0%	0.0%	\$915,232	\$313,538	\$0	\$0	\$0	\$0	\$0	\$313,538
TRAFFIC SIGNAL @ AYALA & FITZGERALD	No	No	0.0%	0.0%	\$500,000	\$33,107	\$0	\$0	\$0	\$0	\$0	\$33,107
TRAFFIC SIGNAL INSTALLATION: WILLOW/ SAN BERNARDINO AVENUE	No	No	0.0%	0.0%	\$812,752	\$768,665	\$0	\$0	\$0	\$0	\$0	\$768,665
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	\$1,283,592	\$0	\$0	\$0	\$0	\$0	\$1,283,592
SAFE STREETS FOR ALL ACTION PLAN	No	No	0.0%	0.0%	\$400,000	\$69,827	\$0	\$0	\$0	\$0	\$0	\$69,827
LOCUST AVENUE WIDENING- WIDENING FROM TWO TO FOUR LANES FROM RIVERSIDE AVENUE TO CASMALIA AVENUE	No	No	0.0%	0.0%	\$14,000,000	\$2,033,341	\$0	\$0	\$0	\$0	\$0	\$2,033,341
COOPERATIVE AGREEMENT WITH SAN BERNARDINO COUNTY FOR INSTALLATION OF TRAFFIC SIGNAL: CACTUS AVENUE AND EASTON AVENUE	No	No	0.0%	0.0%	\$887,000	\$222,000	\$0	\$0	\$0	\$0	\$0	\$222,000
CITYWIDE MINOR STREET IMPROVEMENTS & OTHER COSTS (GRANT ACTIVITIES)	No	No	0.0%	0.0%	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
PACIFIC ELECTRIC TRAIL EXTENSION	No	Yes	0.0%	0.0%	\$7,037,000	\$20,646	\$514,000	\$83,450	\$83,450	\$83,450	\$83,450	\$784,996
STREET REHABILITATION (OVERLAY)- APPROVED LIST OF STREETS: · Acacia Avenue: Rialto Avenue to Merrill Avenue · Bohert Avenue: Cedar Avenue to Ayala Drive · Etiwanda Avenue: Maple Avenue to Cedar Avenue · Etiwanda Avenue: Sycamore Avenue to Eucalyptus Avenue · Etiwanda Avenue: Cactus Avenue to Lilac Avenue · Eucalyptus Avenue: Walnut Avenue to Baseline Road · Eucalyptus Avenue: Merrill Avenue to Carter Street · Easton Street: Arrowhead Avenue to Brampton Avenue · Lilac Avenue: Foothill Blvd. to Rialto Avenue · Randall Avenue: Riverside Avenue to Sycamore Avenue · Sycamore Avenue: Wilson Street to Merrill Avenue	No	No	0.0%	0.0%	\$10,375,000	\$1,068,139	\$0	\$0	\$0	\$0	\$1,068,139	
(HSIP11) CEDAR AVENUE AND MERRILL AVENUE LEFT TURN PHASING PROJECT (NEW IN FY25)	No	No	0.0%	0.0%	\$413,200	\$40,266	\$0	\$0	\$0	\$0	\$0	\$40,266
FRISBIE MIDDLE SCHOOL SAFE ROUTES TO SCHOOL (SRTS) (NEW IN FY2025)	No	No	0.0%	0.0%	\$1,095,091	\$587,338	\$0	\$0	\$0	\$0	\$0	\$587,338
BEMIS ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL (SRTS) (NEW IN FY2025)	No	No	0.0%	0.0%	\$716,745	\$385,495	\$0	\$0	\$0	\$0	\$0	\$385,495
FY24/25 STREET REHABILITATION PROJECT - VARIOUS STREETS PHASE III (NEW IN FY2025)	No	No	0.0%	0.0%	\$6,800,000	\$1,252,933	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000	\$10,052,933
CURB GUTTER & SIDEWALK IMPROVEMENTS	No	No	0.0%	0.0%	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
			0.0%	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects Total:						\$9,665,556	\$2,964,000	\$2,533,450	\$2,533,450	\$2,533,450	\$2,533,450	\$20,229,906

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Programming is currently 106%

Total Estimated Programming: \$20,229,906

Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of

Resolution Number:	2024-XXX
Resolution Approval Date:	8/21/2024
Contact Person/Title:	Lynn Merrill
Phone:	(909) 384-5140
Email:	merrill_ly@sbcity.org

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
San Bernardino

6/30/24 Carryover Balance **\$13,098,360.16**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$5,833,203	\$5,963,362	\$6,132,792	\$6,299,740	\$6,515,077	\$30,744,175
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
State HWY I-215 and University Parkway Interchange Improvements (7240)			0.0%	0.0%	\$17,000,000	\$1,725,080	\$0	\$0	\$0	\$0	\$1,725,080
H St. Widening from Kendall Dr. to 40th St. (7872)			67.6%	32.4%	\$1,900,000	\$5,000	\$0	\$0	\$0	\$0	\$5,000
ATP Cycle 2 Safe Route to School		Yes	0.0%	0.0%	\$453,000	\$65,160	\$0	\$0	\$0	\$0	\$65,160
Citywide Pavement Rehabilitation (7306)			0.0%	0.0%	\$1,415,386	\$1,415,386	\$0	\$0	\$0	\$0	\$1,415,386
City of Highland Joint Projects: Pacific Avenue Pavement Rehabilitation (8674)			0.0%	0.0%	\$1,273,097	\$1,375,592	\$0	\$0	\$0	\$0	\$1,375,592
Pepper Ave Rehabilitation (8713)			0.0%	0.0%	\$6,600,000	\$2,012,807	\$0	\$0	\$0	\$0	\$2,012,807
Street Rehabilitation : Bellview St., 27th St., Temple St. (8834, 8835, 8836)			0.0%	0.0%	\$1,667,033	\$542,775	\$0	\$0	\$0	\$0	\$542,775
SB County Joint Rehab Projects (8885)			0.0%	0.0%	\$6,632,500	\$3,637,000	\$0	\$0	\$0	\$0	\$3,637,000
State Highway CA-210 Interchange Improvements at Waterman Avenue (8927)			0.0%	0.0%	\$1,425,924	\$1,198,066	\$0	\$0	\$0	\$0	\$1,198,066
Pavement Management Program (8956)			0.0%	0.0%	\$1,000,000	\$700,000	\$300,000	\$0	\$0	\$0	\$1,000,000
Projects Total:						\$12,676,866	\$300,000	\$0	\$0	\$0	\$12,976,866

Total Programming is currently

30%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$12,976,866

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Brenda Hernandez/ Transportation Analyst II
Phone:	(909) 387-8243
Email:	Brenda.Hernandez@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
County/Colorado River

6/30/24 Carryover Balance **\$556,826.00**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						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
											\$0
											\$0
Projects Total:						\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$18,750

Total Programming is currently

2%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$18,750

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Resolution Number:	
Resolution Approval Date:	
Contact Person/Title:	Brenda Hernandez/ Transportation Analyst II
Phone:	(909) 387-8243
Email:	Brenda.Hernandez@dpw.sbcounty.gov

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:
County/Victor Valley

6/30/24 Carryover Balance **\$7,388,829.00**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$1,866,760	\$1,960,634	\$2,029,234	\$2,097,806	\$2,183,387	\$10,137,821
						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	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Ranchero Road, .30M E, Mariposa E/1M E, Escondido Ave - Widening Construction	No	No	0.0%	0.0%	\$1,000,000	\$995,000	\$0	\$0	\$0	\$0	\$995,000
Baldy Mesa and Other Roads - Chip Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,370,000	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Phelan Road Rehabilitation - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$11,322,000	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
Mountain Road and Other Roads, Chip Seal - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$1,145,000	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Wilson Ranch Road and Other Roads, Chip Seal & Leveling - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$683,000	\$141,000	\$0	\$0	\$0	\$0	\$141,000
Johnson Road and Other Roads, Chip Seal, Cape Seal, and Contract Overlay - SEE ATTACHEMENT A ROADS LIST	No	No	0.0%	0.0%	\$3,055,000	\$50,000	\$100,000	\$2,905,000	\$0	\$0	\$3,055,000
Cataba Road (Ranchero Street to 0.15 Miles North) - Roadway Realignment and Intersection Widening	No	No	0.0%	0.0%	\$3,290,180	\$20,000	\$20,000	\$3,230,180	\$0	\$0	\$3,270,180
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
											\$0
Projects Total:						\$8,232,000	\$136,000	\$6,151,180	\$16,000	\$16,000	\$14,551,180

Total Programming is currently 83% *(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)* **Total Estimated Programming: \$14,551,180**

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

Measure I Local Pass-through Program
FIVE YEAR CAPITAL IMPROVEMENT PLAN
Fiscal Years 2024/2025 thru 2028/2029

Jurisdiction:

Victorville

Resolution Number:	24-077
Resolution Approval Date:	8/20/2024
Contact Person/Title:	Fredy A. Bonilla, City Engineer
Phone:	760-955-5170
Email:	fbonilla@victorvilleca.gov

6/30/24 Carryover Balance **\$10,497,690.00**

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	FY2024/25 Est. Revenue	FY2025/26 Est. Revenue	FY2026/27 Est. Revenue	FY2027/28 Est. Revenue	FY2028/29 Est. Revenue	Total Est. Rev.
						\$7,017,107	\$7,369,977	\$7,627,845	\$7,885,602	\$8,207,302	\$38,107,834
						Current Estimate	Current Estimate	Current Estimate	Current Estimate	Current Estimate	Total
Bear Valley Rd, Bellflower Rd to Monte Vista Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$1,459,000	\$656,000	\$0	\$0	\$0	\$0	\$656,000
Ridgecrest Rd, Bear Valley Rd to Paute Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$2,285,000	\$1,055,000	\$0	\$0	\$0	\$0	\$1,055,000
Roy Rogers Dr, Amargosa Rd to NB I-15 Ramps, pavement rehabilitation	No	No	0.0%	0.0%	\$1,795,000	\$565,000	\$0	\$0	\$0	\$0	\$565,000
Slurry Seal - Golden Triangle Area & Other Locations	No	No	0.0%	0.0%	\$1,600,000	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
Village Drive Sidewalk Improvements	No	No	0.0%	0.0%	\$558,000	\$308,000	\$0	\$0	\$0	\$0	\$308,000
Mojave Dr, Amargosa Rd to US-395, pavement rehabilitation	No	No	0.0%	0.0%	\$6,400,000	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
Mojave Dr, 7th Street to Amargosa Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$2,755,000	\$0	\$2,755,000	\$0	\$0	\$0	\$2,755,000
Air Expressway, National Trails Hwy to George Blvd, pavement rehabilitation	No	No	0.0%	0.0%	\$5,546,000	\$0	\$0	\$2,773,000	\$0	\$0	\$2,773,000
Bear Valley Rd, US 395 to Bellflower Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$422,000	\$0	\$0	\$422,000	\$0	\$0	\$422,000
Amargosa Rd, Dos Palmas Rd to Vilage Dr, pavement rehabilitation	No	No	0.0%	0.0%	\$3,577,000	\$0	\$0	\$0	\$1,788,500	\$0	\$1,788,500
El Evado Rd, Palmdale Rd to Begonia Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$1,171,000	\$0	\$0	\$0	\$585,500	\$0	\$585,500
Mariposa Rd, Talpa St to Kingswood Dr, pavement rehabilitation	No	No	0.0%	0.0%	\$700,000	\$0	\$0	\$0	\$350,000	\$0	\$350,000
Air Expressway, George Blvd to Phantom West, pavement rehabilitation	No	No	0.0%	0.0%	\$3,015,000	\$0	\$0	\$0	\$3,015,000	\$0	\$3,015,000
Cobalt Rd, Palmdale Rd to Dos Palmas Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$1,088,000	\$0	\$0	\$0	\$0	\$544,000	\$544,000
Hook Blvd, El Evado Rd to Aloe Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$780,500	\$0	\$0	\$0	\$0	\$390,250	\$390,250
Seneca Rd, Amargosa Rd to El Evado Rd, pavement rehabilitation	No	No	0.0%	0.0%	\$1,950,000	\$0	\$0	\$0	\$0	\$975,000	\$975,000
La Paz Dr, I-15 Ramps to 7th St, pavement rehabilitation	No	No	0.0%	0.0%	\$569,000					\$569,000	\$569,000
Concrete Access Ramps - various vocations	No	No	0.0%	0.0%	\$584,005	\$110,000	\$113,300	\$116,699	\$120,200	\$123,806	\$584,005
Concrete Sidewalk, Install or Repair - various locations	No	No	0.0%	0.0%	\$1,973,140	\$371,650	\$382,800	\$394,283	\$406,112	\$418,295	\$1,973,140
Traffic Signal Pedestrian System Upgrades	No	No	0.0%	0.0%	\$27,000	\$6,750	\$0	\$0	\$0	\$0	\$6,750
Traffic Signal UPS Replacement	No	No	0.0%	0.0%	\$180,000	\$45,000	\$0	\$0	\$0	\$0	\$45,000
Traffic Signal Video Detection Upgrades	No	No	0.0%	0.0%	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Citywide Pavement Rehabilitation, Seals and Overlays, Various Streets	No	No	0.0%	0.0%	\$6,400,000	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
Cost Allocation	No	No	0.0%	0.0%	\$2,607,965	\$491,222	\$505,959	\$521,137	\$536,772	\$552,875	\$2,607,964
Engineering Services	No	No	0.0%	0.0%	\$1,047,520	\$197,305	\$203,224	\$209,321	\$215,601	\$222,069	\$1,047,519
Streets - Engineering	No	No	0.0%	0.0%	\$6,368,314	\$1,199,501	\$1,235,486	\$1,272,551	\$1,310,727	\$1,350,049	\$6,368,314
Traffic Signal Maintenance	No	No	0.0%	0.0%	\$2,587,343	\$487,338	\$501,958	\$517,017	\$532,527	\$548,503	\$2,587,344
Traffic Control - Signing & Striping	No	No	0.0%	0.0%	\$6,401,517	\$1,205,755	\$1,241,928	\$1,279,185	\$1,317,561	\$1,357,088	\$6,401,517
Traffic Control - Vehicle Replacements	No	No	0.0%	0.0%	\$375,000	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Projects Total:						\$8,698,521	\$11,739,654	\$9,105,194	\$11,778,500	\$8,650,935	\$49,972,803

Total Programming is currently

103%

(Must not exceed 150% of Carryover Balance + Total Estimated Revenue)

Total Estimated Programming:

\$49,972,803

Attachment: Attachment 1: 2024-25 through 2028-29 CIP Reports All (10955 : Summary of Measure I

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2024/2025-2028/2029**

Valley Subarea

Chino

The City of Chino will continue to emphasize the regional and sub-regional arterial road way system during the next five years of the Measure I program. At least 50 percent of the Measure I funding will be allocated for specific Capital Improvement Projects to improve traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated, traffic striping will be modified to accommodate increased traffic demand and intersection capacity will be enhanced with new and modified traffic signals.

In addition to the above Capital Improvements Program, Chino will continue to allocate up to 50 percent of the annual Measure I funds towards Public Works Maintenance activities. Maintenance work will continue to include the City's traffic signal maintenance, sidewalk and curb repair, 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; and
- Provide funding to address ADA accessibility issues within the City's public right-of-way.

Colton

The City of Colton allocates approximately eighty percent (80%) of annual Measure I revenue for system improvements to streets infrastructure. Delivery of these improvements is focused on streets requiring rehabilitation or safety enhancement improvements. 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 twenty percent (20%) of the City's annual Measure I revenue are allocated to pedestrian safety 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 to continue investing 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 Measure I pass-through funds as they are received. The program provided focuses on the relief of traffic congestion.

Grand Terrace

The City of Grand Terrace has adopted a Measure I expenditure strategy focused on improving existing facilities. Currently, the City has a carryover balance of over \$0 in the Measure I Local Street Fund and anticipates \$343,011 in new revenue for Fiscal Year 2024/25. The planned use of these funds includes:

- Slurry and Pavement Rehabilitation: Treating City streets to extend their lifespan and improve road quality.
- Tree Trimming Program: Enhancing visibility along roadways to improve safety.
- Neighborhood Street Lighting Infill: Addressing gaps in street lighting and upgrading existing lights to LED standards.
- Project Administrative Costs: Covering administrative expenses necessary for implementing these projects.

The primary goal of these initiatives is to ensure street light spacing adheres to current City standards and to update existing lighting with energy-efficient LED technology throughout local neighborhoods.

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.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2024/2025-2028/2029**

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 \$8.9 million in the Measure I Local Street fund and anticipates approximately \$4.5 million in new revenue for Fiscal Year 2024/25. In this next fiscal year, the City is planning to use approximately \$6.2 million on local street capital projects and programs as follows:

Type of Improvement	Estimated Cost FY 2024/25	Percentage
Maintenance, Rehabilitation, and Repair of Existing Roadways	\$4.7 million	76%
Traffic Signal Improvements, Pavement Striping, and Maintenance	\$1.4 million	22%
Concrete Services (ADA, Repairs and Sidewalks)	\$100,000	2%

Over the Five-Year Plan it is anticipated that the Measure I funds will be allocated in the following manner:

Type of Improvement	Estimated Cost FY 2024/25 - 2028/29	Percentage
Maintenance, Rehabilitation, and Repair of Existing Roadways	\$13.2 million	65%
Traffic Signal Improvements, Pavement Striping, and Maintenance	\$6.7 million	33%
Concrete Services (ADA, Repairs and Sidewalks)	\$500,000	2%

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

Beginning with the 2017-2018 Fiscal Year, the City of Yucaipa has allocated 100% of Measure I Capital Improvement Plan revenues to the maintenance of existing streets. Those maintenance efforts are delivered through the City's annual Pavement Management Program (PMP) included in the City's Capital Improvement Program (CIP) approved and adopted by the City Council as part of the City's annual budget adoption in June of every year.

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.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2024/2025-2028/2029
Colorado River Subarea**

Needles
The City of Needles currently has a carryover balance of \$708,972.92 in the Measure I Local Street fund and anticipates \$221,033 in new revenue for FY24/25. The City plans to carry over these funds to FY 25/26 to be utilized for the Phase V Street Improvements Project of the City Current Pavement Management Program to pave approximately 15 streets, estimated at \$2,000,000 (\$900,000 Measure I Funds and remaining \$1,100,000 to be other funds). Measure I Funds for future years FY 26/27, FY27/28, and FY28/29 will be expended on the current year Pavement Management Program.

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 SBCTA. 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 roadway improvements projects with a focus on the Annual Street Rehabilitation Projects. As the City's receipt of pass through funds are allocated for local roadways, the City is able to utilize all of these funds for the purpose of supporting the Annual Street Rehabilitation Projects.
The Annual Street Rehabilitation Projects are focused on maintaining and rehabilitating as many miles of City streets as possible each year. Streets identified for re-construction are chosen based on their rating within the City's Pavement Management Plan, based upon staff identification of concerns from the field, and in coordination with the local utilities. Staff's goal is to pave as many miles of streets each year, as possible to address areas of concern, to extend the useful life of the streets, and to coordinate with the activities of utilities and other projects. The amount of street improvements to be done each year is driven by the available budget and the needs of each streets. As streets fall further into disrepair and need more extensive rehabilitation, such as street reconstruction, the costs associated with these improvements increase meaning that less work is able to be done annually. As efforts focus on maintenance treatments, such as mill and overlay or slurry sealing, these efforts are less expensive allowing additional work to be completed.
All Measure I 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.

**MEASURE I EXPENDITURE STRATEGY
FISCAL YEARS 2024/2025-2028/2029
Victor Valley Subarea**

Adelanto

The City of Adelanto’s Measure I expenditure strategy for 2024-2029 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 repairs, 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, the Rancho Road Aqueduct Crossing Project, Rancho Road linprovements from 7th Avenue to Mariposa Road, traffic signals at Rancho Road and Maple Avenue, Rancho Road and Seventh Avenue as well as Rancho Road and Cottonwood Avenue, the Sultana Street Improvements, the Muscatel Street Improvements, the Cedar Street Roadway Improvements, Maple Avenue Street Improvements, Aqueduct Crossing Improvements-Main Street, Kaiser Permanente Way Extension, Annual Street Improvement Project and Rancho Road Street Improvements Danbury Street to I Avenue.

Victorville

The City of Victorville has a carryover balance of \$10,497,690.00, in the Measure I Local Street fund and anticipates approximately \$7.0 million in new revenue for FY24/25. In this next fiscal year, the City is planning to use approximately \$3.1 million for street new construction, reconstruction, rehabilitation and preservation capital projects. \$3.5 million will be used for operations and maintenance. The remaining balance will be accumulated for planned future capital projects.
 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 purposes.
 New construction may incorporate a complete streets approach to include widening existing roads and bridges, construction of bikeways, curbs, sidewalks, curb ramps and new traffic signals as an integral part of the street system. Reconstruction and rehabilitation can include bridge improvements, removing and replacing pavement sections and non-ADA compliant curb ramps and drive approaches, asphalt-concrete overlays of one inch or more in thickness or various other methods, including re-striping for bike lanes. Preservation or 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 – 2024

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dawn Rowe Board of Supervisors				X		X		X		X		
Curt Hagman Board of Supervisors		X	X	X	X	X						
Joe Baca, Jr. Board of Supervisors			X	X	X	X		X	X	X	X	
Paul Cook Board of Supervisors		X	X	X		X						
Jesse Armendarez Board of Supervisors								X	X	X	X	
Art Bishop Town of Apple Valley		X	X	X	X	X		X	X		X	
Ray Marquez City of Chino Hills		X	X	X	X	X		X	X	X	X	
Frank Navarro City of Colton		X	X	X	X	X		X	X	X	X	
Acquanetta Warren City of Fontana			X	X	X							
Larry McCallon City of Highland		X	X	X		X		X	X	X	X	
John Dutrey City of Montclair									X	X		
Alan Wapner City of Ontario					X			X	X			
Helen Tran, Mayor City of San Bernardino								X	X	X	X	
Debra Jones City of Victorville			X	X						X		
Rick Denison Town of Yucca Valley		X	X	X	X	X		X	X	X	X	

Communication: Attendance (Additional Information)

X = Member attended meeting.
Shaded box = No meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting.

Crossed out box = Not a Board Member at the time.

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

AB	Assembly Bill
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
IIEP	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
S RTP	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 21 st 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



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