

**REVISED AGENDA**  
**Board of Directors Meeting**  
**April 2, 2025**

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

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

**LOCATION**

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

**TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:**

**Needles City Hall, 817 Third Street, Needles, CA 92363**

**Board of Directors**

**President**

Ray Marquez, Council Member  
*City of Chino Hills*

**Vice-President**

Rick Denison, Council Member  
*Town of Yucca Valley*

Daniel Ramos, Mayor Pro Tem  
*City of Adelanto*

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

Timothy Silva, Mayor  
*City of Barstow*

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

Eunice Ulloa, Mayor  
*City of Chino*

Frank Navarro, Mayor  
*City of Colton*

Acquanetta Warren, Mayor  
*City of Fontana*

Bill Hussey, Mayor  
*City of Grand Terrace*

Josh Pullen, Council Member  
*City of Hesperia*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

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

John Dutrey, Mayor  
*City of Montclair*

Janet Jernigan, Mayor  
*City of Needles*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

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

Mario Saucedo, Mayor  
*City of Redlands*

Joe Baca, Mayor  
*City of Rialto*

Helen Tran, Mayor  
*City of San Bernardino*

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

Rudy Zuniga, Mayor Pro Tem  
*City of Upland*

Debra Jones, Council Member  
*City of Victorville*

Judy Woolsey, Council Member  
*City of Yucaipa*

Paul Cook, Supervisor  
*County of San Bernardino*

Jesse Armendarez, Supervisor  
*County of San Bernardino*

Dawn Rowe, Supervisor  
*County of San Bernardino*

Curt Hagman, Supervisor  
*County of San Bernardino*

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

Catalino Pining, Caltrans  
*Ex-Officio Member*

Ray Wolfe, *Executive Director*

Julianna Tillquist, *General Counsel*

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

**REVISED AGENDA**

**Board of Directors  
April 2, 2025**

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

**TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:  
Needles City Hall, 817 Third Street, Needles, CA 92363**

**CLOSED SESSION**

- 1. PUBLIC EMPLOYEE APPOINTMENT**  
Pursuant to Government Code Section 54957  
Title: Executive Director
- 2. PUBLIC EMPLOYEE PERFORMANCE EVALUATION**  
Pursuant to Government Code Section 54957  
Title: General Counsel
- 3. CONFERENCE WITH LABOR NEGOTIATOR**  
Pursuant to Government Code Section 54957.6  
Agency Designated Representative: Ray Marquez, Board President  
Unrepresented Employee: General Counsel
- 4. CONFERENCE WITH LABOR NEGOTIATORS**  
Pursuant to Government Code Section 54957.6  
Agency Designated Representative: Colleen Franco  
Unrepresented Employee: All Unrepresented Employees of SBCTA
- 5. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**  
Pursuant to Government Code Section 54956.9(d)(1) -- 1 case  
SBCTA--*SBCTA v. The Lane-Security Paving Joint Venture*  
San Bernardino Superior Court Case No. CIVSB 2305070
- 6. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**  
(Initiation) Pursuant to Government Code Section 54956.9(d)(4) -- 1 case  
*Based on existing facts and circumstances the legislative body is deciding whether to initiate litigation.*

**\*\*\*Convene Regular Meeting immediately following Closed Session\*\*\*  
1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> Floor Lobby Board Room, San Bernardino**

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

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

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

## **CALL TO ORDER**

(Meeting Chaired by Ray Marquez)

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

Pg. 15

## **Public Comment**

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

## **Possible Conflict of Interest Issues**

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

### **1. Information Relative to Possible Conflict of Interest**

Pg. 16

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. February 2025 Procurement Report**

Pg. 17

Receive the February 2025 Procurement Report.

**Presenter: Alicia Bullock**

**This item was received by the General Policy Committee on March 12, 2025.**

### **3. Budget to Actual Report for Second Quarter Ending December 31, 2024.**

Pg. 25

Receive and file Budget to Actual Report for the second quarter ending December 31, 2024.

**Presenter: Lisa Lazzar**

**This item was received by the General Policy Committee on March 12, 2025.**

**4. Board Presidential Appointment & Vacancies** Pg. 35

A. Note the Presidential appointment of Jarrod Manuel, City of Chino Hills, to serve on the Mobile Source Air Pollution Reduction Review Committee Technical Advisory Committee, for a term expiring March 31, 2027.

B. Note the opportunity for one Board Member to serve on the Southern California Association of Governments Transportation Policy Committee for a term expiring December 31, 2025.

C. Note the opportunity for one Board Member to serve as the alternate member on the One Water One Watershed Steering Committee of the Santa Ana Watershed Project Authority, for a four-year term expiring December 31, 2028.

**Presenter: Marleana Roman**

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

**5. Transit and Rail Programs Contract Change Orders to On-Going Contracts** Pg. 37

Receive and file Change Order Report.

**Presenter: Victor Lopez**

**This item was received by the Transit Committee on March 13, 2025.**

**6. Project Delivery Contract Change Orders to On-Going Contracts** Pg. 39

Receive and file Change Order Report.

**Presenter: Kristi Harris**

**This item was received by the Board of Directors Metro Valley Study Session on March 13, 2025.**

**CONSENT CALENDAR**

The Consent Calendar will be acted upon as a single motion. Items listed on the Consent Calendar are expected to be routine and non-controversial. These items have been discussed at Policy Committee meetings and made available for public review as noted in the agenda. No public comment will be allowed on the Consent Calendar, unless the item was not previously reviewed at a policy committee. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

**Consent - Administrative Matters**

**7. Measure I Revenue Estimate for Fiscal Year 2025/2026 Allocation Planning** Pg. 45

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

Approve a Measure I 2010-2040 revenue estimate of \$248.7 million for Fiscal Year 2025/2026 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2025/2026.

**Presenter: Lisa Lazzar**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.**



- 8. Fiscal Year 2025/2026 Assessment Dues** Pg. 47
- That the Board, acting as the San Bernardino Council of Governments (SBCOG):
- Adopt the SBCOG Fiscal Year 2025/2026 mandatory assessments and additional mandatory obligations.
- Presenter: Lisa Lazzar**
- This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.**
- 9. Amendment No. 3 to Contract No. 20-1002322 with PFM Financial Advisors, LLC** Pg. 50
- That the Board, acting as the San Bernardino County Transportation Authority:
- A. Approve Amendment No. 3 to Contract No. 20-1002322, Financial Advisory Services, with PFM Financial Advisors, LLC (PFM) to extend the term of the agreement by an additional two years for a total of seven years, expiring June 30, 2027; and to increase the contract amount by \$200,000, for a total not-to-exceed amount of \$600,000.
- B. Approve an exception to Contracting and Procurement Policy No. 11000 and extend the termination date of Financial Advisory Services Contract No. 20-1002322 with PFM to June 30, 2027, which is beyond the five-year maximum term by two years.
- Presenter: Lisa Lazzar**
- This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. SBCTA General Counsel and Procurement Manager have reviewed this item and the draft amendment.**
- 10. Updates to Policy No. 11000** Pg. 56
- That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Council of Governments:
- Approve revisions to Contracting and Procurement Policy No. 11000 to include revisions to definitions and updating the procurement threshold for Goods in Section V.A.
- Presenter: Alicia Bullock**
- This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. SBCTA General Counsel and Procurement Manager have reviewed this item and the proposed policy revisions.**
- 11. Memberships to Regional, State, and National Organizations** Pg. 88
- That the Board, acting as the San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG):
- Approve the SBCTA and SBCOG memberships to regional, state, and national organizations as listed below.
- Presenter: Carrie Schindler**
- This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.**
- 12. Fiscal Year 2024/2025 Budget Action Plan - Third Quarter Report** Pg. 93
- Receive the Fiscal Year 2024/2025 Budget Action Plan – Third Quarter Report.
- Presenter: Raymond Wolfe**
- This item was received by the General Policy Committee on March 12, 2025.**

## Consent - Air Quality/Traveler Services

### **13. Inland Regional Energy Network 2024 Annual Report Update** Pg. 106

Receive an update on the San Bernardino Council of Governments 2024 Inland Regional Energy Network Annual Report.

**Presenter: Jennifer Aguilar**

**This item was received by the General Policy Committee on March 12, 2025.**

## Consent - Project Delivery

### **14. Interstate 215 Barton Road Interchange Expenditure Authority for Agreement No. 20-1002278 for California Department of Toxic Substances Control Remediation** Pg. 174

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

Approve an increase of \$66,032 to the expenditure authority for Operation and Maintenance Agreement No. 20-1002278 with the California Department of Toxic Substances Control, for a new total not-to-exceed expenditure authority of \$120,012, for remediation review costs for the Interstate 215 Barton Road Interchange Project.

**Presenter: Paul Melocoton**

**This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 13, 2025. SBCTA Procurement Manager has reviewed this item.**

## Consent - Regional/Subregional Planning

### **15. Development Mitigation Annual Report for Fiscal Year Ending June 30, 2024** Pg. 177

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2024.

**Presenter: Ginger Koblasz**

**This item was assembled from data provided by members of the SBCTA Transportation Technical Advisory Committee (TTAC), or their designees. A draft of this item was distributed to TTAC members on March 3, 2025 for comments, and was received by the General Policy Committee on March 12, 2025.**

### **16. Update on Resilience Planning Efforts** Pg. 181

Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

**Presenter: Ryan Graham**

**This item was reviewed by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, the Board of Directors Metro Valley Study Session on March 13, 2025, and by the Mountain/Desert Policy Committee on March 21, 2025.**

## **Consent - Transit**

- 17. Memorandum of Understanding 25-1003275 with Southern California Regional Rail Authority for the San Bernardino Line: Lilac-Sycamore Project** Pg. 187

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

Approve Memorandum of Understanding No. 25-1003275 with the Southern California Regional Rail Authority for the design phase of the Lilac to Sycamore Double Track Project, in an amount not-to-exceed \$11,847,590 to be funded with State Transit Assistance and Measure I-Rail funds.

**Presenter: Victor Lopez**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on March 13, 2025. SBCTA General Counsel has reviewed this item and the draft MOU.**

## **Consent - Council of Governments**

- 18. San Bernardino Council of Governments 5-Year Work Plan Update** Pg. 201

Receive an update on the San Bernardino Council of Governments 5-Year Work Plan.

**Presenter: Suzanne Peterson**

**This item was reviewed by the General Policy Committee on March 12, 2025 and the City/County Managers' Technical Advisory Committee on March 6, 2025.**

- 19. Equity Framework: Update and Request for Direction** Pg. 208

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

A. Approve the Equity Framework Definition and Agency Role.

B. Receive and file feedback provided by the General Policy Committee on the Equity Goals and Strategies.

**Presenter: Suzanne Peterson**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. This item was received and reviewed by the Council of Governments Ad Hoc Committee on February 13, 2025.**

## **Consent - Transportation Programming and Fund Administration**

- 20. Measure I Arterial Sub-Program Allocation Planning for Fiscal Year 2025/2026** Pg. 242

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

Approve the following amount for consideration in the SBCTA Fiscal Year 2025/2026 Budget: Valley Major Street Program - Arterial Sub-Program for \$34,124,855.17.

**Presenter: Marc Lucius**

**This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 13, 2025.**

## Consent - Legislative/Public Outreach

### 21. State Legislative Update

Pg. 246

Receive and file the March 2025 State Legislative Update, relating to the following:

- Transportation; and
- Council of Governments.

**Presenter: Louis Vidaure**

**This item was received by the Legislative Policy Committee on March 12, 2025.**

### 22. Federal Legislative Update

Pg. 307

Receive and file the March 2025 Federal Legislative Update, relating to the following:

- Transportation; and
- Council of Governments.

**Presenter: Otis Greer**

**This item was received by the General Policy Committee on March 12, 2025.**

### 23. Report of Bill Positions

Pg. 309

Receive and file report of action taken by the Legislative Policy Committee on March 12, 2025.

**Presenter: Otis Greer**

**This item was reviewed and unanimously approved by the Legislative Policy Committee on March 12, 2025. SBCTA General Counsel has reviewed this item.**

## Consent Calendar Items Pulled for Discussion

**Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.**

## DISCUSSION ITEMS

### Discussion - Transit

### 24. Fiscal Year 2024/2025 Low Carbon Transit Operations Program - Population Share

Pg. 321

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

A. Allocate \$5,638,394 of Low Carbon Transit Operations Program (LCTOP) - Population Share funding to the following projects:

- Basin Transit: Free Fare Subsidy – \$33,550; Bus Stop Improvements - \$150,999
- Mountain Transit: Bus Stop Revitalization - \$128,386
- Victor Valley Transit Authority: Fuel Cell Electric Buses - ~~\$1,040,042~~ \$1,026,683; Fare Media Subsidy - \$40,000; Free Fares K-12 - \$120,000; Free Fares on Special Days - \$50,000; ~~City of Needles Transportation Reimbursement and Information Program - \$12,326~~
- Omnitrans: Student Fare Subsidy Program – \$2,000,000; West Valley Connector Free Fares - \$20,000; West Valley Connector Weekend Service \$20,000
- SBCTA: Gold Line Extension to Montclair - \$1,134,775; Ontario International Airport Connector Project - \$901,675

Agenda Item 24 (cont.)

B. Allocate \$1,033 of LCTOP - Operator Share funds from the City of Needles ~~to~~ **for** Victor Valley Transit Authority's **Fuel Cell Electric Buses Project.** ~~for the City of Needles Transportation Reimbursement and Information Program.~~

C. Adopt Resolution No. 25-062 authorizing the Executive Director, or his designee, to execute Certifications and Assurances for SBCTA projects for LCTOP and nomination of funding requests for listed transit projects.

**Presenter: Nicole Soto**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on March 13, 2025. SBCTA General Counsel has reviewed this item and draft resolution. Changes were made to this item after the March Transit Committee meeting, which are reflected in the recommended action and background sections of this item.**

**Discussion - Council of Governments**

**25. California Governor's Presentation for Proposition 1 and CARE Court**

Pg. 335

Receive a presentation from the California Governor's office about Proposition 1 and Community Assistance, Recovery and Empowerment Court.

**Presenter: Suzanne Peterson**

**This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board to inform all Board members of these services.**

**Discussion - Legislative/Public Outreach**

**26. Presentation from SCAQMD on Amended Rules 1111 and 1121**

Pg. 336

Receive a presentation on two proposed rules of the South Coast Air Quality Management District (SCAQMD): Proposed Amended Rule 1111 (*Reduction of nitrogen oxide (NOx) Emissions from Natural Gas-Fired Furnaces*) and Proposed Amended Rule 1121 (*Reduction of NOx Emissions from Small Natural Gas-Fired Water Heaters*).

**Presenter: Otis Greer**

**This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board to provide an update of SCAQMD Proposed Rules 1111 and 1121.**

**Comments from Board Members**

Brief Comments from Board Members

**Executive Director's Comments**

Brief Comments from the Executive Director

**ADJOURNMENT**

## **Additional Information**

Attendance  
Acronym List

Pg. 348  
Pg. 350

## **Agency Reports**

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

## **Committee Membership**

Representatives on SCAG Committees  
Appointments to External Agencies  
Committee Membership

Pg. 353  
Pg. 354  
Pg. 356

## **Mission Statement**

Mission Statement

Pg. 362

## 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](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

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

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

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

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://www.gosbcta.com/board/meetings-agendas/) at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> 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](mailto:clerkoftheboard@gosbcta.com), no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment 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*



# Important Dates to Remember...

## April 2025

**SBCTA Meetings – Cancelled: None**

**SBCTA Meetings – Scheduled:**

General Policy Committee	Apr 9	9:00 am	SBCTA Lobby, 1st Floor
Legislative Policy Committee	Apr 9	Immediately following GPC	SBCTA Lobby, 1st Floor
Transit Committee	Apr 10	9:00 am	SBCTA Lobby, 1st Floor
Metro Valley Study Session	Apr 10	Immediately following TC	SBCTA Lobby, 1st Floor
Mountain/Desert Committee	Apr 18	9:30 am	Mojave Desert AQMD

**Other Meetings/Events:**

None			
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For additional information, please call SBCTA at (909) 884-8276

Communication: Calendar of Events (Announcements)

### ***Minute Action***

AGENDA ITEM: 1

***Date:*** April 2, 2025

***Subject:***

Information Relative to Possible Conflict of Interest

***Recommendation:***

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

***Background:***

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$500 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
9	20-1002322-03	PFM Financial Advisors, LLC <i>Peter Shellenberger, Managing Director</i>	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:***

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

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

## *Minute Action*

AGENDA ITEM: 2

***Date:*** April 2, 2025

***Subject:***

February 2025 Procurement Report

***Recommendation:***

Receive the February 2025 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:

- No new contracts were executed.
- Four contract amendments were executed.
- Five CTO's were executed.
- Three CTO amendments were executed.
- Two contingency amendments were executed.
- Four purchase orders were executed.
- No purchase order amendments were executed.
- No IFBs/RFPs were released.

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*

Board of Directors Agenda Item

April 2, 2025

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 February 2025 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. The Procurement Report will now be reported a month in arrears to allow enough time to meet agenda deadlines.

**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 was received by the General Policy Committee on March 12, 2025.

**Responsible Staff:**

Alicia Bullock, Procurement Manager

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

**Attachment A - 1**  
**February 2025 Contract/Amendment/CTO Actions**

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
Contract Amendment	22-1002776	1	South Coast Air Quality Management District	Extend the term by one year due to delays in procuring a contractor for the design and installation of permanent hydrogen fueling infrastructure for the Arrow Maintenance Facility.	\$ 1,662,000.00	\$ -	\$ -	\$ 1,662,000.00	N/A
Contract Amendment	23-1002843	2	California Department of Transportation	Update the Funding Summary to administratively reflect the construction cost increase, the revised amount of Trade Corridor Enhancement Program, Congestion Mitigation and Air Quality, and Measure I funds for the I-15 Corridor Freight and Express Lanes.	\$ 5,517,200.00	\$ -	\$ -	\$ 5,517,200.00	N/A
Contract Amendment	24-1003085	1	Crowe LLP	Increase the not-to-exceed amount to allow for additional professional audit services work associated with the implementation of GASB 100 Accounting Changes and Error Corrections.	\$ 900,000.00		\$ 14,750.00	\$ 914,750.00	N/A
Contract Amendment	21-1002543	4	San Bernardino Historical and Pioneer Society	Allow the tenant to make monthly payments of Base Rent due to the shift in their business operations and current economy for the Railroad Museum.	\$ 9,180.00	\$ 6,120.00		\$ 15,300.00	N/A
CTO	24-1003135	9	PlaceWorks	To provide Housing General Support Services for the Planning Department and Council of Governments.	\$ 100,000.00	\$ -	\$ -	\$ -	\$23,281,950.00 (available \$16,208,350)
CTO	24-1003136	15	HNTB Corporation	REAP 2.0 City of Upland Affordable Housing and Complete Streets Improvements. (On 6/5/2024 the BOD approved the Executive Director to execute CTO's above \$500,000)	\$ 904,024.94	\$ -	\$ -	\$ -	\$23,281,950.00 (available \$13,353,718.89)
CTO	24-1003130	16	MNS Engineers, Inc.	REAP 2.0 City of Twentynine Palms Affordable Housing and Complete Streets Improvements. (On 6/5/2024 the BOD approved the Executive Director to execute CTO's above \$500,000)	\$ 511,735.00	\$ -	\$ -	\$ -	\$23,281,950.00 (available \$12,841,983.89)
CTO	24-1003130	17	MNS Engineers, Inc.	REAP 2.0 City of Ontario Affordable Housing and Complete Streets Improvements. (On 6/5/2024 the BOD approved the Executive Director to execute CTO's above \$500,000)	\$ 737,000.00	\$ -	\$ -	\$ -	\$23,281,950.00 (available \$12,104,983.89)

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

**Attachment A - 1  
February 2025 Contract/Amendment/CTO Actions**

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
CTO	24-1003132	18	Fehr & Peers	REAP 2.0 City of Fontana Affordable Housing and Complete Streets Improvements. (On 6/5/2024 the BOD approved the Executive Director to execute CTO's above \$500,000)	\$ 950,631.17	\$ -	\$ -	\$ -	\$23,281,950.00 (available \$15,257,718.83)
CTO Amendment	19-1002008	3.3	Overland, Pacific and Cutler	Segment 1 Right-of-Way Services, project management, coordination and appraisals for temporary construction easements and contingency, preparation of NDAs and just compensation packages; litigation, pre-trial needs, coordination with cities, and project surveyors for any revisions to grant legals and plats for the West Valley Connector Project.	\$ 477,986.58	\$ 157,648.43	\$ 72,901.00	\$ 708,536.01	\$9,500,000 (available 1,397,526.53)
CTO Amendment	19-1002007	3.3	Bender Rosenthal, Inc.	Additional scope items including coordinating the transfer of permanent easements from SBCTA to their respective cities. Additional appraisal reports for temporary construction easement extensions, structural and architectural renovation, and ongoing project management support for the West Valley Connector Project.	\$ 550,307.25	\$ 90,326.26	\$ 109,358.08	\$ 749,991.59	\$9,500,000 (available \$1,288,168.45)
CTO Amendment	18-1001924	3.4	Epic Land Solutions, Inc.	Ongoing services for the West Valley Connector Project Segment 4 Right-of-Way Services.	\$ 1,196,056.11	\$ 1,970,976.00	\$ 480,244.01	\$ 3,647,276.12	\$9,500,000 (available \$807,924.44)

Attachment: February 2025 Procurement Report - PDF (11476 : February 2025 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**  
**February 2025 Contingency Released Actions**

<b>Contract No. &amp; Contingency No.</b>	<b>Reason for Contingency Amendment (Include a Description of the Contingency Amendment)</b>	<b>Vendor Name</b>	<b>Original Contract Amount</b>	<b>Prior Amendments</b>	<b>Prior Contingencies</b>	<b>Current Contingencies</b>	<b>Amended Contract Amount</b>
16-1001530 No. 5N	To perform system audit, configure Microsoft purview and defender anti-spam policies to protect user accounts, and on-going administration and maintenance support for the I-10 Express Lanes.	HNTB Corporation	\$ 40,000,000.00	\$ 29,021,019.78	\$ 8,322,071.00	\$ 24,404.00	\$ 77,367,494.78
22-1002775 No. 0D	To prepare environmental revalidation and supplemental project reports due to proposed project improvements, and modifications extending beyond the original Area of Potential Effects for the US 395 Phase 2 PS&E Project.	AECOM Technical Services, Inc.	\$ 7,104,413.13	\$ -	\$ 202,886.34	\$ 113,883.48	\$ 7,421,182.95

Attachment: February 2025 Procurement Report - PDF (11476 : February 2025 Procurement Report)

Attachment A - 3

February 2025 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	4002587	2/12/2025	Inland Empire 66ers Baseball Club, San Bernardino	2025 SBCTA Employee Picnic.	\$ 3,740.00	\$ -	\$ -	\$ 3,740.00
New PO	4002599	2/27/2025	Intelli-Tech	Vmware vSphere Foundation 8 Annual Renewal.	\$ 36,480.00	\$ -	\$ -	\$ 36,480.00
New PO	4002588	2/19/2025	Integrgraph Corporation, Hexagon	EcoSys Maintenance and Support Renewal.	\$ 29,560.00	\$ -	\$ -	\$ 29,560.00
New PO	4002567	2/19/2025	Oracle	Primavera P6 Software Renewal.	\$ 1,866.24	\$ -	\$ -	\$ 1,866.24

Attachment: February 2025 Procurement Report - PDF (11476 : February 2025 Procurement Report)

**Attachment B**  
**February 2025 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 C**

**February 2025 CityCom's Issued Purchase Orders/Contracts**

<b>PO/Contract No.</b>	<b>Vendor Name</b>	<b>Description of Services</b>	<b>Total Amount</b>
PO SBCTA51098	Tecta America	Annual roof maintenance at the Depot (Minor repairs, weatherproofing, reinforcements).	\$ 3,260.00
PO SBCTA51183	Everest Landscape	Install Decomposed Granite and new plants at the front planters of Depot.	\$ 5,800.00

## *Minute Action*

AGENDA ITEM: 3

***Date:*** April 2, 2025

***Subject:***

Budget to Actual Report for Second Quarter Ending December 31, 2024.

***Recommendation:***

Receive and file Budget to Actual Report for the second quarter ending December 31, 2024.

***Background:***

The Fiscal Year 2024/2025 Budget for new activity was adopted by the Board of Directors (Board) on June 5, 2024. Budgetary information includes the original and revised budgets and expenditures as of December 31, 2024.

The report is broken down by Fund group and provides a percentage of the budget received or expended through December 31, 2024.

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

General Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. Interest is distributed to the appropriate funds at year-end based on ending cash balances. The positive balance is partially due to reversing the prior year's negative accruals related to fair value adjustment and the holding of investment earnings before allocation to all funds at year-end.

B. Expenditures:

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

C. Other Financing Sources:

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

Federal Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all federal grants are on a reimbursement basis.

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

Board of Directors Agenda Item

April 2, 2025

Page 2

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. The negative balance in Transit is due to the reversal of accruals from the prior year.

C. Other Financing Sources:

1. Operating transfers out are for the repayment of commercial paper.

Federal Transit Administration Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all Federal grants are on a reimbursement basis.

B. Expenditures:

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

State Fund

A. Revenues:

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

B. Expenditures:

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

Proposition 1B Fund

A. Revenues:

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

B. Expenditures:

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

Local Transportation Fund (LTF)

A. Revenues:

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

B. Expenditures:

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

Board of Directors Agenda Item

April 2, 2025

Page 3

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities, which are on a reimbursement basis.

State Transit Assistance Fund

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers out are negative due to a reversal of prior year accrual that represent cash transfers to the General Fund to fund administrative, planning and transit activities, and transit projects. These transfers are on a reimbursement basis.

Senate Bill 1

A. Revenues:

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

B. Expenditures:

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

Measure I 1990-2010 Fund

A. Revenues:

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

B. Expenditures:

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

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

Board of Directors Agenda Item

April 2, 2025

Page 4

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Enterprise Fund for draws on the Transportation Infrastructure Finance and Innovation Act loan and to properly allocate funds for the West Valley Connector Project.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and to the Debt Service Fund to cover debt service expenditures, as well as to the Capital Project fund for the I-10 Cedar Interchange and the North First Avenue Bridget project.

Debt Service Fund

A. Revenues:

1. Investment earnings fluctuate with the amount of cash held by the trustee due to the timing of debt service payments.

B. Expenditures:

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

C. Other Financing Sources:

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

Capital Projects Fund

A. Revenues:

1. The timing for revenue collection fluctuates as most projects are funded on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Funds for the Project Delivery programs are encumbered to ensure they are available to pay for the allocations approved by the Board of Directors.

C. Other Financing Sources:

1. No commercial paper has been issued in Fiscal Year 2024/2025.
2. Operating transfers in represent cash transfers within the Capital Projects Fund to properly allocate funding for the Monte Vista Grade Separation project. Also included is the transfer for the repayment of commercial paper from the Federal Fund for the North First Avenue Bridge project.
3. Operating transfers out represent cash transfers within the Capital Projects Fund to properly allocate funding for the Monte Vista Grade Separation project.

San Bernardino Council of Governments

San Bernardino County Transportation Authority



Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

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

B. Expenditures:

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

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund and to properly allocate funds for the West Valley Connector Project.

Council of Governments Fund

A. Revenues:

1. The timing for revenue collection fluctuates as this program is mostly funded on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

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

C. Other Financing Sources:

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

Enterprise Fund

A. Revenues:

1. Express Lanes Operations commenced in August 2024.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the delay in the start of operations.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the Measure I Fund for draws on the Transportation Infrastructure Finance and Innovation Act loan.

***Financial Impact:***

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

***Reviewed By:***

This item was received by the General Policy Committee on March 12, 2025.

***Responsible Staff:***

Lisa Lazzar, Chief Financial Officer

Board of Directors Agenda Item  
April 2, 2025  
Page 6

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**Fiscal Year 2024-2025  
Second Quarter Budget to Actual Report  
December 31, 2024**

	2024-2025 Original Budget		2024-2025 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>GENERAL FUND</b>								
<b>Revenues</b>								
Sales Tax-MSI	2,519,000	-	2,519,000	809,880	-	1,709,120		
Intergovernmental	-	-	-	757,058	-	(757,058)		
Charges for Services	40,010	-	40,010	488,338	-	(448,328)		
Investment Earnings	460,000	-	460,000	11,783,688	-	(11,323,688)		
Miscellaneous	141	-	141	1,270	-	(1,129)		
Total Revenues	<u>3,019,151</u>	<u>-</u>	<u>3,019,151</u>	<u>13,840,234</u>	<u>-</u>	<u>(10,821,083)</u>		
<b>Expenditures</b>								
General Government	13,832,509	331,663	14,164,172	5,143,937	913,647	8,106,588	57.23%	
Regional & Subregional Planning	1,553,616	(100,414)	1,453,202	270,124	-	1,183,078	81.41%	
Transit	70,952,674	4,508,637	75,461,311	26,280,632	219,929	48,960,750	64.88%	
Project Delivery	309,967	-	309,967	31,054	-	278,913	89.98%	
Fund Administration	444,094	-	444,094	179,899	2,000	262,195	59.04%	
Total Expenditures	<u>87,092,860</u>	<u>4,739,886</u>	<u>91,832,746</u>	<u>31,905,646</u>	<u>1,135,576</u>	<u>58,791,524</u>	<u>64.02%</u>	
<b>Other Financing Sources</b>								
Transfers in	84,911,887	-	84,911,887	7,849,908	-	77,061,979	90.76%	
Transfers out	(3,034,132)	(10,753)	(3,044,885)	(1,510,051)	-	(1,534,834)	50.41%	
Total Other Financing Sources	<u>81,877,755</u>	<u>(10,753)</u>	<u>81,867,002</u>	<u>6,339,857</u>	<u>-</u>	<u>75,527,145</u>	<u>92.26%</u>	
Revenues Over (Under) Expenditures	<u>(2,195,954)</u>	<u>(4,750,639)</u>	<u>(6,946,593)</u>	<u>(11,725,555)</u>	<u>-</u>	<u>5,914,538</u>		
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.								
<b>FEDERAL FUND</b>								
<b>Revenues</b>								
Intergovernmental	131,400,865	-	131,400,865	6,758,055	-	124,642,810		
Investment Earnings	-	-	-	12,211	-	(12,211)		
Total Revenues	<u>131,400,865</u>	<u>-</u>	<u>131,400,865</u>	<u>6,770,266</u>	<u>-</u>	<u>124,630,599</u>		
<b>Expenditures</b>								
Regional & Subregional Planning	700,000	-	700,000	163,109	-	536,891	76.70%	
Transit	2,363,732	-	2,363,732	(72,264)	-	2,435,996	103.06%	
Project Delivery	128,337,133	(5,142,373)	123,194,760	39,851,379	-	83,343,381	67.65%	
Total Expenditures	<u>131,400,865</u>	<u>(5,142,373)</u>	<u>126,258,492</u>	<u>39,942,224</u>	<u>-</u>	<u>86,316,268</u>	<u>68.36%</u>	
<b>Other Financing Sources</b>								
Transfers out	-	(5,142,373)	(5,142,373)	(5,142,373)	-	-	0.00%	
Total Other Financing Sources	<u>-</u>	<u>(5,142,373)</u>	<u>(5,142,373)</u>	<u>(5,142,373)</u>	<u>-</u>	<u>-</u>	<u>0.00%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>(38,314,331)</u>	<u>-</u>	<u>38,314,331</u>		
<b>FEDERAL TRANSIT ADMINISTRATION FUND</b>								
<b>Revenues</b>								
Intergovernmental	44,789,439	-	44,789,439	4,766,962	-	40,022,477		
Total Revenues	<u>44,789,439</u>	<u>-</u>	<u>44,789,439</u>	<u>4,766,962</u>	<u>-</u>	<u>40,022,477</u>		
<b>Expenditures</b>								
Transit	44,789,439	-	44,789,439	4,938,190	-	39,851,249	88.97%	
Total Expenditures	<u>44,789,439</u>	<u>-</u>	<u>44,789,439</u>	<u>4,938,190</u>	<u>-</u>	<u>39,851,249</u>	<u>88.97%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>(171,228)</u>	<u>-</u>	<u>171,228</u>		
<b>STATE FUND</b>								
<b>Revenues</b>								
Intergovernmental	69,673,615	-	69,673,615	30,580,869	-	39,092,746		
Investment Earnings	-	-	-	74,497	-	(74,497)		
Total Revenues	<u>69,673,615</u>	<u>-</u>	<u>69,673,615</u>	<u>30,655,366</u>	<u>-</u>	<u>39,018,249</u>		
<b>Expenditures</b>								
General Government	9,070	-	9,070	262	-	8,808	97.11%	
Regional & Subregional Planning	491,374	-	491,374	161,104	-	330,270	67.21%	
Transit	35,578,278	566,510	36,144,788	9,300,159	-	26,844,629	74.27%	
Project Delivery	32,591,448	-	32,591,448	3,254,022	-	29,337,426	90.02%	
Fund Administration	1,003,077	-	1,003,077	372,443	-	630,634	62.87%	
Total Expenditures	<u>69,673,247</u>	<u>566,510</u>	<u>70,239,757</u>	<u>13,087,990</u>	<u>-</u>	<u>57,151,767</u>	<u>81.37%</u>	
Revenues Over (Under) Expenditures	<u>368</u>	<u>(566,510)</u>	<u>(566,142)</u>	<u>17,567,376</u>	<u>-</u>	<u>(18,133,518)</u>		

Attachment: Budget to Actual 2nd Qtr 2025 (11461 : Budget to Actual Report - 2nd Qtr. 2024/2025)

**Fiscal Year 2024-2025  
Second Quarter Budget to Actual Report  
December 31, 2024**

	2024-2025 Original Budget		2024-2025 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>PROPOSITION 1B FUND</b>								
<b>Revenues</b>								
Intergovernmental	12,998	-	12,998	-	-	-	12,998	
Total Revenues	12,998	-	12,998	-	-	-	12,998	
<b>Expenditures</b>								
Project Delivery	12,998	1,266,463	1,279,461	377,092	-	-	902,369	70.53%
Total Expenditures	12,998	1,266,463	1,279,461	377,092	-	-	902,369	70.53%
Revenues Over (Under) Expenditures	-	(1,266,463)	(1,266,463)	(377,092)	-	-	(889,371)	
<b>LOCAL TRANSPORTATION FUND</b>								
<b>Revenues</b>								
Sales Tax-LTF	149,568,943	-	149,568,943	47,705,745	-	-	101,863,198	
Investment Earnings	2,000,000	-	2,000,000	4,858,839	-	-	(2,858,839)	
Total Revenues	151,568,943	-	151,568,943	52,564,584	-	-	99,004,359	
<b>Expenditures</b>								
Transit	120,000,000	-	120,000,000	60,054,090	108,885	-	59,837,025	49.86%
Total Expenditures	120,000,000	-	120,000,000	60,054,090	108,885	-	59,837,025	49.86%
<b>Other Financing Sources</b>								
Transfers out	(44,811,525)	-	(44,811,525)	(899,163)	-	-	(43,912,362)	97.99%
Total Other Financing Sources	(44,811,525)	-	(44,811,525)	(899,163)	-	-	(43,912,362)	97.99%
Revenues Over (Under) Expenditures	(13,242,582)	-	(13,242,582)	(8,388,669)	(108,885)	-	(4,745,028)	
<b>STATE TRANSIT ASSISTANCE FUND</b>								
<b>Revenues</b>								
Intergovernmental	30,482,261	-	30,482,261	8,396,899	-	-	22,085,362	
Investment Earnings	840,000	-	840,000	1,943,571	-	-	(1,103,571)	
Total Revenues	31,322,261	-	31,322,261	10,340,470	-	-	20,981,791	
<b>Expenditures</b>								
Transit	24,958,873	-	24,958,873	9,803,240	-	-	15,155,633	60.72%
Total Expenditures	24,958,873	-	24,958,873	9,803,240	-	-	15,155,633	60.72%
<b>Other Financing Sources</b>								
Transfers out	(31,901,792)	-	(31,901,792)	2,930,394	-	-	(34,832,186)	109.19%
Total Other Financing Sources	(31,901,792)	-	(31,901,792)	2,930,394	-	-	(34,832,186)	109.19%
Revenues Over (Under) Expenditures	(25,538,404)	-	(25,538,404)	3,467,624	-	-	(29,006,028)	
Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.								
<b>SENATE BILL 1 Fund</b>								
<b>Revenues</b>								
Intergovernmental	91,516,246	-	91,516,246	57,077	-	-	91,459,169	
Total Revenues	91,516,246	-	91,516,246	57,077	-	-	91,459,169	
<b>Expenditures</b>								
Commuter and Motorist Assistance	1,431,379	-	1,431,379	-	-	-	1,431,379	100.00%
Regional & Subregional Planning Program	10,400,000	-	10,400,000	65,810	-	-	10,334,190	99.37%
Transit	37,343,567	-	37,343,567	5,889,017	-	-	31,454,550	84.23%
Major Project Delivery	42,341,300	-	42,341,300	7,146,691	-	-	35,194,609	83.12%
Total Expenditures	91,516,246	-	91,516,246	13,101,518	-	-	78,414,728	85.68%
Revenues Over (Under) Expenditures	-	-	-	(13,044,441)	-	-	13,044,441	
<b>MEASURE I 1990-2010 FUND</b>								
<b>Revenues</b>								
Investment Earnings	100,000	-	100,000	(19,644)	-	-	119,644	
Total Revenues	100,000	-	100,000	(19,644)	-	-	119,644	
<b>Expenditures</b>								
Project Delivery	2,003,400	(100,000)	1,903,400	81,651	-	-	1,821,749	95.71%
Total Expenditures	2,003,400	(100,000)	1,903,400	81,651	-	-	1,821,749	95.71%

Attachment: Budget to Actual 2nd Qtr 2025 (11461 : Budget to Actual Report - 2nd Qtr. 2024/2025)

**Fiscal Year 2024-2025  
Second Quarter Budget to Actual Report  
December 31, 2024**

	2024-2025 Original Budget		2024-2025 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>MEASURE I 2010-2040 FUND</b>								
<b>Revenues</b>								
Sales Tax-MSI	249,381,000	-	249,381,000	82,678,138	-	166,702,862		
Investment Earnings	15,176,000	-	15,176,000	(2,682,800)	-	17,858,800		
Total Revenues	<u>264,557,000</u>	<u>-</u>	<u>264,557,000</u>	<u>79,995,338</u>	<u>-</u>	<u>184,561,662</u>		
<b>Expenditures</b>								
General Government	1,182,571	-	1,182,571	294,625	-	887,946	75.09%	
Environment and Energy Conservation	298,449	-	298,449	6,256	-	292,193	97.90%	
Commuter and Motorist Assistance	1,285,989	-	1,285,989	35,913	-	1,250,076	97.21%	
Regional & Subregional Planning	1,365,852	48,122	1,413,974	301,422	-	1,112,552	78.68%	
Transit	64,448,896	8,296,958	72,745,854	18,797,846	9,381,930	44,566,078	61.26%	
Project Delivery	191,598,239	(700,000)	190,898,239	18,120,691	358,765	172,418,783	90.32%	
Fund Administration	134,406,907	(200,000)	134,206,907	21,622,984	749,000	111,834,923	83.33%	
Total Expenditures	<u>394,586,903</u>	<u>7,445,080</u>	<u>402,031,983</u>	<u>59,179,737</u>	<u>10,489,695</u>	<u>332,362,551</u>	<u>82.67%</u>	
<b>Other Financing Sources</b>								
Transfers in	35,262,132	-	35,262,132	10,880,263	-	24,381,869	69.14%	
Transfers out	(17,138,434)	(1,390)	(17,139,824)	(7,027,575)	-	(10,112,249)	59.00%	
Total Other Financing Sources	<u>18,123,698</u>	<u>(1,390)</u>	<u>18,122,308</u>	<u>3,852,688</u>	<u>-</u>	<u>14,269,620</u>	<u>78.74%</u>	
Revenues Over (Under) Expenditures	<u>(111,906,205)</u>	<u>(7,446,470)</u>	<u>(119,352,675)</u>	<u>24,668,289</u>	<u>(10,489,695)</u>	<u>(133,531,269)</u>		
Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.								
<b>DEBT SERVICE FUND</b>								
<b>Revenues</b>								
Investment Earnings	-	-	-	87,221	-	(87,221)		
Total Revenues	<u>-</u>	<u>-</u>	<u>-</u>	<u>87,221</u>	<u>-</u>	<u>(87,221)</u>		
<b>Expenditures</b>								
Debt Service	12,413,850	-	12,413,850	3,331,925	-	9,081,925	73.16%	
Total Expenditures	<u>12,413,850</u>	<u>-</u>	<u>12,413,850</u>	<u>3,331,925</u>	<u>-</u>	<u>9,081,925</u>	<u>73.16%</u>	
<b>Other Financing Sources</b>								
Operating Transfers In	12,413,850	-	12,413,850	5,159,938	-	7,253,912	58.43%	
Total Other Financing Sources	<u>12,413,850</u>	<u>-</u>	<u>12,413,850</u>	<u>5,159,938</u>	<u>-</u>	<u>7,253,912</u>	<u>58.43%</u>	
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,915,234</u>	<u>-</u>	<u>(1,915,234)</u>		
<b>CAPITAL PROJECTS FUND</b>								
<b>Revenues</b>								
Intergovernmental	41,680,437	-	41,680,437	3,691,086	-	37,989,351		
Investment Earnings	1,065,000	-	1,065,000	(124,883)	-	1,189,883		
Miscellaneous	10,671,316	-	10,671,316	-	-	10,671,316		
Total Revenues	<u>53,416,753</u>	<u>-</u>	<u>53,416,753</u>	<u>3,566,203</u>	<u>-</u>	<u>49,850,550</u>		
<b>Expenditures</b>								
General Government	150,000	-	150,000	-	-	150,000	100.00%	
Regional & Subregional Planning	6,708,337	(447,708)	6,260,629	80,950	-	6,179,679	98.71%	
Transit	8,048,046	-	8,048,046	1,535,833	-	6,512,213	80.92%	
Project Delivery	35,661,708	(4,060,817)	31,600,891	10,889,946	148,066	20,562,879	65.07%	
Fund Administration	2,034,700	-	2,034,700	-	-	2,034,700	100.00%	
Total Expenditures	<u>52,602,791</u>	<u>(4,508,525)</u>	<u>48,094,266</u>	<u>12,506,729</u>	<u>148,066</u>	<u>35,439,471</u>	<u>73.69%</u>	
<b>Other Financing Sources</b>								
Proceeds from commercial paper	20,000,000	-	20,000,000	-	-	20,000,000	100.00%	
Operating Transfers in	1,000,000	4,063,597	5,063,597	5,063,597	-	-	0.00%	
Operating Transfers out	(20,000,000)	-	(20,000,000)	(298,871)	-	(19,701,129)	98.51%	
Total Other Financing Sources	<u>1,000,000</u>	<u>4,063,597</u>	<u>5,063,597</u>	<u>4,764,726</u>	<u>-</u>	<u>298,871</u>	<u>5.90%</u>	
Revenues Over (Under) Expenditures	<u>1,813,962</u>	<u>8,572,122</u>	<u>10,386,084</u>	<u>(4,175,800)</u>	<u>(148,066)</u>	<u>14,709,950</u>		

Attachment: Budget to Actual 2nd Qtr 2025 (11461 : Budget to Actual Report - 2nd Qtr. 2024/2025)

**Fiscal Year 2024-2025**  
**Second Quarter Budget to Actual Report**  
**December 31, 2024**

	2024-2025		2024-2025		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
	Original Budget	Amendments	Revised Budget					
<b>NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND</b>								
<b>Revenues</b>								
Intergovernmental	19,710,125	-	19,710,125	2,246,612	-	17,463,513		
Charges for Services	12,213	-	12,213	-	-	12,213		
Investment Earnings	105,000	-	105,000	415	-	104,585		
Miscellaneous	14,676	-	14,676	10,767	-	3,909		
Total Revenues	19,842,014	-	19,842,014	2,257,794	-	17,584,220		
<b>Expenditures</b>								
General Government	116,884	-	116,884	13,667	1,000	102,217	87.45%	
Commuter and Motorist Assistance	5,434,709	-	5,434,709	1,319,863	19,577	4,095,269	75.35%	
Regional & Subregional Planning	700,988	750,000	1,450,988	32,991	-	1,417,997	97.73%	
Transit	11,934,322	380,778	12,315,100	302,481	-	12,012,619	97.54%	
Total Expenditures	18,186,903	1,130,778	19,317,681	1,669,002	20,577	17,628,102	91.25%	
<b>Other Financing Sources</b>								
Transfers out	(1,085,366)	(19,222)	(1,104,588)	(561,905)	-	(542,683)	49.13%	
Total Other Financing Sources	(1,085,366)	(19,222)	(1,104,588)	(561,905)	-	(542,683)	49.13%	
Revenues Over (Under) Expenditures	569,745	(1,150,000)	(580,255)	26,887	(20,577)	(586,565)		
<b>COUNCIL OF GOVERNMENTS FUND</b>								
<b>Revenues</b>								
Intergovernmental	10,564,059	-	10,564,059	144,764	-	10,419,295		
Special Assessments	991,873	-	991,873	-	-	991,873		
Investment Earnings	40,000	-	40,000	(5,539)	-	45,539		
Miscellaneous	825,993	-	825,993	33,417	-	792,576		
Total Revenues	12,421,925	-	12,421,925	172,642	-	12,249,283		
<b>Expenditures</b>								
Council of Governments	5,617,687	(130,000)	5,487,687	312,786	-	5,174,901	94.30%	
Total Expenditures	5,617,687	(130,000)	5,487,687	312,786	-	5,174,901	94.30%	
<b>Other Financing Sources</b>								
Transfers out	(781,437)	-	(781,437)	(390,719)	-	(390,718)	50.00%	
Total Other Financing Sources	(781,437)	-	(781,437)	(390,719)	-	(390,718)	50.00%	
Revenues Over (Under) Expenditures	6,022,801	130,000	6,152,801	(530,863)	-	6,683,664		
<b>ENTERPRISE FUND</b>								
<b>Revenues</b>								
Express Lanes Fees And Charges	13,828,000	-	13,828,000	5,331,156	-	8,496,844		
Investment Earnings	-	-	-	(23,561)	-	23,561		
Total Revenues	13,828,000	-	13,828,000	5,307,595	-	8,520,405		
<b>Expenditures</b>								
Express Lanes Operation	17,906,865	1,900	17,908,765	4,127,003	148,183	13,633,579	76.13%	
Total Expenditures	17,906,865	1,900	17,908,765	4,127,003	148,183	13,633,579	76.13%	
<b>Other Financing Sources</b>								
Operating Transfers out	(15,354,798)	-	(15,354,798)	(10,522,996)	-	(4,831,802)	31.47%	
Total Other Financing Sources	(15,354,798)	-	(15,354,798)	(10,522,996)	-	(4,831,802)	31.47%	
Revenues Over (Under) Expenditures	(19,433,663)	(1,900)	(19,435,563)	(9,342,404)	(148,183)	(9,944,976)		

Attachment: Budget to Actual 2nd Qtr 2025 (11461 : Budget to Actual Report - 2nd Qtr. 2024/2025)

## *Minute Action*

AGENDA ITEM: 4

**Date:** *April 2, 2025*

**Subject:**

Board Presidential Appointment & Vacancies

**Recommendation:**

A. Note the Presidential appointment of Jarrod Manuel, City of Chino Hills, to serve on the Mobile Source Air Pollution Reduction Review Committee Technical Advisory Committee, for a term expiring March 31, 2027.

B. Note the opportunity for one Board Member to serve on the Southern California Association of Governments Transportation Policy Committee for a term expiring December 31, 2025.

C. Note the opportunity for one Board Member to serve as the alternate member on the One Water One Watershed Steering Committee of the Santa Ana Watershed Project Authority, for a four-year term expiring December 31, 2028.

**Background:**

**Recommendation A:** This recommendation is to notice the Presidential appointment of Jarrod Manuel, Capital Projects and Facilities Superintendent for the City of Chino Hills, to serve on the Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC) for a term expiring March 31, 2027.

Per California Health & Safety Code § 44244, the regional MSRC was created with a membership including County Commissions, the South Coast Air Quality Management District (SCAQMD), and Air Resources Board (ARB). MSRC develops and implements work programs which reduce mobile source emissions, funded by Assembly Bill 2766. In addition, per Section 44244(c), the MSRC-TAC, was established to include but not be limited to, “...representatives of agencies which make up the committee, a representative of the cities from each county within the south coast district, and a representative of the boards of supervisors of each county within the south coast district.” San Bernardino County Transportation Authority (SBCTA) is the appointing authority for the representative for the Cities of San Bernardino County.

On March 5, 2025, the Board approved the process to fulfill this appointment at the City/County Managers’ Technical Advisory Committee (CCMTAC) meeting and delegated appointing authority to the SBCTA Board President. An item was taken to the March 6, 2025 CCMTAC meeting, noticing the opportunity for a City employee within the SCAQMD to be appointed.

**Recommendation B:** This recommendation is to notice the opportunity for one Board Member to serve on the Southern California Association of Governments (SCAG) Transportation Policy Committee. Per Policy No. 10001, the SBCTA President is authorized to make appointments to SCAG Committees. SCAG Committees meet the first Thursday of each month. Subregional appointees receive a stipend of \$150 for up to four Policy or Task Force meetings per month paid by SCAG. Terms of appointment expire December 31 of odd-numbered years.

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

Appointees to SCAG Committees must be Board Members; however, should there not be a Primary Board Member able to serve then an Alternate Board Member may be appointed.

**Recommendation C:** This recommendation is to notice the continued vacancy for one Board Member to serve as the alternate member on the One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority (SAWPA), for a four-year term expiring December 31, 2028. In the absence of the primary member, the alternate member shall act in their place. The OWOW Steering Committee is responsible for developing the integrated Regional Water Management Plan for the Santa Ana River and meets the fourth Thursday of every quarter (February, May, September and November), at 11:00 AM, in the SAWPA Board Room, with a virtual option. Members of the OWOW Steering Committee do not receive a stipend by SAWPA. However, members are eligible to receive a stipend of \$100 for each meeting, paid by the San Bernardino Council of Governments. The alternate member only receives a stipend of \$100 when attending in the absence of the primary member. This appointment requires Board approval.

A listing of SBCTA Appointments to External Agencies, SBCTA Representatives on SCAG Committees and SBCTA Policy Committee Membership is included in the appendix of the SBCTA Board of Directors agenda. Board Members that are interested in being appointed, should notify Marleana Roman, Clerk of the Board, at [mroman@gosbcta.com](mailto:mroman@gosbcta.com).

**Financial Impact:**

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

**Reviewed By:**

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

**Responsible Staff:**

Marleana Roman, Clerk of the Board

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:



### ***Minute Action***

AGENDA ITEM: 5

***Date:*** April 2, 2025

***Subject:***

Transit and Rail Programs Contract Change Orders to On-Going Contracts

***Recommendation:***

Receive and file Change Order Report.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Department of Transit and Rail Programs has two ongoing construction contracts, one procurement of major equipment contract and one vehicle procurement contract, of which none have had a Construction Change Order (CCO) approved since the last reporting to the Transit Committee on February 13, 2025.

A. Contract No. 23-1002891 with Griffith Company for the West Valley Connector Project (WVC) Mainline Construction: There are no newly executed CCOs since the last report.

B. Contract No. 23-1002922 with Metro Builders & Engineers Group, Ltd. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project: AMF Retrofit Construction: There are no newly executed CCOs since the last report.

C. Contract No. 23-1002961 with Proterra Builders, Inc. for the AMF Hydrogen Fuel Upgrade Project: Procurement of Major Equipment: There are no newly executed CCOs since the last report.

D. Contract No. 20-1002310 with Stadler US, Inc. for Zero Emission Multiple Unit Rail Vehicle Procurement: There are no newly executed CCOs since the last report.

***Financial Impact:***

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

***Reviewed By:***

This item was received by the Transit Committee on March 13, 2025.

***Responsible Staff:***

Victor Lopez, Director of Transit & Rail Programs

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

*Entity: San Bernardino County Transportation Authority*

**Transit and Rail Programs Contracts  
Executed Change Orders**

Number	Description	Amount
West Valley Connector Mainline Construction, Griffith Company (23-1002891)		
	Description	Amount
	CCO Total	\$42,613.0
	Approved Contingency	\$11,995,991.0
	Remaining Contingency	\$11,953,377.0
ZEMU - Arrow Maintenance Facility (AMF) Construction Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)		
	Description	Amount
	CCO Total	\$0.0
	Approved Contingency	\$962,657.0
	Remaining Contingency	\$962,657.0
ZEMU - Arrow Maintenance Facility (AMF) Procurement Upgrade Project, Proterra Builders, Inc. (23-1002961)		
	Description	Amount
	CCO Total	\$0.0
	Approved Contingency	\$56,280.0
	Remaining Contingency	\$56,280.0
ZEMU - Vehicle Procurement Stadler (20-1002310)		
	Description	Amount
	CCO Total	\$2,592,169.0
	Approved Contingency	\$3,487,482.0
	Remaining Contingency	\$895,313.0

Attachment: Contract Change Order 11194 January 2025 (11456 : Transit and Rail Programs Contract Change Orders to On-Going Contracts)

## *Minute Action*

AGENDA ITEM: 6

**Date:** April 2, 2025

**Subject:**

Project Delivery Contract Change Orders to On-Going Contracts

**Recommendation:**

Receive and file Change Order Report.

**Background:**

San Bernardino County Transportation Authority (SBCTA) Department of Project Delivery has 14 on-going construction contracts, of which six have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on February 13, 2025. The CCOs are listed below:

A. Contract No. 19-1002078 with Guy F. Atkinson Construction, LLC, for the State Route (SR) 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation Project: There are no newly executed CCOs since last report.

B. Contract No. 19-1002196 with Security Paving Company, Inc., for the SR 60 Central Avenue Interchange Project: There are no newly executed CCOs since last report.

C. Contract No. 19-1002026 with Diversified Landscape Company, for the Interstate 215 (I-215) Segments 1, 2 and 3 Establish Existing Planting Project: There are no newly executed CCOs since last report.

D. Contract No. 17-1001599 with Lane-Security Paving Joint Venture, for the Interstate 10 (I-10) Corridor Contract 1 Design Build Contract: There are no newly executed CCOs since last report.

E. Contract 23-1002869 with SEMA Construction, Inc., for the I-10 Eastbound Truck Climbing Lane:

- 1) CCO 17: Modification to drainage system 4 and drainage system 2a. (\$24,397.80)

F. Contract 16-1001461 with Pulice Construction, Inc., for the Monte Vista Avenue Grade Separation Project: There are no newly executed CCOs since last report.

G. Contract No. 18-1001966 with Traylor-Granite Joint Venture, for the Mount Vernon Avenue Viaduct Project Design Build:

- 1) CCO 22: Extended design management costs. (\$112,299)
- 2) CCO 30.2: Additional formwork at bent 2. (\$150,000)
- 3) CCO 32.1: Span 1 girder delays. (\$195,000)
- 4) CCO 33: Curb realignment for Sothern California Edison poles. (\$41,233.50)
- 5) CCO 34: BNSF train delays, November- December 2024. (\$30,000)
- 6) CCO 35: Superstructure activities at span 2. (\$45,000)

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item

April 2, 2025

Page 2

H. Contract No. 20-1002290 with SEMA Construction, Inc., for the I-10 University Street Interchange Improvements Project: There are no newly executed CCOs since last report.

I. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project: There are no newly executed CCOs since last report.

J. Contract No. 23-1002919 with Griffith Company, for the Construction of the Metrolink Active Transportation Program Phase II Project: There are no newly executed CCOs since last report.

K. Contract No. 22-1002784 with Security Paving Company, Inc., for the I-10 Cedar Avenue Improvement Project:

1) CCO 60: Union Pacific Railroad recommendations, stage 1. (\$223,800)

L. Contract No. 24-1003027 with CT&T Concrete Paving, Inc., for the SR 210 Waterman Avenue Interchange Project:

1) CCO 3: Partnering. (\$12,000)

2) CCO 4: Maintain traffic. (\$10,000)

M. Contract No. 23-1002955 with SEMA Construction, Inc., for the I-215 University Parkway Interchange Project:

1) CCO 2: Dispute Resolution Board. (\$15,000)

2) CCO 3: Partnering. (\$20,000)

3) CCO 4: Maintain traffic. (\$78,000)

N. Contract No. 22-1002780 with Skanska USA Civil West California District, Inc., for the North 1<sup>st</sup> Avenue Bridge Over BNSF Project:

1) CCO 1.1: De-obligation of unused funds. (-\$1,136.59)

2) CCO 3.1: De-obligation of unused funds. (-\$31,858.43)

3) CCO 4.1: De-obligation of unused funds. (-\$10,000)

4) CCO 5.1: De-obligation of unused funds. (-\$556.51)

5) CCO 7.1: De-obligation of unused funds. (-\$10,000)

6) CCO 8.2: De-obligation of unused funds. (-\$12,861)

7) CCO 11.1: Soil nail revisions. (\$985.60)

8) CCO 12.1: Duct ties, deferred time resolution. (\$0)

9) CCO 13.1: Perched water bent 2, 3, 4, deferred time resolution. (\$0)

10) CCO 14.1: De-obligation of unused funds. (-\$20,847.44)

11) CCO 19.3: De-obligation of unused funds. (-\$3,194.69)

San Bernardino County Transportation Authority

Board of Directors Agenda Item

April 2, 2025

Page 3

- 12) CCO 23.1: Roadway section changes. (\$30,245.08)
- 13) CCO 28: Balancing change order. (-\$4,843.42)
- 14) CCO 29: Six-to-four-inch striping modifications. (-\$8,575.70)

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0854 I-10 EB TCL, Sub-Task No. 0811 North 1st Avenue over BNSF, Sub-Task No. 0853 I-215 University Parkway Sub-Task No. 0827 Mt. Vernon Viaduct, Sub-Task No. 0814 SR-210 Waterman, and Sub-Task No. 0897 I-10 Cedar.

**Reviewed By:**

This item was received by the Board of Directors Metro Valley Study Session on March 13, 2025.

**Responsible Staff:**

Kristi Harris, Director of Project Delivery

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

<b>Project Delivery Contracts Executed Change Orders</b>		
<b>Number</b>	<b>Description</b>	<b>Amount</b>
SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078)		
Number	Description	Amount
	CCO Total	\$24,789,630.30
	Approved Contingency	\$34,927,790.07
	Remaining Contingency	\$10,138,159.77
SR 60 Central Avenue Interchange (19-1002196)		
Number	Description	Amount
	CCO Total	\$1,716,074.61
	Approved Contingency	\$2,912,039.00
	Remaining Contingency	\$1,195,964.39
I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026)		
Number	Description	Amount
	CCO Total	\$151,291.27
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,300,008.73
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
	CCO Total	\$18,034,915.61
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$33,334,084.39
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
17	Modification to drainage system 4 and drainage system 2a	\$24,397.80
	CCO Total	\$1,002,722.17
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,728,530.83

<b>Project Delivery Contracts Executed Change Orders</b>		
<b>Number</b>	<b>Description</b>	<b>Amount</b>
Monte Vista Avenue Grade Separation (16-1001461)		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
22	Extended design management costs	\$112,299.00
30.2	Additional formwork at bent 2	\$150,000.00
32.1	Span 1 girder delays	\$195,000.00
33	Curb realignment for SCE poles	\$41,233.50
34	BNSF train delays, November-December 2024	\$30,000.00
35	Superstructure activities at span 2	\$45,000.00
	CCO Total	\$16,786,292.33
	Approved Contingency	\$29,230,000.00
	Remaining Contingency	\$12,443,707.67
I-10 University Street Interchange Improvements (20-1002290)		
Number	Description	Amount
	CCO Total	\$1,211,725.45
	Approved Contingency	\$1,500,590.00
	Remaining Contingency	\$288,864.55
I-10 Alabama Street Interchange Improvements (21-1002620)		
Number	Description	Amount
	CCO Total	\$727,529.33
	Approved Contingency	\$1,338,886.33
	Remaining Contingency	\$611,357.00
Metrolink Active Transportation Program Phase II Project (23-1002919)		
Number	Description	Amount
	CCO Total	\$92,436.90
	Approved Contingency	\$900,661.70
	Remaining Contingency	\$808,224.80

<b>Project Delivery Contracts Executed Change Orders</b>		
<b>Number</b>	<b>Description</b>	<b>Amount</b>
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
60	UPRR recommendations, stage 1	\$223,800.00
CCO Total		(\$660,167.98)
Approved Contingency		\$8,098,400.00
Remaining Contingency		\$8,758,567.98
SR 210 Waterman Interchange Improvement Project (24-1003027)		
Number	Description	Amount
3	Partnering	\$ 12,000.00
4	Maintain traffic	\$ 10,000.00
CCO Total		\$ 31,000.00
Approved Contingency		\$778,576.63
Remaining Contingency		\$747,576.63
I-215 University Parkway Interchange (23-1002955)		
Number	Description	Amount
2	Dispute Resolution Board	\$ 15,000.00
3	Partnering	\$ 20,000.00
4	Maintain traffic	\$78,000.00
CCO Total		\$113,000.00
Approved Contingency		\$1,129,988.00
Remaining Contingency		\$1,016,988.00
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
1.1	De-obligation of unused funds	(\$1,136.59)
3.1	De-obligation of unused funds	(\$31,858.43)
4.1	De-obligation of unused funds	(\$10,000.00)
5.1	De-obligation of unused funds	(\$556.51)
7.1	De-obligation of unused funds	(\$10,000.00)
8.2	De-obligation of unused funds	(\$12,861.00)
11.1	Soil nail revisions	\$985.60
12.1	Duct ties, deferred time resolution	\$0.00
13.1	Perched water bent 2, 3, 4, deferred time resolution	\$0.00
14.1	De-obligation of unused funds	(\$20,847.44)
19.3	De-obligation of unused funds	(\$3,194.69)
23.1	Roadway section changes	\$30,245.08
28	Balancing change order	(\$4,843.42)
29	Six-to-four-inch striping modifications	(\$8,575.70)
CCO Total		\$1,627,885.67
Approved Contingency		\$3,561,922.00
Remaining Contingency		\$1,934,036.33

Attachment: MVSS CCO Log Project Delivery Projects (11466 : Project Delivery Contract Change Orders to On-Going Contracts)



## *Minute Action*

AGENDA ITEM: 7

**Date:** April 2, 2025

**Subject:**

Measure I Revenue Estimate for Fiscal Year 2025/2026 Allocation Planning

**Recommendation:**

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

Approve a Measure I 2010-2040 revenue estimate of \$248.7 million for Fiscal Year 2025/2026 and the revenue distribution by subarea, as shown in Table 2 on the following page, for purposes of allocation planning for Fiscal Year 2025/2026.

**Background:**

San Bernardino County Transportation Authority (SBCTA) staff is beginning the allocation planning process for Fiscal Year (FY) 2025/2026. The purpose of this process is to provide information to be used by both SBCTA and its member agencies in preparation of their capital budgets.

SBCTA staff must first develop an estimate of Measure I revenue by subarea and program for FY 2025/2026. This agenda item requests approval of a Measure I revenue estimate for budgeting and allocation purposes for the next FY. Staff is estimating a 1.3% decrease in Measure I sales tax revenue from the current year budget of \$251.9 million, for an estimate of \$248.7 million for the FY 2025/2026 Budget. The decrease in sales tax for FY 2025/2026 is a conservative estimate as in prior years. FY 2024/2025 sales tax revenues are marginally lower than expected. The FY 2024/2025 receipts through December 2024 were a 1.1% decrease over the actual receipts during the same period for FY 2023/2024.

Distribution of Measure I revenues to subareas for FY 2025/2026 is net of the administration fee of 1%. The net amount is allocated to subareas based on the percentage of sales tax revenue generated by each area. Then, the amount of each subarea is further allocated based on allocations described in the Measure I Expenditure Plan as shown in Table 1 below and on the following page.

<b>Table 1</b>	
<b>Valley Subarea</b>	
Freeway projects	29%
Freeway interchange projects	11%
Major street projects	17%
Local street projects	20%
Metrolink/rail service	8%
Senior and disabled transit service	8%
Express bus/bus rapid transit service	5%
Traffic management systems	2%
<b>Mountain/Desert Subareas excluding Victor Valley</b>	
Local street projects	68%
Major local highway projects	25%
Senior and disabled transit service	5%
Traffic management systems	2%

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

April 2, 2025

Page 2

<b>Victor Valley Subarea</b>	
Local street projects	67%
Major local highway projects	25%
Senior and disabled transit service	6%
Traffic management systems	2%

The distribution of the estimated FY 2025/2026 Measure I revenue of \$246.2 million (\$248.7 million less 1% for administration) is provided in Table 2 below.

<b>Table 2</b>		
<b>Estimate of Measure I Revenue by Subarea</b>		
<b>For Fiscal Year 2025/2026</b>		
	Estimated	
	Revenues	Percentage of
	(In Thousands)	Total Subarea
<b>Subarea</b>		
Cajon Pass *	\$7,063,400	2.9%
Valley	205,576,900	83.5%
Victor Valley	22,803,400	9.3%
Colorado River	378,900	0.1%
Morongo Basin	2,734,600	1.1%
Mountain	3,162,800	1.3%
North Desert	4,463,300	1.8%
Total Subarea	\$246,183,300	100%

\*Cajon Pass is funded with 3% of Valley and Victor Valley Measure I funds

The numbers in Table 2 represent estimates for apportionment/allocation planning purposes only. Each subarea will receive the actual revenue collected according to the provisions of the Measure I 2010-2040 Expenditure Plan.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. It will be utilized in the Measure I revenue estimate for the Fiscal Year 2025/2026 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.

**Responsible Staff:**

Lisa Lazzar, Chief Financial Officer

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

## *Minute Action*

AGENDA ITEM: 8

***Date:*** April 2, 2025

***Subject:***

Fiscal Year 2025/2026 Assessment Dues

***Recommendation:***

That the Board, acting as the San Bernardino Council of Governments (SBCOG):

Adopt the SBCOG Fiscal Year 2025/2026 mandatory assessments and additional mandatory obligations.

***Background:***

San Bernardino Council of Governments (SBCOG) has collected mandatory assessments since its inception. The assessments are calculated according to a formula that calculates 50% based on population and 50% based on the assessed valuation of each member jurisdiction.

On December 2, 2015, the SBCOG Board of Directors (Board) approved an additional mandatory obligation of \$133,418, specifically to support the addition of staff to work exclusively on SBCOG activities.

On April 6, 2022, the Board approved another increase of \$200,000 to the monetary obligation paid by agencies to support the SBCOG. The increase is phased over three years and reached the full \$200,000 in Fiscal Year 2024/2025.

On January 3, 2024, the Board approved another addition to the calculation of assessment due that brings the total assessments to \$1,500,000. The latest assessment is based 50% on the population of each signatory member, 50% on the combined General Fund property tax and General Fund sales tax, and is exclusive of any additional local sales taxes escalated every Fiscal Year thereafter of the lower of Consumer Price Index (CPI) or 2%. Any further assessments to fund optional or subscription programs and projects beyond those identified in the annual budget will be assessed on a cost-allocation basis to fund the cost of the program or project, of which there is none needed at this time.

Mandatory assessments are used in Task 0501, Intergovernmental Relations, and Task 0511, Council of Governments, and support SBCOG activities. These funds support the work identified in the SBCOG 5-Year Work Plan and support functions including grant writing services, SBCOG on-call consulting services, contributions and membership fees to various regional and state organizations, and developing tools and strategies to address housing policies and SBCOG legislation interests such as housing, technology, and communications.

***Financial Impact:***

This item establishes the Fiscal Year 2025/2026 Budget for mandatory assessment and other monetary obligations which will be included in the proposed Budget for Fiscal Year 2025/2026.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.

***Responsible Staff:***

Lisa Lazzar, Chief Financial Officer

*Entity: San Bernardino Council of Governments*

Board of Directors Agenda Item  
April 2, 2025  
Page 2

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Approved  
Board of Directors  
Date: April 2, 2025  
Witnessed By:

**San Bernardino Council of Governments  
General Assessment Dues Calculation  
Fiscal Year 2025/2026 Budget**

Jurisdiction	Population 2024	Population Allocation %	Assessed Value Fiscal Year 2024/2025	% OF TOTAL VALUE	AVG. % POP. & VALUE	FY2024/2025 TOTAL AMOUNT	Original Assessment (2)	COG AMOUNT Assessment (3)	Additional Monetary Obligation Assessment (4)	OTHER MONETARY OBLIGATIONS AMOUNT (3)+(4)	Total Current Assessments (2)+(3)+(4)	Base Sales Tax + Property Tax Revenues (1)	Tax Revenues Allocation %	Population & Revenues Allocation %	New Assessment 50% Population/ 50% Revenue	Total Current Assessments + New Assessment (5)
Adelanto	36,131	1.656%	\$3,596,818,315	1.053%	1.355%	\$20,880	\$1,930	\$5,337	\$8,000	\$13,337	\$15,267	12,936,726	0.525%	1.090%	\$11,167	26,434
Apple Valley	74,322	3.407%	\$8,578,695,941	2.511%	2.959%	\$29,314	\$4,216	\$5,337	\$8,000	\$13,337	\$17,553	28,720,359	1.165%	2.286%	\$23,409	40,962
Barstow	24,669	1.131%	\$1,977,739,250	0.579%	0.855%	\$19,619	\$1,218	\$5,337	\$8,000	\$13,337	\$14,555	20,456,918	0.830%	0.980%	\$10,038	24,593
Big Bear Lake	4,958	0.227%	\$5,118,077,854	1.498%	0.863%	\$17,038	\$1,229	\$5,337	\$8,000	\$13,337	\$14,566	18,206,508	0.738%	0.483%	\$4,944	19,510
Chino	92,585	4.244%	\$20,993,047,254	6.145%	5.194%	\$39,772	\$7,402	\$5,337	\$8,000	\$13,337	\$20,739	77,986,285	3.162%	3.703%	\$37,926	58,665
Chino Hills	76,414	3.503%	\$15,767,964,296	4.615%	4.059%	\$31,555	\$5,784	\$5,337	\$8,000	\$13,337	\$19,121	33,248,135	1.348%	2.426%	\$24,840	43,961
Colton	52,778	2.419%	\$5,764,831,403	1.687%	2.053%	\$25,949	\$2,926	\$5,337	\$8,000	\$13,337	\$16,263	33,010,263	1.339%	1.879%	\$19,243	35,506
Fontana	214,223	9.820%	\$33,066,785,383	9.678%	9.749%	\$64,616	\$13,892	\$5,337	\$8,000	\$13,337	\$27,229	116,384,679	4.720%	7.270%	\$74,451	101,680
Grand Terrace	12,771	0.585%	\$1,563,327,798	0.458%	0.522%	\$16,199	\$743	\$5,337	\$8,000	\$13,337	\$14,080	5,870,302	0.238%	0.412%	\$4,217	18,297
Hesperia	100,087	4.588%	\$9,656,837,400	2.826%	3.707%	\$32,905	\$5,283	\$5,337	\$8,000	\$13,337	\$18,620	23,850,539	0.967%	2.778%	\$28,446	47,066
Highland	55,676	2.552%	\$5,334,528,141	1.561%	2.057%	\$25,285	\$2,931	\$5,337	\$8,000	\$13,337	\$16,268	23,393,445	0.949%	1.750%	\$17,926	34,194
Loma Linda	24,965	1.144%	\$3,147,294,285	0.921%	1.033%	\$18,855	\$1,472	\$5,337	\$8,000	\$13,337	\$14,809	10,580,088	0.429%	0.787%	\$8,057	22,866
Montclair	37,211	1.706%	\$4,795,405,392	1.404%	1.555%	\$22,912	\$2,215	\$5,337	\$8,000	\$13,337	\$15,552	28,348,995	1.150%	1.428%	\$14,621	30,173
Needles	4,769	0.219%	\$563,063,232	0.165%	0.192%	\$15,087	\$273	\$5,337	\$8,000	\$13,337	\$13,610	8,681,718	0.352%	0.285%	\$2,922	16,532
Ontario	181,224	8.308%	\$43,132,248,729	12.625%	10.466%	\$76,124	\$14,913	\$5,337	\$8,000	\$13,337	\$28,250	253,318,392	10.272%	9.290%	\$95,138	123,388
Rancho Cucamonga	173,316	7.945%	\$36,926,344,299	10.808%	9.377%	\$56,441	\$13,361	\$5,337	\$8,000	\$13,337	\$26,698	90,082,114	3.653%	5.799%	\$59,387	86,085
Redlands	72,696	3.332%	\$14,185,198,431	4.152%	3.742%	\$34,528	\$5,332	\$5,337	\$8,000	\$13,337	\$18,669	69,733,638	2.828%	3.080%	\$31,543	50,212
Rialto	103,097	4.726%	\$15,919,004,372	4.659%	4.693%	\$44,823	\$6,687	\$5,337	\$8,000	\$13,337	\$20,024	120,450,943	4.884%	4.805%	\$49,210	69,234
San Bernardino	226,541	10.385%	\$22,557,291,883	6.602%	8.494%	\$66,014	\$12,103	\$5,337	\$8,000	\$13,337	\$25,440	132,042,144	5.354%	7.870%	\$80,593	106,033
Twentynine Palms	25,346	1.162%	\$1,348,598,932	0.395%	0.778%	\$18,656	\$1,109	\$5,337	\$8,000	\$13,337	\$14,446	11,580,509	0.470%	0.816%	\$8,354	22,800
Upland	78,285	3.589%	\$12,849,950,347	3.761%	3.675%	\$32,525	\$5,236	\$5,337	\$8,000	\$13,337	\$18,573	45,322,169	1.838%	2.713%	\$27,786	46,359
Victorville	138,202	6.335%	\$14,345,329,960	4.199%	5.267%	\$44,360	\$7,505	\$5,337	\$8,000	\$13,337	\$20,842	68,906,666	2.794%	4.565%	\$46,748	67,590
Yucaipa	53,810	2.467%	\$6,386,522,866	1.869%	2.168%	\$24,972	\$3,089	\$5,337	\$8,000	\$13,337	\$16,426	21,095,411	0.855%	1.661%	\$17,011	33,437
Yucaipa Valley	21,594	0.990%	\$2,676,164,456	0.783%	0.887%	\$18,088	\$1,263	\$5,337	\$8,000	\$13,337	\$14,600	9,032,004	0.366%	0.678%	\$6,944	21,544
County	295,763	13.558%	\$51,403,449,130	15.045%	14.302%	\$195,354	\$20,379	\$5,330	\$8,000	\$13,330	\$33,709	1,202,778,000	48.774%	31.168%	\$319,170	352,879
	<b>2,181,433</b>	<b>100.000%</b>	<b>\$341,654,499,349</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$991,873</b>	<b>\$142,491</b>	<b>\$133,418</b>	<b>\$200,000</b>	<b>\$333,418</b>	<b>\$475,909</b>	<b>2,466,016,950</b>	<b>100%</b>	<b>100.000%</b>	<b>\$1,024,091</b>	<b>1,500,000</b>

NOTES:  
 (1) Base sales tax (7.75%) and property tax amounts obtained from financial statements for FY 2023, except for Town of Apple Valley FY 2022, City of Adelanto FY 2022, City of Needles FY 2022, and Town of Yucaipa Valley FY 2022. Additional local tax is deducted for Barstow, Colton, Montclair, Ontario, Redlands, San Bernardino, Victorville, and Yucaipa Valley.  
 (2) Original assessment based on 50% population and 50% assessed value. Amounts are adjusted every fiscal year.  
 (3) In FY2015/2016, the Board of Directors approved an additional \$133,418 every fiscal year for Council of Government (COG) activities.  
 (4) In FY2021/2022, the Board of Directors approved additional monetary obligations for COG activities: \$66,675 for FY22-23, \$133,350 for FY23-24, \$200,000 for FY24-25.

## *Minute Action*

AGENDA ITEM: 9

***Date:*** April 2, 2025

***Subject:***

Amendment No. 3 to Contract No. 20-1002322 with PFM Financial Advisors, LLC

***Recommendation:***

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

A. Approve Amendment No. 3 to Contract No. 20-1002322, Financial Advisory Services, with PFM Financial Advisors, LLC (PFM) to extend the term of the agreement by an additional two years for a total of seven years, expiring June 30, 2027; and to increase the contract amount by \$200,000, for a total not-to-exceed amount of \$600,000.

B. Approve an exception to Contracting and Procurement Policy No. 11000 and extend the termination date of Financial Advisory Services Contract No. 20-1002322 with PFM to June 30, 2027, which is beyond the five-year maximum term by two years.

***Background:***

On June 3, 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Contract No. 20-1002322 with PFM Financial Advisors, LLC (PFM) for a three-year term with two one-year options. Pursuant to the terms of the contract and authority delegated under Contracting and Procurement Policy No. 11000, SBCTA's Executive Director authorized the extension of the contract term through June 30, 2025. Amendment No. 3 will extend the term of the agreement beyond the contract term plus extensions and the standard five-year term (Policy No. 11000) to seven years, expiring June 30, 2027. This amendment is necessary to allow consistency with the current financial advisor while SBCTA considers bonding options within the calendar year 2025. This agreement would otherwise expire during the time SBCTA would require the assistance of the financial advisors to determine the sizing and timing of the potential bonding to advance projects.

PFM has provided an updated Exhibit B – Price Proposal for the additional term and staff is requesting to increase the contract amount by \$200,000, for a total not-to-exceed amount of \$600,000.

The original contract with PFM was selected through a Request for Proposals (RFP) process. The Board originally approved the total contract amount, including the two option years. This amendment extends the contract term to seven years in total.

***Financial Impact:***

This item is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Measure I Administration funds.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. SBCTA General Counsel and Procurement Manager have reviewed this item and the draft amendment.

***Responsible Staff:***

Lisa Lazzar, Chief Financial Officer

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
April 2, 2025  
Page 2

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Approved  
Board of Directors  
Date: April 2, 2025  
Witnessed By:

San Bernardino County Transportation Authority

**General Contract Information**

Contract No: 20-1002322 Amendment No.: 3  
 Contract Class: Payable Department: Finance  
 Vendor No.: 03546 Vendor Name: PFM Financial Advisors, LLC.  
 Description: Financial Advisory Services  
 List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount					
Original Contract	\$	400,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	200,000.00	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>600,000.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>					<b>\$ 600,000.00</b>

**Contract Authorization**

Board of Directors Date: 04/02/2025 Board Item # 11459

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? No No Budget Adjustment \_\_\_\_\_  
 Local \_\_\_\_\_ Professional Services (Non-A&E) \_\_\_\_\_ N/A \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 07/01/2020 Expiration Date: 06/30/2025 Revised Expiration Date: 06/30/2027  
 NHS: N/A OMP/QAP: N/A Prevailing Wage: N/A

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding:		Total Contingency:	
								\$	600,000.00	\$	-
GL								600,000.00			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			
GL								-			

Lisa Lazzar Project Manager (Print Name) Lisa Lazzar Task Manager (Print Name)

Additional Notes: The funding source(s) for this contract will depend on the use of the bond/debt proceeds

Attachment: CSS - Amendment 3 (11459 : Amendment No. 3 to Contract No. 20-1002322 with PFM Financial Advisors, LLC)



**AMENDMENT NO. 3 TO CONTRACT NO. 20-1002322**

**FOR**

**FINANCIAL ADVISORY SERVICES**

**(PFM FINANCIAL ADVISORS, LLC)**

This AMENDMENT No. 3 to Contract No. 20-1002322 (“Amendment”) is made by and between PFM Financial Advisors, LLC (“CONSULTANT”) and the San Bernardino County Transportation Authority (“SBCTA”). SBCTA and CONSULTANT are each a “Party” and collectively “Parties” herein.

**RECITALS:**

- A. SBCTA, under Contract No. 20-1002322, engaged CONSULTANT to provide financial advisory services (“Contract”); and
- B. On February 16, 2023, SBCTA and CONSULTANT entered into Amendment No. 1 to extend the duration, utilizing the first of two one-year extensions to provide financial advisory services; and
- C. On April 19, 2024, SBCTA and CONSULTANT entered into Amendment No. 2 to further extend the duration, utilizing the second of two one-year extensions to provide financial advisory services; and
- D. SBCTA desires to extend the contract term by two additional years, through June 30, 2027, replace Exhibit B “Price Form” with Exhibit B-1 “Price Form” to incorporate updated billing amounts, and add \$200,000 to the total contract amount.

**NOW THEREFORE**, the Parties mutually agree to amend Contract No. 20-1002322 as follows:

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

“The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst, and shall continue in full force and effect through June 30, 2027, until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

The maximum term of this Contract, including the Option Term, will not exceed June 30, 2027.”

2. Article 3.2, "Compensation," is deleted in its entirety and replaced with the following:

“The total Contract Not-To-Exceed Amount is Six Hundred Thousand Dollars (\$600,000). All Work provided under this Contract is to be performed as set forth in Exhibit A “Scope of Work” and shall be reimbursed pursuant to Exhibit B-1 “Price Form”. The hourly labor rates identified in Exhibit B-1 shall remain fixed for the term of this Contract and include CONSULTANT’S

direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amount identified in Exhibit B-1. Any travel expenses shall be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibit B-1 or agreed to and approved by SBCTA as required under the Contract.”

- 3. Exhibit B-1 “Price Form,” is attached hereto and incorporated herein.
- 4. Except as amended by this Amendment No. 3, all other provisions of Contract No. 20-1002322, as previously amended, shall remain in full force and effect.
- 5. The Recitals set forth above are incorporated herein by this reference.
- 6. This Amendment No. 3 shall be effective upon execution by both Parties.

**IN WITNESS WHEREOF**, the Parties have duly executed this Amendment No. 3 below.

**PFM FINANCIAL ADVISORS, LLC,  
A DELAWARE LIMITED LIABILITY  
COMPANY**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Peter Shellenberger  
Managing Director

By: \_\_\_\_\_  
Ray Marquez  
Board President

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Sarah Hollenbeck  
Managing Director

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**CONCURRENCE:**

By: \_\_\_\_\_  
Alicia J. Bullock  
Procurement Manager

Date: \_\_\_\_\_

Attachment: 20-1002322-03-PDF (11459 : Amendment No. 3 to Contract No. 20-1002322 with PFM Financial Advisors, LLC)



## *Minute Action*

AGENDA ITEM: 10

***Date:*** April 2, 2025

***Subject:***

Updates to Policy No. 11000

***Recommendation:***

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

Approve revisions to Contracting and Procurement Policy No. 11000 to include revisions to definitions and updating the procurement threshold for Goods in Section V.A.

***Background:***

Policies and procedures are reviewed on a routine basis to help identify any changes that will ensure the effective operations of the agency. Staff is recommending approval of the updates to Contracting and Procurement Policy No. 11000, to include revised definitions and updating the procurement threshold for Goods.

California Department of Transportation (Caltrans) recently updated the Local Assistance Procedures Manual (LAPM) and re-defined Architectural and Engineering Services; therefore the definition has been revised in Policy No. 11000, Section IV.A – Professional Services (A&E).

Assembly Bill (AB) 2590, which was an act to amend Section 130232 of the Public Utilities Code relating to transportation, was signed by the Governor on September 27, 2024 and became effective on January 1, 2025. AB 2590 authorizes a contract for the purchase of supplies, equipment, or materials with an expenditure that exceeds \$100,000 to be awarded to the lowest responsible bidder, or in SBCTA’s discretion, to the responsible bidder who submitted a proposal that provides the best value to SBCTA on the basis of the factors identified in the solicitation. The bill also requires SBCTA, to the extent practicable, to obtain a minimum of three quotations, either written or oral, that permit prices and terms to be compared whenever the expected expenditure required for the purchase of supplies, equipment, or materials exceeds \$5,000 but does not exceed \$100,000. This would increase the three-quote threshold from \$1,000 to \$5,000 and the not-to-exceed amount from \$25,000 to \$100,000.

***Financial Impact:***

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

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. SBCTA General Counsel and Procurement Manager have reviewed this item and the proposed policy revisions.

***Responsible Staff:***

Alicia Bullock, Procurement Manager

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

Board of Directors Agenda Item  
April 2, 2025  
Page 2

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

San Bernardino County Transportation Authority	<b>Policy</b>	<b>11000</b>
Adopted by the Board of Directors      January 3, 1997	Revised	<b>4/2/25</b>
<b>Contracting and Procurement Policy</b>	Revision No.	<b>27</b>

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

<b>Table of Contents</b>
<a href="#">Purpose</a>   <a href="#">References</a>   <a href="#">Policy</a>   <a href="#">General</a>   <a href="#">Types of Procurements</a>   <a href="#">Exceptions</a>   <a href="#">Purchase Orders</a>   <a href="#">Delegation of Authority</a>   <a href="#">Authority to Act Upon Special Risks or Circumstances in Awarded Contracts, Purchase Orders, and License/Lease Agreements</a>   <a href="#">Standard of Ethics</a>   <a href="#">Revision History</a>

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**I. PURPOSE**

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

**II. REFERENCES**

- [Policy 10025](#), Guidelines for Agenda Materials.
- California Government Code § 4525 et seq.;
- Public Contract Code; and Public Utilities Code §§ 130221–130239.
- 2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).
- 2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).
- 40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.
- 23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.
- California Department of Transportation Local Assistance Procedures Manual.
- Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

F Cod

**III. POLICY**

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

**IV. GENERAL**

A. Definitions

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

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

Attachment: Policy11000 rev 1-6-25 - Tracked Changes (11477 : Updates to Policy No. 11000)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws
2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.
3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.
4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders shall be five years, with the following exceptions: (1) Contracts or Purchase Orders for software related maintenance and support services can have a period of up to 10 years; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.
5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.
6. Independent Cost Estimate (ICE). Except for purchases under \$1,000, an ICE is required for every procurement action.
7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.
8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.
9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.
10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the



applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

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

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## V. TYPES OF PROCUREMENTS

### A. Goods – Competitive Procurement

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

The following procedures will generally be used when each expected procurement for Goods is valued in excess of \$5,000, but not exceeding \$100,000:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.
- b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.
- c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document the results of all such informal procurement actions.

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

The following applies to procurements valued in excess of \$100,000:

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. The Board, at its discretion, may reject any and all bids and readvertise.

#### 3. Amendments:

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

- a. Cumulatively, any additional quantity does not exceed 25% of the quantity listed in the original competitive procurement process; or
- b. An ICE prepared in advance of the proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order to add quantities than procuring the additional quantities under a separate procurement process.

### B. Construction – Competitive Procurement

1. Informal Procurement

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

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.
- b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.
- c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

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

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.
- e. The Board, at its discretion, may reject any and all bids and re-advertise.

3. Amendments

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

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

1. Informal Procurement

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

- a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.
- b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.
- c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

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

- a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.
- b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.
- c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.
- d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.
- e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

- a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.
- c. In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:
  - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
  - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
  - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

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

1. Informal Procurement

- a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.
  - b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.
2. Formal Consultant Selection Process

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

3. Amendments

- a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.
- c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director:
  - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
  - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
  - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

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## VI. EXCEPTIONS

### A. Non-Competitive Procurements

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

- 1. Competitive processes are not required for purchases of Goods and services under \$5,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.

## 2. Services – Sole Source

- a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.
- b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:
  - i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.
    - a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.
    - b. After solicitation of a number of sources, the competition is determined inadequate.

## 3. Goods – Single Source

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

## 4. Uniformity Exemption for technology related procurements

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

### B. Cooperative Procurements (piggybacking)

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

### C. Emergency Procurements (PUC § 130234)

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

### D. Remedial Measures (PUC § 130235)

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

E. Prototype Equipment (PUC § 130236)

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

F. Specialized Equipment (PUC § 130238)

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

G. Open Market (PUC § 130233)

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

H. Design-Build

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

I. Utilities Services

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

J. Venues

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

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## VII. PURCHASE ORDERS

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

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

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## VIII. DELEGATION OF AUTHORITY

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



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

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

2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.
3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed \$25,000 and Requests for Information.

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

1. General Policy.

- a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of \$100,000 require approval by the Board, unless otherwise authorized by the Board.
- b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.

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

3. General Policy Committee. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.

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

- a. All Contracts, Purchase Orders, and Non-Procurement Agreements (not Receivable) up to \$100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.
- b. Contract amendments, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:
  - i. With zero dollar value.
  - ii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally less than \$100,000, up to 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value.
  - iii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally over \$100,000, amendments that cumulatively do not exceed 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value or \$100,000, whichever is less.
  - iv. Amendments to extend term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.
  - v. Non-Procurement Agreements that extend time for any period.

- vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.
- c. Contract Task Orders (CTO):
  - i. All CTOs up to \$500,000, not-to-exceed the available Contract balance.
  - ii. CTO amendments within available Contract balance:
    - With zero dollar value.
    - For CTOs originally less than \$500,000, increasing the CTO amount up to \$500,000.
    - For CTOs originally \$500,000 or more, increasing the CTO amount by up to \$250,000.
- d. Sole source procurements for services up to \$100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of \$50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.
- e. Zero Dollar and Receivable Non-Procurement Agreements up to \$100,000, as long as they:
  - i. Are not the original cooperative agreement for new projects with an overall project value in excess of \$100,000;
  - ii. Do not require hiring additional staff not budgeted;
  - iii. Do not result in increased agency costs that are not reimbursed in excess of \$100,000; and
  - iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).
- f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:
  - i. That extend time, for any period; and
  - ii. Do not exceed a net funding change of \$100,000.
- g. Leases of real property by SBCTA (lessee):
  - i. With a term not to exceed five (5) years.
  - ii. Total rent not to exceed \$100,000 for entire lease term.
  - iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.

(Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)
- 5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to \$100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.
- 6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board or the Executive Director. Contingency amendments and Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.
- 7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

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

### A. Delegation of Authority



1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:
  - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.
  - b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.
  - c. Approve deductibles and self-insured retention up to \$500,000.
2. Executive Director. The Executive Director is authorized to:
  - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.
  - b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.
  - c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.
  - d. Approve deductibles and self-insured retention up to \$5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to \$1,000,000 for all other companies.

#### B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:
  - a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders
  - b. Insurance market-related constraints, such as type of insurers or coverage available
  - c. Change in company size
  - d. Change in number of vehicles owned by company
  - e. Changes that may trigger or eliminate requirement of worker's compensation coverage
  - f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added
  - g. Insurance levels required are too high for company size and consequently not available in the market
  - h. Company-secured insurance that requires a deductible or self-insured retention

#### C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.
  - a. The review will include the following steps:
    - i. Review scope of work and reassess insurance types and limits
    - ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.
    - iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:
      1. Financial statements
      2. Actuary reports for self-insured program
      3. Third Party Administrator reputation

## 4. Number of claims in the past five years

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

## D. Mechanism to Incorporate Approved Changes

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

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**X. STANDARD OF ETHICS**

- A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.

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**XI. REVISION HISTORY**

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

Revision No.	Revisions	Adopted
9	Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE.	07/02/03
10	Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D.	11/07/07
11	Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from \$25,000 to \$50,000.	12/03/08
12	Revised the "Director of Freeway Construction" to "Director of Project Delivery". Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from \$25,000 to \$50,000. All other changes in language were made for clarity.	10/06/10
13	Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to \$50,000. Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs.	07/11/12
14	Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'. Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years).	08/01/12
15	Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6.	10/03/12
16	Par. VII.A.2: Added Insurance Requirements. Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5). Par. VII.D, Sole Source Process renamed to Par. VII.C..	11/07/12
17	Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements.	12/05/12
18	Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32. Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows: 1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed \$1,000,000. 2. To approve and execute all purchase orders and contracts up to \$100,000; and 3. To approve and execute contract amendments that meet at least one of the following criteria: a. Amendments with zero dollar value; b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or c. Amendments that cumulatively do not exceed 50% of the original contract value or \$100,000 individually whichever is less. Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes. Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees.	02/06/13
19	Change approved by the Board of Directors on May 1, 2013, Agenda Item 6. VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees."	05/01/13
20	Change approved by the Board of Directors on April 9, 2014, Agenda Item 7. Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments.	04/09/14
21	Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to \$100,000.	01/04/17
22	Change approved by the Board of Directors on December 6, 2017, Agenda Item 4. Incorporated language regarding 2 CFR part 200 federal requirements.	12/06/17
23	Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6. Added in Executive Director CTO signature limit.	01/08/20
24	Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments.	06/03/20
25	Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award.	10/06/21
26	Changes approved by the Board of Directors on January 4, 2023, Agenda Item 3. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the	1/04/23

Attachment: Policy11000 rev 1-6-25 - Tracked Changes (11477 : Updates to Policy No. 11000)

Revision No.	Revisions	Adopted
	Uniformity Exception clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments.	
<u>27</u>	<u>Revised definitions and updating the procurement threshold for Goods.</u>	<u>04/02/25</u>

Attachment: Policy11000 rev 1-6-25 - Tracked Changes (11477 : Updates to Policy No. 11000)

San Bernardino County Transportation Authority	<b>Policy</b>	<b>11000</b>
Adopted by the Board of Directors      January 3, 1997	Revised	<b>4/2/25</b>
<b>Contracting and Procurement Policy</b>	Revision No.	<b>27</b>

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

<b>Table of Contents</b>
<a href="#"> Purpose</a>   <a href="#">References</a>   <a href="#">Policy</a>   <a href="#">General</a>   <a href="#">Types of Procurements</a>   <a href="#">Exceptions</a>   <a href="#">Purchase Orders</a>   <a href="#">Delegation of Authority</a>   <a href="#">Authority to Act Upon Special Risks or Circumstances in Awarded Contracts, Purchase Orders, and License/Lease Agreements</a>   <a href="#">Standard of Ethics</a>   <a href="#">Revision History</a>

**I. PURPOSE**

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

**II. REFERENCES**

- Policy 10025, Guidelines for Agenda Materials.
- California Government Code § 4525 et seq.;
- Public Contract Code; and Public Utilities Code §§ 130221–130239.
- 2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (see Procurement Standards 2 CFR sec. 200.317 through 200.326).
- 2 CFR Chapter XII—Department of Transportation, Part 1201--Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; (see 2 CFR sec. 1201.317).
- 40 USC Chapter 11 (Brooks Act), Selection of Architects and Engineers.
- 23 CFR part 172, Procurement, Management, and Administration of Engineering and Design related services.
- California Department of Transportation Local Assistance Procedures Manual.
- Federal Transit Administration Circular 4220.1F, Third Party Contracting Guidance.

**III. POLICY**

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

**IV. GENERAL**

A. Definitions

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

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

Attachment: Policy 11000 Rev 27 - Clean Copy (11477 : Updates to Policy No. 11000)

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

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

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

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

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

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

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

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

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

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

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

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

Professional Services (A & E) means program management, construction management, feasibility studies (includes environmental studies and analysis), preliminary engineering, design, engineering, surveying, mapping, or other professional services of an architectural or engineering nature that are required to be performed or approved by a person licensed, registered, or certified to provide such services.

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

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

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

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

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

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

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

## B. Standard Requirements

1. Concurrence. All Contracts shall be reviewed by the Procurement Manager prior to approval by the Board or the Executive Director. The Procurement Manager's concurrence ensures the procurement process was completed in accordance with SBCTA policies and procedures, and applicable State and/or Federal contracting laws
2. Consultant Selection. When procuring a consulting firm for architectural and engineering services utilizing federal funds through Caltrans, SBCTA will advertise, award and administer the project in accordance with Caltrans current Local Assistance Procedures per 23 CFR part 172 unless otherwise stated in the executed Caltrans project-specific Program Supplement.
3. Contract Provisions. All Contracts shall specify a period of performance, description of the function to be performed, total contract amount, and appropriate performance standards.
4. Contract Term. Unless otherwise authorized by the Board, the maximum term for Contracts or Purchase Orders shall be five years, with the following exceptions: (1) Contracts or Purchase Orders for software related maintenance and support services can have a period of up to 10 years; (2) Contracts or Purchase Orders for software agreements, including but not limited to, licenses and subscriptions may be for any period of time, including perpetual.
5. Federal/State Requirements. When utilizing state and federal funds which require more rigorous or different procurement standards than required by this policy, such standards will apply. SBCTA is responsible for ensuring that such standards, including those set out in 2 CFR part 200 and 2 CFR part 1201, are met and are included in appropriate Contracts.
6. Independent Cost Estimate (ICE). Except for purchases under \$1,000, an ICE is required for every procurement action.
7. Insurance. SBCTA's Risk Manager is responsible for: 1) ensuring that all insurance requirements are reviewed and approved prior to the solicitation being released for all procurements, and 2) reviewing certificates of insurance and endorsements for compliance with Contract and Purchase Order requirements.
8. Legal Counsel Review. All Contracts shall be reviewed by legal counsel prior to approval by the Board or the Executive Director. All Contracts will be approved as to form by legal counsel prior to execution by SBCTA.
9. Non-Discrimination. All Contracts shall contain a standard non-discrimination clause.
10. Split Procurements. Under no circumstances shall related procurement activity be split into subparts, smaller similar actions, multiple purchases or orders to avoid compliance with the



applicable competitive selection process, avoid requirements of higher approval authority for a contract or amendment, or otherwise circumvent SBCTA procurement policies and/or procedures.

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

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## V. TYPES OF PROCUREMENTS

### A. Goods – Competitive Procurement

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

The following procedures will generally be used when each expected procurement for Goods is valued in excess of \$5,000, but not exceeding \$100,000:

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids, either written or oral, that permit prices and terms to be compared.
- b. An IFQ or letters may be required if the Goods being requested require more detailed bids. IFQ or letters will be issued to a limited number of prospective bidders.
- c. Award of a Purchase Order or Contract will be to the lowest responsive responsible bidder whose bid conforms to SBCTA's requirements or is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document the results of all such informal procurement actions.

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

The following applies to procurements valued in excess of \$100,000:

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed, indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Contract or Purchase Order shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. The Board, at its discretion, may reject any and all bids and readvertise.

#### 3. Amendments:

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

- a. Cumulatively, any additional quantity does not exceed 25% of the quantity listed in the original competitive procurement process; or
- b. An ICE prepared in advance of the proposed amendment demonstrates it would be more cost effective to amend the Contract or Purchase Order to add quantities than procuring the additional quantities under a separate procurement process.

### B. Construction – Competitive Procurement



1. Informal Procurement

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

- a. Whenever possible, informal procurements should be based on the solicitation of at least three (3) bids.
- b. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective bidders.
- c. Award of a Contract will be to the lowest responsive responsible bidder whose bid conforms to the SBCTA's requirements.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

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

- a. An Invitation for Bids (IFB) will be distributed and a notice inviting bids will be published at least once in a newspaper of general circulation or the equivalent. The publication shall be made at least 10 days before the date for the receipt of the bids. The competitive sealed bid method will be used.
- b. A control record will be maintained as the IFB is distributed indicating the date, time, and/or place of distribution or notice. The record shall contain the names and addresses of offerors receiving the IFB and details regarding the publication of the notice of IFB. The control record shall be used as a mailing or distribution list for the issuance of notices relative to the IFB and as a verification record in the case of vendor protests.
- c. Award of a Construction Contract shall be made to the lowest responsive responsible bidder whose bid conforms to all the material terms and conditions of the IFB.
- d. Award of a Construction Contract may proceed directly to the Board without prior review or recommendation by a Board Committee if the Contract award recommended is to the lowest responsive responsible bidder.
- e. The Board, at its discretion, may reject any and all bids and re-advertise.

3. Amendments

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

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

1. Informal Procurement

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

- a. An Invitation for Quotes (IFQ) will be issued to a limited number of prospective proposers.
- b. Whenever possible, informal procurements should be based on the solicitation of at least three (3) proposals.
- c. Award of a Contract will be made to the consultant whose proposal conforms to the requirements of the IFQ and is most advantageous to the agency based on price and other factors considered.
- d. SBCTA will document results of all such informal procurement actions.

2. Formal Procurement

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

- a. The Request for Proposal (RFP)/Request for Qualifications (RFQ) process will be used to solicit proposals.
- b. These Contracts shall be awarded based upon demonstrated competence and professional qualifications and capabilities necessary to perform the services at a fair and reasonable price. This procurement process does not require award to the lowest cost proposer.
- c. Staff will maintain a control record as RFP packets are distributed indicating the date and time of distribution. The record shall contain the names and addresses of consultants receiving the RFP and attendance at pre-proposal conferences, if any.
- d. Pre-proposal conferences will be held, when appropriate, to discuss the basic requirements such as instructions to the consultants, funding, Contract type, evaluation criteria, and specific points that should be addressed in each proposal.
- e. Special consideration is required in the instances of a formal competitive process resulting in only one response. In those instances, SBCTA staff shall evaluate factors relative to the competitive process, including adequacy of notification to qualified competitors, requirements of the RFQ/RFP, the amount of time provided to respond to the RFQ/RFP, adequacy of the one proposal received, and urgency. After such an analysis, the Executive Director shall make a recommendation to either accept or reject the proposal. Each circumstance will require consideration of facts relevant to the specific solicitation and work to be performed.

3. Amendments:

- a. The Board or the Executive Director may periodically approve amendments to professional and technical services consulting Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope. Examples requiring such amendments include actions in response to review comments, the imposition of new state or federal regulations, various design complications, and other factors generally beyond the consultant's control and not anticipated during the initial cost proposal.
- c. In those instances where it has been determined that professional services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. Unless otherwise disallowed, it may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and includes justification for such recommendation in the report to the Board or Executive Director:
  - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
  - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
  - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

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

1. Informal Procurement

- a. The provisions of Section V.C.1 for the Informal Procurement for A & E Professional Services Contracts generally apply to Non A & E Professional Services procurements.
  - b. The provisions of Section V.A.1 for the Informal Procurement for Goods generally apply to Non-Professional Services procurements.
2. Formal Consultant Selection Process

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

3. Amendments

- a. The Board or the Executive Director may periodically approve amendments to Non-A & E Professional and Non-Professional Services Contracts contingent upon consultant performance and negotiation. Amendments may address all Contract components, but typically relate to increased cost, the period of performance to accomplish the project, or adjustments to the scope of work.
- b. Amendments to increase the cost and/or period of performance of an established scope of work are approved as a matter of prudence and necessity. These result from increased difficulty or range of work effort to accomplish the defined scope.
- c. In those instances where it has been determined that Non A & E Professional Services or Non-Professional Services are required beyond the term of the existing Contract, the standard practice shall be for the Contract to be reviewed prior to the end of the contracted performance period and assessed relative to (1) the scope and continued need for the function performed, (2) the adequacy of performance under the Contract, and (3) other terms and conditions of the Contract.
- d. It may be prudent for staff to recommend in favor of Contract amendments in the following instances, after staff analyzes each Contract based upon the specific project needs and include justification for such recommendation in the report to the Board or Executive Director:
  - i. When the amendments are the result of an increase in the scope of work for the same project, wherein the qualifications and experience required to perform the additional tasks were clearly examined as part of the prior competitive process.
  - ii. When, on the basis of a specific finding or competitive process prior to approval of the original Contract, the consultant was determined to be the most qualified and responsive to undertake the work addressed by the Contract amendment.
  - iii. Where the consultant, based upon findings presented to the Board, is found to be preeminently positioned to perform the work due to its: (1) specific qualifications, (2) unique knowledge of the project, or (3) unique knowledge of the work required.

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## VI. EXCEPTIONS

### A. Non-Competitive Procurements

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

- 1. Competitive processes are not required for purchases of Goods and services under \$5,000, but the prices shall be reasonable. No ICE is required. Selection should be based on quality and cost. To the extent practicable, purchases must be distributed equitably among qualified suppliers or vendors.

## 2. Services – Sole Source

- a. In those instances when it may be necessary or prudent to enter into sole source Contracts or Purchase Orders, specific approval shall be required.
- b. All sole source Contracts or Purchase Orders shall be governed by the following guidelines:
  - i. Sole source Contracts or Purchase Orders may be recommended for approval upon a finding of appropriateness and that it is in the best interest of the agency to do so.
    - a. Contracts or Purchase Orders may be recommended for approval on a sole source selection based upon a requirement for unique qualifications, the existence of significant time constraints, substantial duplication costs, and/or in certain instances of demonstrated experience.
    - b. After solicitation of a number of sources, the competition is determined inadequate.

## 3. Goods – Single Source

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

## 4. Uniformity Exemption for technology related procurements

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

### B. Cooperative Procurements (piggybacking)

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

### C. Emergency Procurements (PUC § 130234)

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

### D. Remedial Measures (PUC § 130235)

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

E. Prototype Equipment (PUC § 130236)

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

F. Specialized Equipment (PUC § 130238)

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

G. Open Market (PUC § 130233)

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

H. Design-Build

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

I. Utilities Services

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

J. Venues

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

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## VII. PURCHASE ORDERS

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

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

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## VIII. DELEGATION OF AUTHORITY

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

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

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

2. General Counsel is authorized to issue RFQs for the purpose of creating and maintaining panels of qualified lawyers and law firms to provide legal services.
3. The Procurement Manager or Department Director, or their designee, are authorized to release and advertise Invitations for Quotes (IFQ) for proposed Contracts or Purchase Orders estimated not to exceed \$25,000 and Requests for Information.

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

1. General Policy.

- a. Except as provided in VIII.B.4.c.ii, all Contracts, Purchase Orders, and amendments in excess of \$100,000 require approval by the Board, unless otherwise authorized by the Board.
- b. In order to prevent delays that would result in negative impacts to projects and/or programs, staff will provide sufficient time for Policy Committees and/or the Board to review and consider staff recommendations for approval of Contracts and Contract amendments. Refer to Policy 10025.

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

3. General Policy Committee. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.

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

- a. All Contracts, Purchase Orders, and Non-Procurement Agreements (not Receivable) up to \$100,000. The Executive Director can only approve perpetual software licenses and subscriptions if listed in the current adopted budget.
- b. Contract amendments, Purchase Order amendments, and Non-Procurement Agreements (not Receivable) amendments:
  - i. With zero dollar value.
  - ii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally less than \$100,000, up to 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value.
  - iii. For Contracts, Purchase Orders, or Non-Procurement Agreements originally over \$100,000, amendments that cumulatively do not exceed 50% of the original Contract, Purchase Order, or Non-Procurement Agreement value or \$100,000, whichever is less.
  - iv. Amendments to extend term of performance, either by exercising the optional term(s) set out in Contracts or Purchase Orders approved by the Board, or, if the Contract or Purchase Order has no such options, to extend the term up to a total five year performance period.
  - v. Non-Procurement Agreements that extend time for any period.



- vi. For Contracts with Board-approved contingencies, releases of contingency up to, but that do not exceed, the authorized contingency amounts.
- c. Contract Task Orders (CTO):
  - i. All CTOs up to \$500,000, not-to-exceed the available Contract balance.
  - ii. CTO amendments within available Contract balance:
    - With zero dollar value.
    - For CTOs originally less than \$500,000, increasing the CTO amount up to \$500,000.
    - For CTOs originally \$500,000 or more, increasing the CTO amount by up to \$250,000.
- d. Sole source procurements for services up to \$100,000 per Section VI, and sole source procurement of Goods up to a maximum amount of \$50,000 (PUC § 130232(c)). Such sole source procurements shall be routinely reported to the Board.
- e. Zero Dollar and Receivable Non-Procurement Agreements up to \$100,000, as long as they:
  - i. Are not the original cooperative agreement for new projects with an overall project value in excess of \$100,000;
  - ii. Do not require hiring additional staff not budgeted;
  - iii. Do not result in increased agency costs that are not reimbursed in excess of \$100,000; and
  - iv. Are included in the SBCOG work plan (if it is for a SBCOG activity).
- f. Amendments to Zero Dollar and Receivable Non-Procurement Agreements:
  - i. That extend time, for any period; and
  - ii. Do not exceed a net funding change of \$100,000.
- g. Leases of real property by SBCTA (lessee):
  - i. With a term not to exceed five (5) years.
  - ii. Total rent not to exceed \$100,000 for entire lease term.
  - iii. Lease amendments within available term limit and total rent value, as set forth in i. and ii. above.

(Note: the delegation of authority granted under this policy does not affect the authority granted to the Executive Director under any applicable Board Resolution.)
- 5. General Counsel. In order to address the agency's legal needs, General Counsel is authorized to directly award, execute, and amend legal services agreements up to \$100,000. All such agreements shall be routinely reported to the Board. The procurement requirements set forth in Section V.D are not applicable to legal services agreements awarded under this provision.
- 6. Department Director. The Department Director, or their designee, is authorized to approve and execute contingency amendments (SBCTA Form 305) for services Contracts and Change Orders for construction Contracts that do not exceed contingency amounts authorized by Board or the Executive Director. Contingency amendments and Change Orders approved by the Department Directors will be presented monthly for review to the appropriate Policy Committee and/or Board.
- 7. Director of Management Services. The Director of Management Services, or their designee, is authorized to effect final execution of software agreements and/or terms and conditions for POs and/or Contracts that have been approved by the appropriate authority.

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

### A. Delegation of Authority

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives are authorized to:
  - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b. and c., below.
  - b. Reconsider and make changes to the insurance coverage limits that do not exceed a 50% difference above or below the originally accepted limits of insurance.
  - c. Approve deductibles and self-insured retention up to \$500,000.
2. Executive Director. The Executive Director is authorized to:
  - a. Make changes to the general insurance requirements, including limits of coverage, after considering the nature of the risk exposures, prior experience, insurer(s), coverage terms and conditions, or other special circumstances, as provided in b., c., and d., below.
  - b. Reconsider and make changes to the insurance coverage limits that may exceed a 50% difference above or below the originally accepted limits of insurance.
  - c. Eliminate any coverage conditions, limits, other requirements, including eliminating specific coverage(s) entirely.
  - d. Approve deductibles and self-insured retention up to \$5,000,000 for utility companies, up to stated insurance requirements for government agencies, and up to \$1,000,000 for all other companies.

#### B. Special Circumstances

1. The following are special circumstances that may be grounds for changing insurance requirements:
  - a. Changes in scope of services, including, but not limited to, Contracts with multiple notice to proceed and on-call providers with multiple Contract Task Orders
  - b. Insurance market-related constraints, such as type of insurers or coverage available
  - c. Change in company size
  - d. Change in number of vehicles owned by company
  - e. Changes that may trigger or eliminate requirement of worker's compensation coverage
  - f. Insurance policy required is no longer applicable or insurance policy that was not previously applicable becomes applicable and must be added
  - g. Insurance levels required are too high for company size and consequently not available in the market
  - h. Company-secured insurance that requires a deductible or self-insured retention

#### C. Assessing Risks and Identifying Mitigating Controls

1. Some of the circumstances listed above do not change SBCTA's exposure, others do. In order to ensure that SBCTA is protected, the Risk Manager will review each request and assess the associated risk, if any, and any potential mitigating controls.
  - a. The review will include the following steps:
    - i. Review scope of work and reassess insurance types and limits
    - ii. Review vendor's insurance broker recommendations and consult with SBCTA insurance broker if necessary.
    - iii. When appropriate, assess vendor's financial strength by reviewing the vendor's:
      1. Financial statements
      2. Actuary reports for self-insured program
      3. Third Party Administrator reputation



4. Number of claims in the past five years

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

D. Mechanism to Incorporate Approved Changes

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

## X. STANDARD OF ETHICS

- A. No SBCTA staff shall solicit, demand or accept from any person anything of a monetary value for or because of any action taken, or to be taken, in the performance of his or her duties. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- B. No SBCTA staff shall use confidential information for his or her actual or anticipated personal gain, or the actual or anticipated personal gain of any other person related to such SBCTA staff by blood, marriage, or by common commercial or financial interest. SBCTA staff failing to adhere to the above will be subject to any disciplinary proceeding deemed appropriate by SBCTA, including possible dismissal.
- C. SBCTA procurements shall be conducted in accordance with SBCTA's Procurement Standards of Conduct and in compliance with the SBCTA Conflicts of Interest Policy and applicable federal and state law.

## XI. REVISION HISTORY

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

Revision No.	Revisions	Adopted
9	Par. IX.A.1: Added additional paragraph "In certain instances, SANBAG professional services contractors are required to work closely with other public agency partners...". Re-formatted paragraph numbering to match current policy format, e.g., 11000.1 PURPOSE changed to I. PURPOSE.	07/02/03
10	Eliminated the Local Preference Policy – Paragraph VII.C; subsequent paragraphs VII.D and E renumbered to VII.C and D.	11/07/07
11	Par. IV.E.2 and 3: Increased the Executive Director's authority for approving Purchase Orders from \$25,000 to \$50,000.	12/03/08
12	Revised the "Director of Freeway Construction" to "Director of Project Delivery". Par. VII.D.2: Increased the Executive Director's authority for approving sole source procurements from \$25,000 to \$50,000. All other changes in language were made for clarity.	10/06/10
13	Par. V.K: Added authorization for SANBAG General Counsel to award and execute legal services agreements up to \$50,000. Par. VII.B.1.b: Added authorization for SANBAG General Counsel to issue RFQs.	07/11/12
14	Par. IX.C: Changed 'Director of Project Delivery' to 'SANBAG Department Directors'. Par. V.F: Changed the maximum term for standard SANBAG contracts, unless otherwise authorized by the Board of Directors, to five years (was three years).	08/01/12
15	Par. V.L: Added Requirement for Independent Cost Estimates. Adopted by Board of Directors on 10/3/12, Agenda Item 6.	10/03/12
16	Par. VII.A.2: Added Insurance Requirements. Par. VII.C: Major Projects Negotiating Guidelines removed since Policy 34504, Major Projects Program, Contract Negotiation Guidelines, was repealed on 9/5/12 (Board Agenda Item 5). Par. VII.D, Sole Source Process renamed to Par. VII.C..	11/07/12
17	Par. VII.A.1.c: Deleted "Use of electronic quotation systems operating within San Bernardino County" and replaced with language on Cooperative Procurements.	12/05/12
18	Changes approved by the Board of Directors on February 6, 2013, Agenda Item 32. Approve modifications, granting the SANBAG Executive Director or designee, contracting and/or signature authority as follows: 1. To release and advertise Requests for Proposals, Request for Quotes and Invitation for Bids, for proposed contracts for which funding has been approved in SANBAG's Annual Budget, and which are estimated not to exceed \$1,000,000. 2. To approve and execute all purchase orders and contracts up to \$100,000; and 3. To approve and execute contract amendments that meet at least one of the following criteria: a. Amendments with zero dollar value; b. Amendments to exercise the option term(s) set out in contracts approved by the SANBAG Board of Directors; or c. Amendments that cumulatively do not exceed 50% of the original contract value or \$100,000 individually whichever is less. Paragraphs IV.E.3, V.B, V.H, VII.B.1.a, VII.C.2, IX, and IX.B revised to incorporate these changes. Par. V.H: Revised to incorporate Board-approved agenda items (9/5/12 Agenda Item 7 and 11/7/12 Agenda Item 28) on the renaming and deletion of policy committees.	02/06/13
19	Change approved by the Board of Directors on May 1, 2013, Agenda Item 6. VII.B.3. Removed "In this instance of SANBAG's Major Projects contracts, the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies, or members of the Board of Directors or their designees."	05/01/13
20	Change approved by the Board of Directors on April 9, 2014, Agenda Item 7. Par. V.F: Further identified term duration and description of procurement contracts. Par. V.H.3 Approved modification, granting the SANBAG Executive Director authority to approve and execute purchase order amendments.	04/09/14
21	Change approved by the Board of Directors on January 4, 2017, Agenda Item 6. Change SANBAG to SBCTA. Revised to reorganize sections and incorporate statutory provisions of SB1305 applicable to SBCTA. Deleted requirement for Committee approval of contract awards to low bidders. Increased General Counsel contract authority to \$100,000.	01/04/17
22	Change approved by the Board of Directors on December 6, 2017, Agenda Item 4. Incorporated language regarding 2 CFR part 200 federal requirements.	12/06/17
23	Changes approved by the Board of Directors on January 8, 2020, Agenda Item 6. Added in Executive Director CTO signature limit.	01/08/20
24	Changes approved by the Board of Directors on June 3, 2020, Agenda Item 3. Added provisions re: contingency amendments.	06/03/20
25	Changes approved by the Board of Directors on 10/6/21, Agenda Item 3. Expanded the Risk Management review, revised Leasing of Real Property, added exceptions for uniformity and Utilities, clarify the use of Purchase Orders, added provisions for changes to insurance requirements after contract award.	10/06/21
26	Changes approved by the Board of Directors on January 4, 2023, Agenda Item 3. Expanded definitions, modified the amendment sections for procurements of Goods and services, updated the	1/04/23

Revision No.	Revisions	Adopted
	Uniformity Exception clause, and expanded the Executive Director authority to incorporate approval of Non-Procurement agreements and amendments.	
27	Revised definitions and updating the procurement threshold for Goods.	04/02/25

Attachment: Policy 11000 Rev 27 - Clean Copy (11477 : Updates to Policy No. 11000)

### *Minute Action*

AGENDA ITEM: 11

**Date:** April 2, 2025

**Subject:**

Memberships to Regional, State, and National Organizations

**Recommendation:**

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

Approve the SBCTA and SBCOG memberships to regional, state, and national organizations as listed below.

**Background:**

San Bernardino County Transportation Authority (SBCTA) staff is providing this listing of regional, state, and national organizations and associations, their purpose, and annual membership dues for Board consideration. SBCTA or San Bernardino Council of Governments (SBCOG) is a member of the listed organizations and benefits from membership through information relevant to the industry, through advocacy efforts for legislative and/or regulatory change, and through professional associations for program innovation and exchange. Some organizations provide regular information on regulations, funding opportunities, and regulatory requirements. A number of the organizations have provided support for SBCTA projects and programs and transportation improvements. Staff recommends that SBCTA/SBCOG continue memberships and/or register for memberships with the following organizations.

Association Purpose	Annual Dues
<p data-bbox="201 1152 1216 1224"><u>American Association of State Highway and Transportation Officials (AASHTO)</u></p> <p data-bbox="201 1243 1216 1713">This organization represents highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. Representing all transportation modes: air, highways, public transportation, active transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system. AASHTO works to educate the public and key decision-makers about the critical role that transportation plays in securing a good quality of life and sound economy for our nation. AASHTO serves as a liaison between State departments of transportation and the Federal government and offers training, transportation data access, and direct technical assistance to members. AASHTO issues standards for all phases of highway system development. Standards are issued for design and construction of highways, bridges, materials, and many other technical areas.</p>	<p data-bbox="1292 1152 1378 1184">\$3,000</p>

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

## Board of Directors Agenda Item

April 2, 2025

Page 2

<p><u>American Road &amp; Transportation Builders Association (ARTBA)</u></p> <p>This organization brings together all facets of the transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation's need for the safe and efficient movement of people and goods.</p>	\$1,000
<p><u>American Public Transit Association (APTA)</u></p> <p>This organization works to ensure that public transportation is available and accessible for all communities in the country through advocacy, innovation, and information sharing. APTA provides access to research and reports, standards development in transit, legislative updates and advocacy at the federal level, training opportunities on the latest issues and best practices for transit, and peer review data and panels to ensure our local agencies are keeping up with standards in the field.</p>	\$1,425
<p><u>California Association of Coordinated Transportation (CalACT)</u></p> <p>CalACT is the largest state transit association in the United States, with nearly 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. CalACT is a clearing house for information and resources on transit and paratransit management. This organization also is an advocate for rural transit agencies.</p>	\$1,665
<p><u>California Association of Councils of Governments (CALCOG)</u></p> <p>CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like Southern California Association of Governments (SCAG) and San Diego Association of Governments (SANDAG). CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.</p>	\$13,312
<p><u>California Transit Association (CTA)</u></p> <p>Public sector, non-profit association of over 190 of California's largest urban, suburban, and rural transit operators, commuter rail agencies, transit support groups, transit suppliers, and government agencies. CTA is committed to a collaborative approach to advocating for improved transit operations throughout California, and works with local, state, and federal legislators advocating for transit. CTA conducts state level advocacy for stable transit funding, provides access to technical reports and updates on issues specific to transit needs in California, and provides access to educational opportunities on transit practices in California.</p>	\$1,400
<p><u>Government Finance Officers Association (GFOA)</u></p> <p>GFOA is a resource for finance officers across the United States and Canada. GFOA provides members guidance on new governmental standards and issues awards for the budget document and annual comprehensive financial report.</p>	\$450

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## Board of Directors Agenda Item

April 2, 2025

Page 3

GFOA provides best practice information on accounting, auditing, budgeting, capital planning, debt management, financial reporting, pension and benefit administration, and treasury and investment management.	
<u>Association of Government Accountants (AGA)</u> AGA is the association that connects and empowers professionals who support government, from financial management to information technology, human resources, cybersecurity, and more, to advance good government initiatives, grow their expertise, and accelerate their careers.	\$100
<u>California Society of Municipal Finance Officers (CSMFO)</u> The purpose of CSMFO is to improve the knowledge, skills, and performance of individuals responsible for municipal and other local government fiscal policy and management.	\$450
<u>Inland Action</u> Inland Action promotes diverse economic development in the Inland Empire. They advocate on a broad array of issues including transportation policy and financing at the state and federal levels. Their membership consists of a large number of private and public interests, interlacing the business and public sectors to form the basis of strong policy advocacy.	\$3,632
<u>Inland Empire Economic Partnership (IEEP)</u> IEEP is a private sector voice for business and quality of life in the Inland Empire. It recruits and supports business, advocates for an educated workforce, works to ensure business friendly transportation and infrastructure policy for the economic betterment of Riverside and San Bernardino Counties.	\$15,000
<u>International Right of Way Association (IRWA)</u> The IRWA is a professional member organization dedicated to the right of way profession. It provides professional development, education, and credentialing opportunities for infrastructure real estate professionals worldwide. IRWA supports its members by offering specialized training in various disciplines, including negotiation, acquisition, management, appraisal, relocation assistance, environmental, asset/property management, real estate law, engineering, and surveying.	\$535
<u>The National Institute of Governmental Purchasing (NIGP)</u> NIGP is a non-profit that develops, supports, and promotes the public procurement profession through premier educational and research programs, professional support, technical services, and advocacy initiatives that benefit members and other important stakeholders.	\$480

## Board of Directors Agenda Item

April 2, 2025

Page 4

<p><u>California Association of Public Procurement Officers, Inc. (CAPPO)</u></p> <p>CAPPO works to provide tools to buyers in the public sector that will help them develop their professional skills for their benefit and the benefit of their agencies.</p>	\$435
<p><u>Mobility 21</u></p> <p>Organization of public, business, and community stakeholders pursuing regional solutions to the transportation challenges facing Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. Mobility 21 provides strong regional advocacy on transportation issues at the state and federal levels. The Board of Directors includes the CEOs of the five transportation commissions, Southern California Association of Governments (SCAG), American Automobile Association (AAA), and the major regional Chambers of Commerce.</p>	\$20,000
<p><u>Self Help Counties Coalition (SHCC)</u></p> <p>Organization of 25 California county transportation agencies with voter-approved transportation sales tax measures. In Southern California, revenues from these sales tax measures exceed the combined total of state and federal transportation funds. The SHCC works closely with the California Transportation Commission, California Department of Transportation (Caltrans), the Legislature and Administration, and other groups to protect the interests of the transportation authorities against diversion of transportation funds, increased Board of Equalization fees, impediments to timely project delivery, and concerns over state maintenance of effort that may arise because of the availability of local funds.</p>	\$9,700
<p><u>Southern California Association of Governments (SCAG)</u></p> <p>SCAG bylaws provide for SBCTA, as one of the five County Transportation Commissions within the region, to appoint a representative to the SCAG Regional Council from its governing board, dependent upon being a dues-paying member. SBCTA's participation with SCAG is essential for the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).</p>	\$25,000
<p><u>Gold Line Phase II Joint Powers Authority (GLJPA)</u></p> <p>In accordance with the GLJPA Agreement, the GLJPA was created to enable members to participate as fully as is necessary and appropriate in the planning, funding, design and construction of the Gold Line Phase II project (12.3 miles from Azusa to Montclair). It is the clear intent of the members that the GLJPA not possess any power to operate the Gold Line Phase II project or to maintain it after construction is completed and these responsibilities shall instead be the responsibility of LA Metro. It is also the clear intent of the members of the GLJPA to work closely with the Metro Gold Line Foothill Extension Construction Authority to promote efficient management of the Gold Line Phase II project to achieve cost efficiencies and to avoid overlapping activities, all the while ensuring the rapid completion of the Gold Line Phase II project.</p>	\$3,000

San Bernardino Council of Governments

San Bernardino County Transportation Authority

<p><u>Association for Commuter Transportation (ACT)</u></p> <p>ACT is the leading advocate for commuter transportation and transportation demand management (TDM). Commuting by bus, train, rideshare, bike, walking, or telework improves our world by contributing to energy independence, better air quality, livability, mobility, and reduced congestion. Through advocacy, education, and networking efforts, ACT strives to improve the lives of commuters, the livability of communities, and the economic growth of businesses.</p>	<p>\$675</p>
<p><u>Inland Southern California Climate Collaborative (ISC3)</u></p> <p>ISC3 is a collaborative for agencies, organizations, and companies in the Inland Southern California region (San Bernardino, Riverside, and Imperial Counties) whose mission is to bolster local and regional efforts to avoid the worst effects of climate change while building resilience to the climate change impacts that communities are already facing. The formation of ISC3 was facilitated by the Local Government Commission (LGC) and funded by a Caltrans SB-1 Transportation Adaptation Planning Grant Program through SBCTA and Western Riverside Council of Governments (WRCOG). The formation of ISC3 is consistent with Senate Bill 1072 (Leyva), and the establishment of this collaborative will assist our regions under-resourced communities to access statewide public and other grant funds for climate change mitigation and adaptation purposes.</p>	<p>\$3,000</p>

**Financial Impact:**

The annual cost for membership in these organizations is \$104,259. Payment of the individual membership dues is within the Executive Director's authority and funding will be incorporated into the Fiscal Year 2025/2026 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025.

**Responsible Staff:**

Carrie Schindler, Deputy Executive Director

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:



## ***Minute Action***

AGENDA ITEM: 12

***Date:*** April 2, 2025

***Subject:***

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

***Recommendation:***

Receive the Fiscal Year 2024/2025 Budget Action Plan – Third 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 was received by the General Policy Committee on March 12, 2025.

***Responsible Staff:***

Raymond Wolfe, Executive Director

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Approved  
Board of Directors  
Date: April 2, 2025

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	Completed December 2024.	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.	
	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. Prioritization criteria was approved by the Board 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 3 (11453 : 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	Completed. The 10-Year Delivery Plan was approved by the Board 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	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	Ongoing.
		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	Application submitted in December 2024.
		Notes	

Attachment: FY 24\_25\_Budget Action Plan Quarter 3 (11453 : Fiscal Year 2024/2025 Budget Action Plan -

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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 and GFOA Award received in August 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	Completed in July/August and December/January.	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				
Records destroyed for Q1 and Q3: 189 boxes of hardcopy records and 3,434 electronic records.				
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 provided a comprehensive demo on Dec 12th. Targeting recommendation in mid 2025.	Finance, Project Delivery, Management Services
	Implement Microsoft 365 G5 Licenses.	Q4	Completed December 2024.	Management Services
Notes				

Attachment: FY 24\_25\_Budget Action Plan Quarter 3 (11453 : Fiscal Year 2024/2025 Budget Action Plan -

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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. A progress report was provided to GPC in March 2025.	
	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	The planned Small Business component of B2B was not implemented. The SBCOG Work Plan which was approved in November 20204, has captured the Small Business interest in establishing multiple vendor fairs region-wide. The first will be implemented in Q4.	COG, General Counsel
	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. They will be implemented as approved.	
3A 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. MOU approval occurring in Q3, and implementation will begin immediately upon execution.	
	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 was completed by December 31, 2024, per the project schedule. Amendment No. 1 presented in Q3 focused on implementing 2 projects, using project cost savings.	
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.	Transit
Complete the RAISE grant agreement and subrecipient agreement for the construction of the Brightline West High Desert Stations.	Q1	Delayed to Q4. FRA and Brightline prioritized finalizing the NDOT \$3 billion grant, which was completed in Q2. Discussions related to the Brightline West High Desert Stations have resumed and agreement is now scheduled to be completed in Q4.	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.	Planning currently underway.	Legislative/Public Affairs, COG
3B Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing bi-monthly meetings	Ongoing.	
Notes			

Attachment: FY 24\_25 Budget Action Plan Quarter 3 (11453 : Fiscal Year 2024/2025 Budget Action Plan -

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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 Communicate grant opportunities to member agencies. Expand the function of SBCOG with regard to grant and project development.	Host Workshop.	Q3	A Grants Analyst was hired in Q2, and workshop is scheduled for Q4.
	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 has developed a draft Grant Framework to standardize a process for evaluating and pursuing grant opportunities internally and externally. This will be reviewed by GPC and Board in Q4.
		Continue to provide updates to member agencies on new grant opportunities - Ongoing	The Grants Analyst will be seeking grant identification and 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 Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.  Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Award contract for the replacement of the EV chargers in employee parking lot.	Q1	Fast chargers installed and operational. Work completed in Q3.
	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.
		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 due to SCE's underground project along Holt Blvd has not started.	Transit
	Notes		

Attachment: FY 24\_25 Budget Action Plan Quarter 3 (11453 : Fiscal Year 2024/2025 Budget Action Plan -

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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 is needed and additional testing will be required to validate the update.
	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. The contract for a temporary fueler has been executed and the contract for permanent fueling equipment is under negotiations.			
Division Strategy: Deliver the Tunnel to ONT Project			
Action Plan	Milestones	Milestone Status	Responsibility
4C	Environmental Document approval	Q2	Delayed to Q3. Public circulation was completed in Q2, and final CEQA approval is scheduled to be completed in Q3. NEPA approval is scheduled to be completed in Q4.
	Award design-build contract	Q4	Delayed to Q1 FY 25/26.
Notes			
Public circulation of the environmental document ended on December 2, 2024. CEQA is scheduled to be completed in March and NEPA is scheduled for approval in April 2025.			
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	Delayed to Q3. ROW certification pending utility agreement with the City of Colton.
	US-395 Widening Project - Phase 2	PS&E approval - Q4	On schedule.
Notes			

Attachment: FY 24\_25 Budget Action Plan Quarter 3 (11453 : Fiscal Year 2024/2025 Budget Action Plan -

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Division Strategy: Delivery of Capital Projects - Construction Milestones:			
Action Plan	Milestones	Milestone Status	Responsibility
SR-210 Waterman Avenue	Start construction - Q1	Delayed to Q3. Construction NTP was issued on January 6, 2025.	Project Delivery
I-215 University Parkway	Start construction - Q1	Delayed to Q2. Contract award was delayed because the cooperative agreement needed to be amended, which required SBCTA Board action and San Bernardino City Council action. The coop agreement has been amended. The Notice of Award was sent to the contractor on August 20, 2024. The construction NTP was issued on December 19, 2024. Construction duration is anticipated to be one year.	
I-10 Mount Vernon Avenue	Start construction - Q2	Delayed to Q1 FY25/26. The ROW certification, delayed by the negotiation and execution of the Colton electric utility agreement in the design phase, pushes the construction start into the 1st quarter. The construction NTP is estimated to be issued in August 2025.	
4E I-215 Bi-County/Segment 5 Landscaping	Start construction - Q3	Delayed to Q1 FY 25/26. Final design approval by Caltrans was anticipated in December 2024. However, not only did Caltrans respond beyond their typical response window, but another set of additional comments were received from Caltrans. The final package will be resubmitted to Caltrans on March 7, 2025. The new target construction start date is August 2025.	
North First Avenue Bridge over BNSF	Complete for Beneficial Use - Q1	Completed.	
SR-210 Waterman Avenue	Complete for Beneficial Use - Q3	Delayed to Q2 FY25/26. Construction start was delayed because cooperative agreement had to be amended to add funding; this pushed the entire schedule. Beneficial use target is October 2025.	
Metrolink ATP - Phase 2	Complete for Beneficial Use - Q3	On schedule.	
I-10 Cedar Avenue	Complete for Beneficial Use - Q4	Delayed to Q1 FY 26/27 due to railroad and contractor related delays.	
I-10 Eastbound Truck Climbing Lane	Complete for Beneficial Use - Q4	On schedule.	
Notes			

Attachment: FY 24\_25 Budget Action Plan Quarter 3 (11453 : 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



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 2024 CTC meeting. The construction contract was awarded at the October 2024 Board meeting and executed in November 2024. Construction NTP was issued on February 3, 2025.
	I-10 Corridor Freight and Express Lanes Project (Contract 1)	Complete for Beneficial Use - Q1	The express lanes opened in Q1 on August 28, 2024, but substantial completion is still pending.
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 Q4. 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	Delayed to Q4. Bids for the Montclair extension are scheduled for Q3 and coordination with LA Metro to continue to Q4.
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	Legislative deadlines for new proposals was Friday February 21, 2025. The Legislative Affairs team will evaluate and develop strategies to address new legislation.
	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	Legislative deadlines for new proposals was Friday February 21, 2025. The Legislative Affairs team will evaluate and develop strategies to address new legislation.
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 1's contributions to the region's transportation system. Annual state of transportation event; monthly blog series "Measure 1 (Impact)", include in SBCTA President speeches.	Ongoing	State of Transportation to conduct (B2B) fall 2025.	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 2024 for review. Comments received through mid-January 2025 and Final LRMTP delivered by end of February. MVSS and MDC recommended LRMTP to Board for approval.	Planning, Transit, Fund Administration
		Final LRMTP - Q4	Final LRMTP approved by Board at March 5, 2025 meeting.	
	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 as 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, call box removal, support for 10-Year Delivery Plan, 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 and conducted incident analysis in Q3.	Planning
Notes				

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<b>Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications</b>				
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 partnership for SCCP grant for ONT Connector.	Planning, Fund Administration
		Other state and federal grants - Ongoing	Planning and Fund Administration working together on STBG, CMAQ and CRP funding applications to be submitted to SCAG in Q4.	
	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 early Q4. Project had a late start due to delays in REAP 2.0 funding.	
	Countywide Evacuation Route Study and Modeling for member jurisdictions.	Initiate project - Q2	Project initiated in Q2 and consultant defining process for local compliance with SB 99 and AB 747.	
		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 for CTC received and project initiated. The transportation side of the REAP 2.0 has started, but the COG side of the work is with the SCAG MOU process was delayed due to State budget.		
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/pedestrian project invoicing.	Ongoing	Projects monitored and status reports prepared.	
Notes				

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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	Completion for beneficial use expected in Q3.	Planning, Project Delivery
Notes				
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. Most of call boxes to be removed by end of the fiscal year.	
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 CTSA's, to identify key activities for inclusion in the SBCTA LRMTMP based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	LRMTMP was completed in Q3. A "top tier" of Priority Transit Routes for the Valley was identified and included in the Final LRMTMP. Final LRMTMP was reviewed by MVSS and MDC and approved by Board on March 5.	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	Project is midpoint in Q2 and a draft definition, role, and goals was brought to the Board for consideration in Q3.	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 Board in Q1.	COG
Notes				

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## *Minute Action*

AGENDA ITEM: 13

***Date:*** April 2, 2025

***Subject:***

Inland Regional Energy Network 2024 Annual Report Update

***Recommendation:***

Receive an update on the San Bernardino Council of Governments 2024 Inland Regional Energy Network Annual Report.

***Background:***

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

The purpose of this report is to highlight the I-REN accomplishments that will be filed in the 2024 annual report with the CPUC for both Riverside and San Bernardino Counties. On April 15, 2025, the I-REN 2024 annual report will be presented to the I-REN Executive Committee members for the following three I-REN sectors: C&S, Public Sector, and WE&T. A draft version of the report was completed on March 24, 2025, and is provided in this agenda item.

The year 2024 was a year of significant milestones and growth across I-REN's portfolio. After launching select quick-start activities in the latter half of 2023, I-REN embarked on its first full year of those programs' operations in 2024 and saw participation increase across its portfolio. In parallel, I-REN initiated other program activities in close coordination with local, regional, and statewide stakeholders. As envisioned in its Business Plan, I-REN's portfolio is now delivering tangible, cross-cutting public interest impacts and increasing equitable access to Energy Efficiency (EE) in the Inland Empire region. I-REN continues to be guided by input from its communities and stakeholders. In the past year I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio, including roundtables, working groups, energy forums, and more.

Looking ahead to 2025, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants but also the region as a whole. While driving outcomes in its current portfolio, I-REN will also look to the future. The work to prepare I-REN's portfolio application in 2025 will be informed by the successes and learnings from these early years of

*Entity: San Bernardino Council of Governments*

program implementation, in combination with stakeholder insights about Inland Empire communities' energy efficiency and resiliency needs.

### Key Achievements in 2024 and plans for 2025

**Public Sector:** More than 50 agencies leveraged public sector program offerings in 2024 and more than 70 attendees participated in I-REN's first public sector working group. I-REN helped agencies benchmark over 4.8 million square feet in 2024 through its strategic energy planning offerings, including the Building Upgrade Concierge (BUC). Through its EE and Conservation Block Grant (EECBG) initiative, I-REN helped agencies secure \$1.8 million in funding. I-REN also conducted audits at 44 facilities and saw construction completion of its first Cash for Kilowatts project. In alignment with equity program objectives, the majority of agencies served by I-REN's public sector programs were equity communities. Additionally, 100% of facilities benchmarked, 100% of energy audits performed, and 100% of savings achieved were in underserved and/or hard-to-reach communities.

**Table 1: Public Sector 2024 Achievements and 2025 Plans for Riverside and San Bernardino Counties:**

Program	2024 Achievements	2025 Plans
Technical Assistance and Strategic Energy Planning Program	<ul style="list-style-type: none"> <li>-32 Preliminary Energy Resilience Roadmaps for public agencies.</li> <li>-41 facilities benchmarked.</li> <li>-9 BUC portfolios created.</li> <li>-225 BUC User accounts created.</li> </ul>	<ul style="list-style-type: none"> <li>-Engage all member agencies in the region - Deliver first Initial Measure List with EE opportunities to remaining agencies.</li> <li>-Obtain utility data and track with BUC tool.</li> <li>-Use BUC tool to provide reports and supporting data for evaluation.</li> </ul>
Public Buildings Normalized Metered Energy Consumption (NMEC) Program – Cash for Kilowatts	<ul style="list-style-type: none"> <li>-29 NMEC projects in the pipeline.</li> <li>-1 Cash for Kilowatts project approved for installation.</li> <li>-1 Cash for Kilowatts project completed.</li> <li>-184,720 kWh saved and \$164,506 funds reserved.</li> </ul>	<ul style="list-style-type: none"> <li>-Continue to expand pipeline by extending \$2/kWh incentive rate for applications submitted in 2025.</li> <li>-Explore opportunities to support projects in sub-metered facilities.</li> <li>-Utilize evaluation, measurement, and validation funding to investigate where gaps might exist for project completion and approval at the agency level.</li> </ul>

**Codes & Standards (C&S):** The I-REN C&S training program offered 13 training sessions and two forums in 2024. I-REN became the state’s first REN to offer a C&S training series in Spanish, part of the C&S training program’s efforts to reach more equity participants. In accordance with the results of 2023’s Market Assessment Survey, I-REN introduced new training topics in 2024, including Accessory Dwelling Units, Solar Photovoltaic & Battery, and Single-family Lighting. I-REN also extended its trainer base through collaboration with Southern California Edison and Energy Code Ace and deepened its relationship with the California Energy Commission, who taught two training courses in partnership with I-REN.

**Table 2: Codes & Standards Sector 2024 Achievements and 2025 Plans for Riverside and San Bernardino Counties:**

Program	2024 Achievements	2025 Plans
C&S Training and Education Program	<ul style="list-style-type: none"> <li>- 14 trainings held.</li> <li>-214 net individual attendees.</li> <li>- 157 continuing education credit certificates.</li> <li>-99% satisfaction rating from participants.</li> <li>-Streamlined registration form and survey.</li> </ul>	<ul style="list-style-type: none"> <li>- 16 trainings.</li> <li>-2 C&amp;S Forums.</li> <li>-Increase number of participants, equity and private sector.</li> <li>-Offer additional trainings in Spanish.</li> <li>-Prepare for the 2025 Energy Code.</li> </ul>
C&S Technical Support Program	<ul style="list-style-type: none"> <li>-Launched “Ask an energy code question” resource.</li> <li>-Launched 2 online permit guides.</li> <li>-Supported the City of Palm Springs on a Reach Code for two in-progress ordinances.</li> </ul>	<ul style="list-style-type: none"> <li>-Finalize Reach Code for Palm Springs.</li> <li>-Offer 1:1 meetings to establish “code champions”.</li> <li>-Increase number of jurisdictions leveraging technical assistance.</li> <li>-Develop Energy Code Permit Guides.</li> </ul>

**Workforce Education & Training:** I-REN's workforce offerings include an Energy Fellowship initiative that provides job opportunities in local jurisdictions to support public sector energy efficiency projects. In 2024 I-REN increased the number of Energy Fellows it placed, and those fellows began making direct contributions to support the implementation of projects through I-REN's public sector programs. Also in 2024, I-REN conducted an energy workforce assessment to identify workforce needs and opportunities in the region, including surveying employers to learn more about their hiring and job skill needs related to energy efficiency.



**Table 3: Workforce Education & Training Sector 2024 Achievements and 2025 Plans for Riverside and San Bernardino Counties:**

Program	2024 Achievements	2025 Plans
Workforce Education & Training – Training & Education Program	<ul style="list-style-type: none"> <li>-Finalized workforce assessment to establish priorities for future programming.</li> <li>-Surveyed 385 local energy employers.</li> <li>-Hosted 2 workforce roundtables in each subregion.</li> <li>-Established partnerships with various educational organizations.</li> </ul>	<ul style="list-style-type: none"> <li>-Implement workforce assessment to fill gaps related to energy job pathways.</li> <li>-Implement CPUC Supplier Diversity Workshop.</li> <li>-Collaborate with Riverside and San Bernardino County Workforce Development Departments to improve impact in the region.</li> </ul>
Workforce Education & Training – Workforce Development Program	<ul style="list-style-type: none"> <li>- 14 I-REN Energy Fellows placed at public agencies.</li> <li>-26 NMEC projects being coordinated by I-REN Energy Fellows.</li> <li>-16 job fairs attended.</li> <li>-400 plus job seeker leads collected. 50 plus potential partners identified.</li> </ul>	<ul style="list-style-type: none"> <li>-Increase Experiential Learning for I-REN Energy Fellows.</li> <li>-Partner with Inland Empire/Desert Regional Consortium for Energy &amp; Infrastructure Showcase.</li> <li>-Continue to increase and identify workforce collaboration partners.</li> </ul>

**Financial Impact:**

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

**Reviewed By:**

This item was received by the General Policy Committee on March 12, 2025.

**Responsible Staff:**

Jennifer Aguilar, Energy Program Manager

Approved  
 Board of Directors  
 Date: April 2, 2025

Witnessed By:



# 2024 | Annual Report



Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)



## Your Local Champion for Equitable Access to Energy Resources

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

# Contents

- 01. Executive Summary . . . . . 2
  - I-REN Overview . . . . . 3
  - 2024: Driving Equitable EE and Resiliency in the Inland Empire . . . . . 4
    - I-REN Accomplishments From Business Plan Approval to Present . . . . . 5
  - Public Sector Summary . . . . . 12
  - Codes & Standards Summary . . . . . 13
  - Workforce Education & Training Summary . . . . . 13
- 02. 2024 Achievements and 2025 Plans . . . . . 14
  - Introduction . . . . . 15
  - Public Sector . . . . . 16
    - IREN-PUBL-001: Technical Assistance and Strategic Energy Planning Program . . . . . 17
    - IREN-PUBL-002: Public Buildings Normalized Metered Energy Consumption Program . . . . . 30
  - Codes & Standards . . . . . 32
    - IREN-CS-001: C&S Training and Education Program . . . . . 32
    - IREN-CS-002: C&S Technical Support Program . . . . . 36
  - Workforce Education & Training . . . . . 39
    - IREN-WET-001: WE&T Training and Education Program . . . . . 39
    - IREN-WET-002: WE&T Workforce Development Program . . . . . 45
    - Sector-wide Workforce Collaborations . . . . . 48
- 03. Energy Savings . . . . . 50
- 04. Savings by End Use . . . . . 50
- 05. Environmental Impacts . . . . . 50
- 06. Expenditures . . . . . 52
- 07. Cost-Effectiveness . . . . . 54
- 08. Metrics . . . . . 56
  - Unique Value Metrics . . . . . 57
  - Equity and Market Support Indicators and Goals . . . . . 58
  - D.18-05-041 Common Metrics . . . . . 59
- 09. Commitments . . . . . 60

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)

# 01.

# Executive Summary



# I-REN Overview

The Inland Regional Energy Network (I-REN) is a consortium of the Coachella Valley Association of Governments (CVAG), San Bernardino Council of Governments (SBCOG), and Western Riverside Council of Governments (WRCOG) that serve the counties of Riverside and San Bernardino. These partners initially began collaborating in 2019 with a shared vision to establish locally administered, designed, and delivered energy efficiency (EE) programs.

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

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

As directed in D.21-11-013, I-REN plans to make a new portfolio filing in 2026 along with other PAs for program year 2028 and beyond.



Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)



## 2024: Driving Equitable EE and Resiliency in the Inland Empire

2024 was a year of significant milestones and growth across I-REN's portfolio. After launching select quick-start activities in the latter half of 2023, I-REN embarked on its first full year of those programs' operations in 2024 and saw participation increase across its portfolio. In parallel, I-REN initiated other program activities in close coordination with local, regional, and statewide stakeholders.

*As envisioned in its Business Plan, I-REN's portfolio is now **delivering tangible, cross-cutting public interest impacts and increasing equitable access to EE in the Inland Empire region.***

- I-REN's Energy Fellowship workforce initiative provides **job opportunities and experiential energy education** to participants who are placed at local jurisdictions to support energy projects. By funding the Energy Fellows, I-REN has **increased local agencies' capacity** to pursue energy efficiency, and I-REN's public sector pipeline now has **26 projects in progress where I-REN Energy Fellows have direct involvement** in supporting project completion.
- The first I-REN public sector Normalized Metered Energy Consumption (NMEC) project completed construction in 2024 and is set to deliver **energy and bill savings for public facilities serving equity communities**. All projects in the I-REN public sector pipeline serve equity communities, and energy roadmapping and benchmarking services provided in 2024 were for **100% equity community-serving public facilities**.
- I-REN is leading the way with equitable Energy Code training for public sector and private sector building professionals, having hosted **the state's first REN-led, no-cost, multilingual technical training on the Energy Code**—a four-part module on air conditioning and heat pumps in Spanish.

I-REN continues to be guided by input from its communities and stakeholders. In the past year I-REN further expanded opportunities for community and industry input to its program designs and operations by convening stakeholders in all sectors of its portfolio through roundtables, working groups, energy forums, and more.

In 2024 I-REN also coordinated closely with its Fellow PAs to fulfill regulatory obligations as well as to enhance program offerings and ensure judicious use of ratepayer funds. When the Commission approved portfolios in D.23-06-055, it ordered that the PAs work together to examine various topics and submit joint advice letters. I-REN has been a diligent contributor to those efforts, embracing the opportunity to work collaboratively with Fellow PAs and advocate for equity and the value that RENs bring to the EE landscape. I-REN also worked closely with Fellow PAs in the region to avoid program overlap and to collaborate in ways that bring added value to participants.

Going into 2025, I-REN is continuing to expand program activities and deliver tangible benefits for not only program participants but also the region as a whole. While driving outcomes in its current portfolio, I-REN will also look to the future. I-REN's 2028–2035 portfolio application will be developed using insights gained from early program implementation, along with feedback from stakeholders regarding the energy efficiency and resilience needs of the Inland Empire.

# I-REN Accomplishments

## From Business Plan Approval to Present



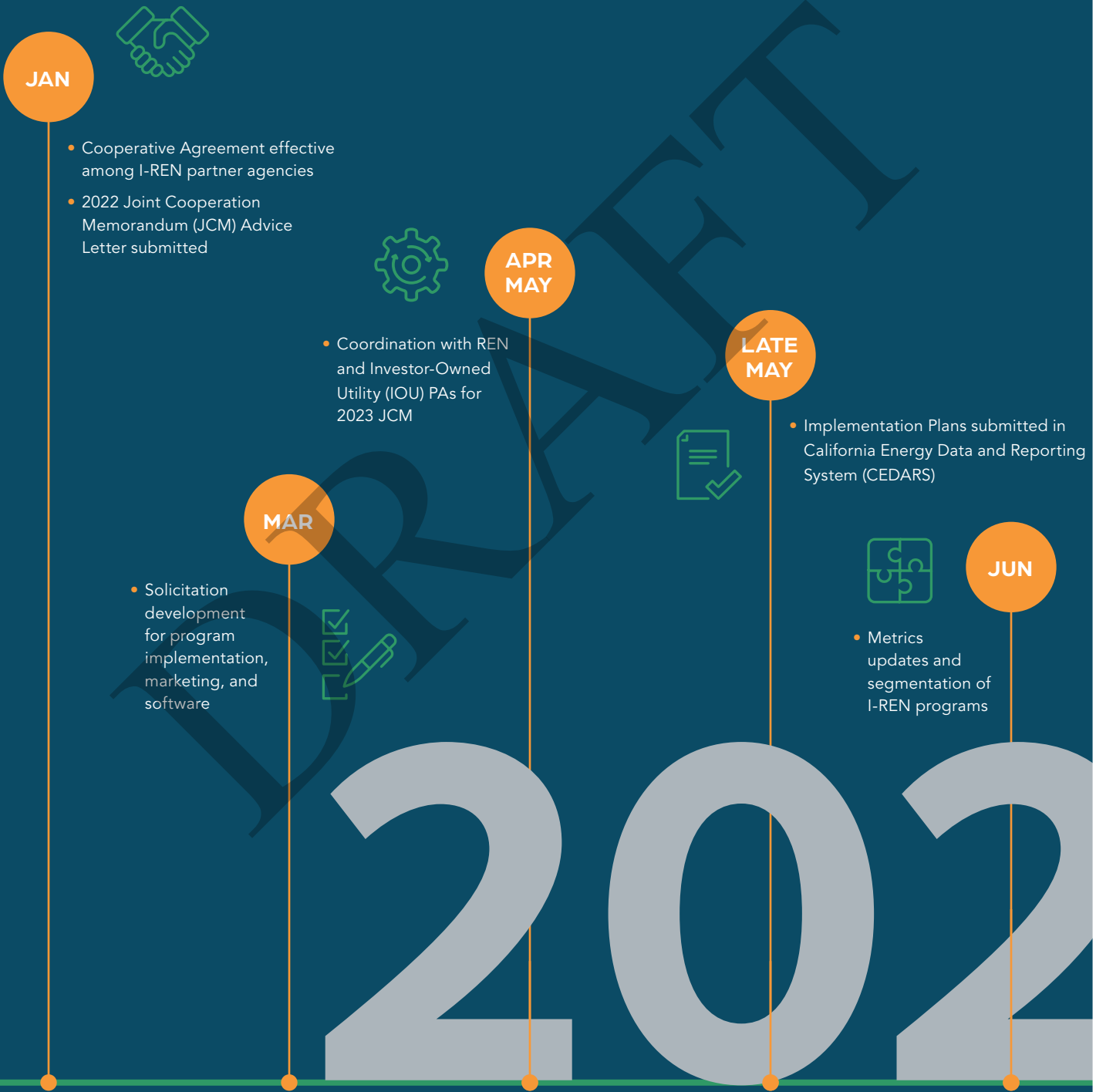
- Business Plan approved in D.21-11-013
- Building I-REN contacts list for local governments, tribes, and other stakeholders
- Began working with SoCalGas on Program Agreement
- Memorandum of Agreement (MOA) and I-REN Governance and Operations Rules in development between I-REN partner agencies



2021



# I-REN Accomplishments



2

JUL  
AUG

- Metrics Advice Letter filed and accepted by CPUC



AUG

- Implementer and vendor solicitations released
- Collaboration with PAs and presentation at CPUC PA Coordination Workshop



AUG  
SEPT

- Response to Energy Division REN Metrics data request
- California Energy Efficiency Coordinating Committee (CAEECC) Equity and Market Support Metrics Working Group Participation



OCT  
NOV

- REN Performance Metrics stakeholder meetings



NOV



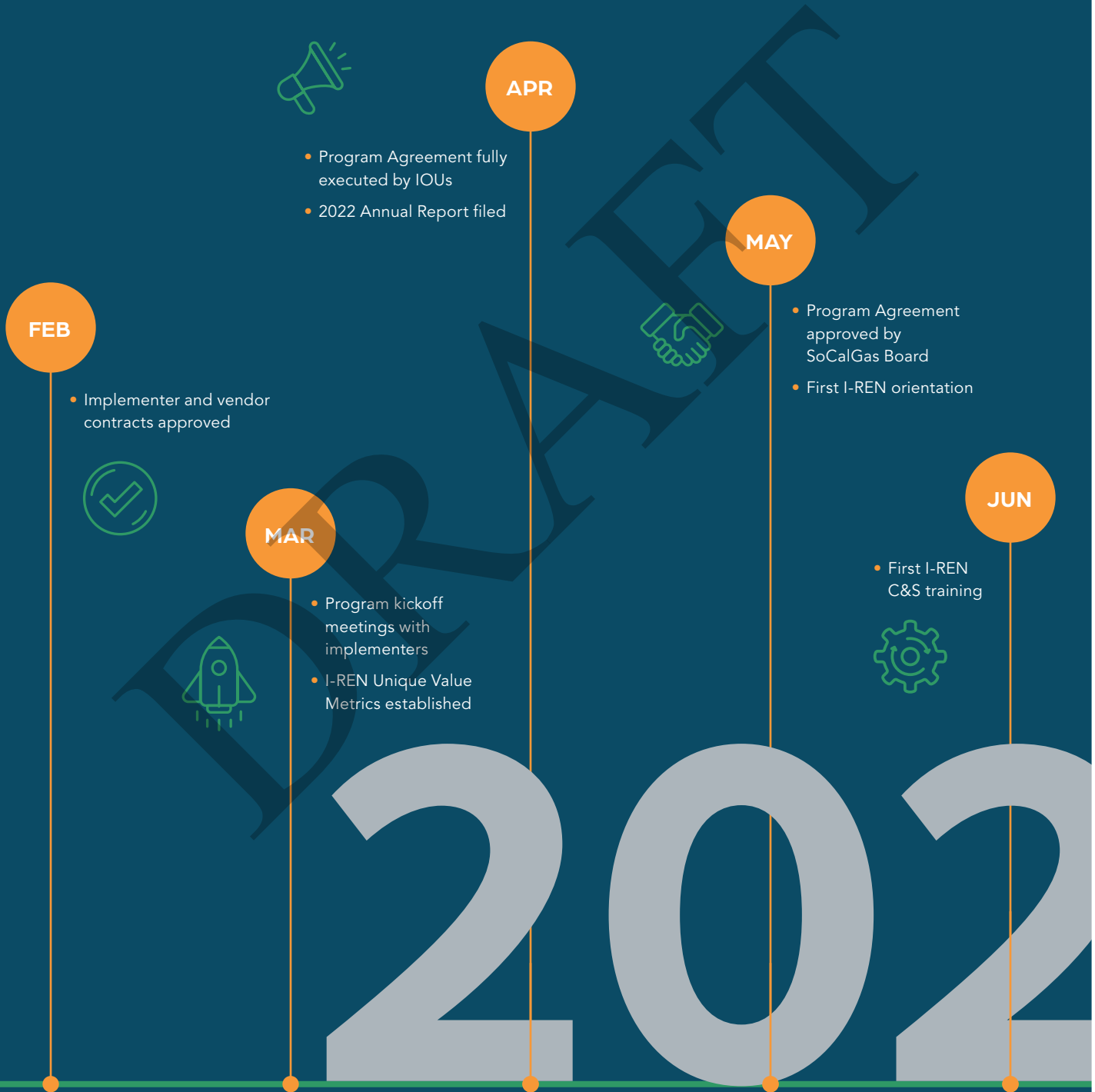
- Budget filing in CEDARS
- Bidder interviews for implementers and vendors
- Organizational strategic planning begins

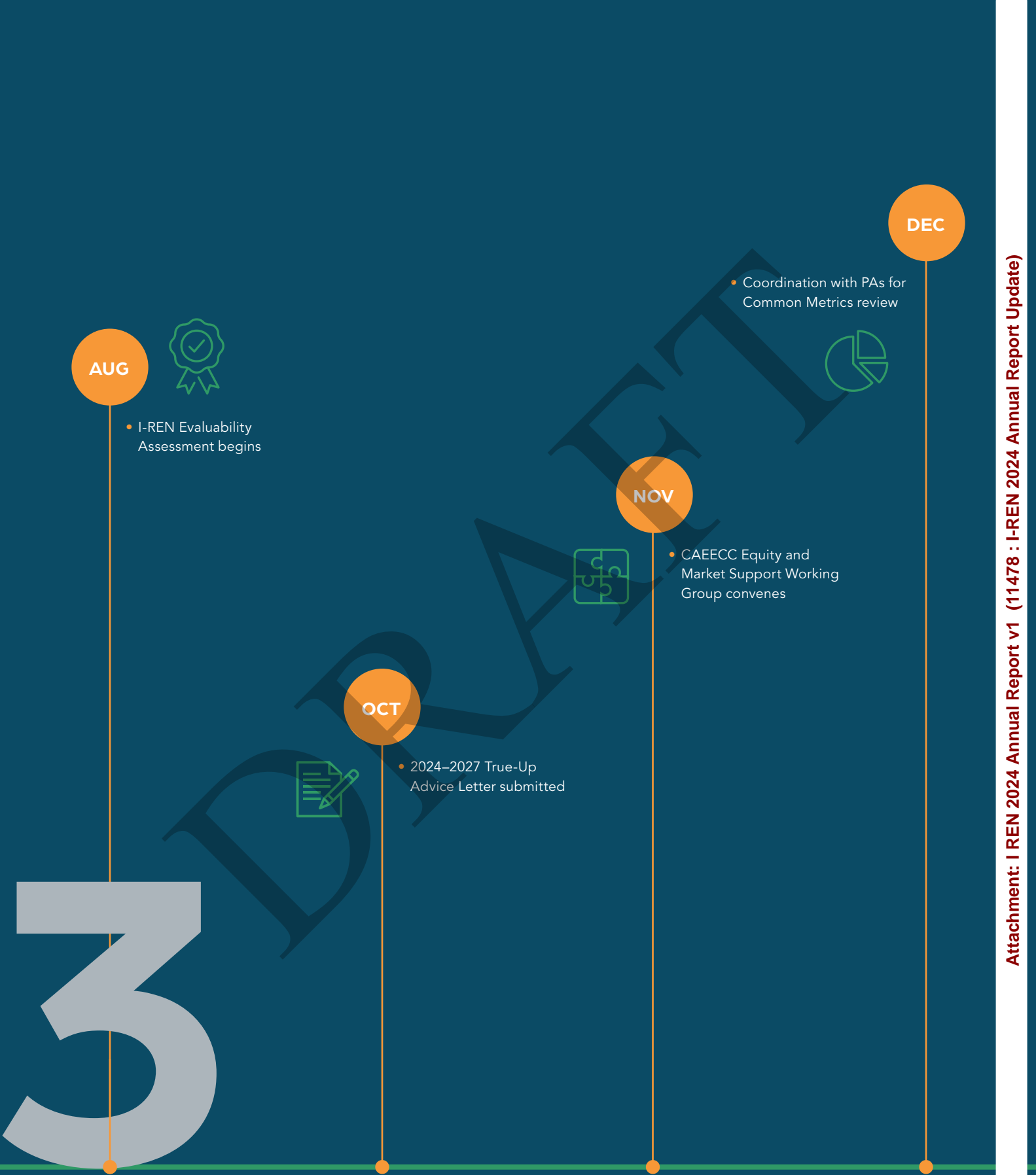


DEC

- First I-REN Executive Committee Meeting
- Selection of implementers for contract negotiations
- Program Agreement finalized by Council of Government (COG) partners and routed to SoCalGas/Southern California Edison (SCE)

# I-REN Accomplishments





AUG



- I-REN Evaluability Assessment begins

OCT



- 2024–2027 True-Up Advice Letter submitted

NOV



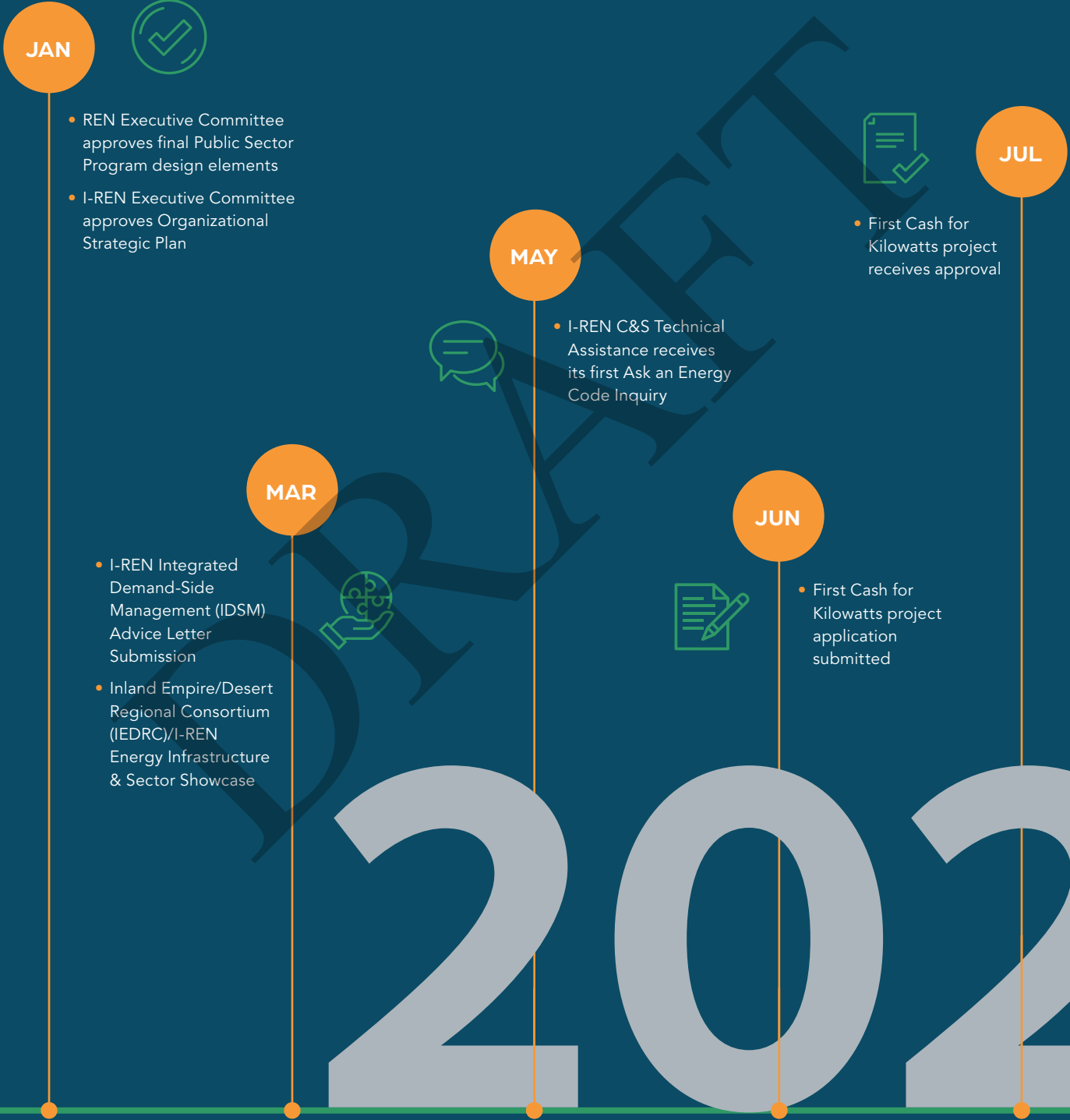
- CAEECC Equity and Market Support Working Group convenes

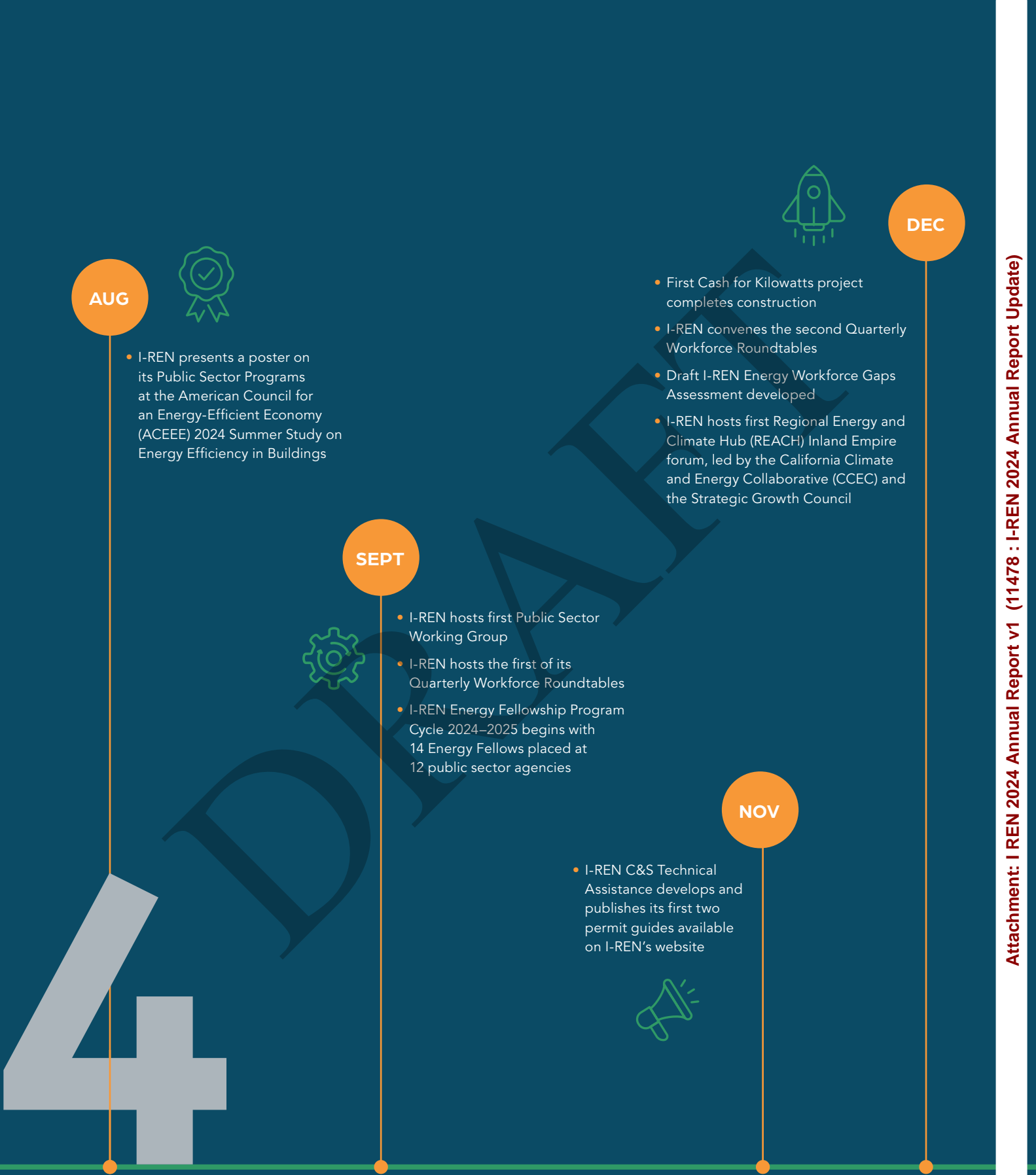
DEC



- Coordination with PAs for Common Metrics review

# I-REN Accomplishments







## Public Sector Summary

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

I-REN offers a comprehensive suite of no-cost services and support, from project identification to completion, including cash incentives. I-REN helps identify energy-saving measures and then works alongside agency staff to fund and install them. In 2024, I-REN's Public Sector Programs received final approval from its Executive Committee on various program design elements, which paved the way for full program service delivery. I-REN focused on regional engagement and marketing campaigns to spread the word about programs and services. More than 50 agencies leveraged Public Sector Program offerings in 2024, and more than 70 attendees participated in I-REN's first Public Sector Working Group. I-REN helped agencies benchmark over 4.8 million square feet in 2024 through its strategic energy planning offerings, including the Building Upgrade Concierge. Through its Energy Efficiency and Conservation Block Grant (EECBG) initiative, I-REN helped agencies secure over \$1.8 million in funding. I-REN also conducted audits at 44 facilities and saw construction completion of its first Cash for Kilowatts project. In alignment with equity program objectives, the majority of agencies served by I-REN's Public Sector Programs were equity communities.

**Additionally, 100% of facilities benchmarked, 100% of energy audits performed, and 100% of savings achieved were in underserved and/or hard-to-reach (HTR) communities.**

In 2025, I-REN will focus on continued outreach and engagement with new agencies in the region; education and celebrations of success; and turning identified projects into tangible results throughout the I-REN territory, with a priority on equity communities.

50+

Agencies leveraged  
Public Sector Program  
offerings

70+

Attendees participated in  
I-REN's first Public Sector  
Working Group

\$1.8M

Funding for agencies  
secured by I-REN



## Codes & Standards Summary

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

The I-REN C&S Training and Education Program offered 13 trainings and two forums in 2024. I-REN became the state's first REN to offer a C&S training series in Spanish, part of the C&S training program's efforts to reach more equity participants. In accordance with the results of 2023's Market Assessment Survey, I-REN introduced new training topics in 2024, including Accessory Dwelling Units, Solar PV & Battery, and Single-family Lighting. I-REN also extended its trainer base through collaboration with SCE and Energy Code Ace, and deepened its relationship with the California Energy Commission (CEC), which led two trainings in partnership with I-REN. I-REN plans to continue expanding its trainer base and training topics in 2025

13

Trainings offered

2

Forums offered



## Workforce Education & Training Summary

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

In 2024 I-REN increased the number of Energy Fellows it placed, and those Fellows began making direct contributions to support the implementation of projects through I-REN's Public Sector Programs. Also in 2024 I-REN conducted an energy workforce assessment to identify workforce needs and opportunities in the region. The assessment included surveying employers to learn more about their hiring and job skill needs related to energy efficiency. In 2025 I-REN will continue to grow the number of Energy Fellows it places at local jurisdictions, and provide additional experiential learning opportunities for the Fellows. I-REN will also work to implement program plans based on results of the market assessment.



# 02.

## 2024 Achievements and 2025 Plans

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)

# Introduction

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

The primary purpose of I-REN's Public Sector Programs is equity—to improve access to EE for HTR, underserved, and Disadvantaged Communities (DACs). The Public Sector Programs support the advancement of the California Public Utilities Commission (CPUC)'s Environmental and Social Justice (ESJ) Action Plan.<sup>1</sup> The program also provides corollary benefits such as increased comfort and safety, improved indoor air quality, and more affordable utility bills, consistent with Goals 1, 2, and 5 in the ESJ Action Plan. One of I-REN's equity segment programs is a resource program that will deliver savings via projects in public sector facilities.

The primary purpose of I-REN's WE&T sector is to provide market support to assist in the long-term success of the EE market by educating customers, training contractors, and building partnerships. C&S programs are considered separately from other segments, as directed in D.21-05-031.<sup>2</sup> I-REN's C&S programs are focused on training, outreach, and technical assistance to support private and public sector building professionals in understanding and complying with building Energy Codes.

I-REN's programs and 2024 activities are detailed in the pages that follow, along with a look ahead to I-REN opportunities in 2025 and beyond.



## Public Sector

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



## Codes & Standards

- Training and Education Program
- Technical Support Program



## Workforce Education & Training

- Training and Education Program
- Workforce Development Program

<sup>1</sup> <https://www.cpuc.ca.gov/esjactionplan/>

<sup>2</sup> D.21-05-031 at 16.



# Public Sector

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

Through these programs, I-REN is increasing underserved and HTR agency access to EE and resiliency within the region. Public sector services include energy use evaluation, facility benchmarking, and targeted project development in line with regional climate and/or energy action plans. Eligible public agencies include:

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

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

27,263

Square miles

11%

of California’s population

3

COGs

2

Counties

52

Cities

13

Tribal nations

215

Special districts

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)

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

## PROGRAM DESCRIPTION

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

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

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

The TA Program has the following objectives:

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

## ACCOMPLISHMENTS IN 2023

In 2024, I-REN continued to build on its accomplishments and groundwork laid in 2023 during the program design and launch phases. In January, key Public Sector Program design elements were approved by the I-REN Executive Committee, which allowed the public sector team to finalize remaining program tools and templates. The Executive Committee provided guidance on parameters for resource allocation and determined a policy for providing project support throughout the region. This resource allocation policy allows a maximum of two energy efficiency projects per agency at a time (four for counties) and reserves funding for all eligible agencies.

I-REN continued to focus on regional engagement and hosted its first public sector working group with in-person and virtual participation in September 2024. During the working group meeting, the I-REN team answered questions about program offerings, and I-REN agencies shared case studies of how I-REN has helped them identify projects, save energy, and save money. Attendees also participated in a collaborative activity facilitated by Angie Hacker, Statewide Best Practices Coordinator at the California Climate and Energy Collaborative. The working group was attended by more than 70 participants, including 41 in-person attendees across three locations and representatives from 29 underserved and/or HTR agencies. As a result of the working group, I-REN agencies were able to connect with other local governments in their network and share best practices and lessons learned. During the working group meeting, I-REN learned that agencies are leveraging I-REN’s Portfolio Energy Analysis services to prioritize facilities for upgrades, and are aligning I-REN projects and program services with local, state, and federal mandates. The working group provided insights into the region’s needs and where future energy-related support within the Inland Empire is needed most.

*Local government staff participate in group activity during Public Sector Working Group meeting*



*Case studies highlighted during the Public Sector Working Group meeting*



I-REN discussed potential program overlap, synergies for collaboration, and how to prevent duplication of services and double dipping with stakeholders locally and statewide. I-REN established coordination protocols and set up bimonthly meetings with Los Angeles County—the PA for the Southern California Regional Energy Network (SoCalREN)—to discuss high-level project development among agencies enrolled in both regional energy networks. I-REN also coordinated with PAs across the state in a series of program overlap risk discussions to identify potential program overlap and strategies to minimize duplication of services.<sup>3</sup> Discussions have also started with various municipal-owned utilities to explore opportunities for memorandums of understanding to provide comprehensive I-REN services for agencies only served by Southern California Edison (SCE) or Southern California Gas Company (SoCalGas).

## TA FUNDING AND FINANCING SUPPORT

In line with the public sector objective to help local governments afford and finance a range of EE upgrades, I-REN helped agencies to pursue Energy Efficiency & Conservation Block Grant (EECBG) funding offered through the U.S. Department of Energy (DOE). I-REN’s support included facilitating the application processes, providing sample applications, offering technical assistance and guidance, hosting information sessions, coordinating with the DOE and the CEC, navigating funding options, and enhancing community energy strategies.

I-REN helped 12 agencies (100% of which were underserved and/or HTR agencies) secure over \$1.8 million in EECBG funding through targeted support during the application process, which amounted to approximately 30% of all EECBG funds allocated to I-REN member agencies. The agencies I-REN worked with were able to leverage the TA Program services to identify facilities and include high-level project measure overviews to strengthen their applications.

*Breakdown of member agency EECBG funding allocations secured with I-REN support.*

### Member Agencies Supported

City of Adelanto: \$76,240	City of Hemet: \$141,750	City of San Bernardino: \$249,590
City of Chino Hills: \$131,350	City of Highland: \$115,100	City of Victorville: \$173,590
City of Eastvale: \$123,670	City of Ontario: \$218,330	City of Yucaipa: \$113,510
City of Fontana: \$230,640	City of Redlands: \$133,300	Town of Apple Valley: \$130,740

**Types of projects:** Battery systems, streetlights, building retrofits, solar charging station, HVAC and lighting controls, EV charging stations, solar poles.

**Over \$1.8 MILLION secured!**

<sup>3</sup> D.23-06-055 Ordering Paragraph 32 directed PAs to jointly submit an advice letter addressing program overlap and risk mitigation.



## MARKETING AND OUTREACH CAMPAIGNS

I-REN’s 2024 public sector marketing focused on eligible public agencies in the Inland Empire and elected officials in the Inland Empire (e.g., COG executive committees and boards) to bolster community leaders’ support for I-REN’s efforts.

I-REN 2024 public sector marketing objectives were as follows:

- **BUILD** awareness of I-REN public sector services within target audiences.
- **HIGHLIGHT** program successes to encourage agency participation.
- **DEVELOP** remaining program implementation templates in line with I-REN brand guidelines.

The table below summarizes I-REN’s 2024 metrics/targets and results.

### *I-REN Public Sector 2024 Marketing Metrics/Targets and Results*

Metric/Target	Result
Publish 12+ public sector-focused social media posts across platforms.	<b>8/12 (67%)</b> I-REN set this target based on the assumption of one public sector post per month. Since accounts did not launch until Q2, I-REN still managed to come close to its target, posting frequency.
Contribute content highlighting public sector services, project successes, and/or educational content for 100% of I-REN-wide email campaigns.	<b>4/4 (100%)</b> I-REN featured public sector content in each quarterly REN-wide email campaign and sent nine email campaigns to I-REN’s public sector email contacts.
Develop 6+ “evergreen” program success outreach materials that can be used in a variety of mediums to showcase I-REN public sector success.	<b>7/6 (116%)</b> I-REN exceeded its goal, developing seven marketing resources (e.g., videos, fact sheets, sample project deliverables) that can be used regularly in outreach.

I-REN began email marketing outreach in 2024. Nine email campaigns were sent to public sector contacts. The table below summarizes the results of these campaigns.

### *I-REN Public Sector Outreach Campaign Results*

Campaign	Open Rate Percentage of emails opened by recipients	Click Rate Percentage of emails that registered at least one click
<b>Public Sector 2024 email average</b>	<b>50.0%</b>	<b>12.9%</b>
I-REN overall 2024 email average	43.2%	8.2%
MailChimp government email benchmark	40.55%	4.58%

## EVENTS/CONFERENCES

I-REN had public sector participation/representation at the following events in 2024: the Tribal Clean Energy Summit, 15th Annual CCEC Forum, ACEEE 2024 Summer Study on Energy Efficiency in Buildings, WRCOG General Assembly, the Public Sector Working Group Kick-off Meeting (hosted by I-REN), and REACH IE. These successful events allowed I-REN to spread awareness about its relatively new programs for the region.

### I-REN poster presentation at American Council for an Energy-Efficient Economy Summer Study

**Scaling Energy Efficiency in the Inland Empire:**  
An Innovative Incentive Strategy Designed by and for the Inland Empire

The Inland Regional Energy Network (I-REN) connects local governments, workers, and community partners with energy efficiency resources, education, and funding through no-cost programs. I-REN supports agencies served by Southern California Edison and/or SoCalGas within San Bernardino and Riverside Counties.

**I-REN Sectors**

Public:  
Workforce education & training  
Codes & standards

**I-REN's Public Sector Goals**

Help public agencies:

- Build capacity and knowledge
- Save energy and money
- Address climate-related risks such as extreme heat
- Improve their aging infrastructure

**I-REN's Public Sector Services**

Customized project management, technical assistance, strategic energy planning, facility benchmarking, funding assistance, and cash incentives for holistic energy efficiency projects.

**Service Territory:** SAN BERNARDINO, RIVERSIDE, SAN DIEGO, IMPERIAL, CALIFORNIA

**I-REN Timeline: From Launch to Design**

- 2019:** I-REN coalition formed. I-REN is a consortium of three councils of government.
- 2021:** I-REN Business Plan approved by California Public Utilities Commission (CPUC). Includes no-cost programs in three sectors: public, workforce education & training, and codes & standards.
- 2023:** Region-wide orientations and surveys. I-REN conducted 18 orientations throughout the region. Feedback was collected from member agencies on program design and approved by the I-REN Executive Committee.
- 2024+:** Project Identification and implementation. Member agencies are working with I-REN to identify and implement holistic projects that will result in deep emissions reductions at critical community facilities.

**How I-REN public agencies designed their own incentive program to address community needs**

**GOAL:** Develop an incentive structure for the I-REN's normalized metered energy consumption (NMEC) program (publicly known as Cash for Kilowatts) that reflects the priorities and values of its member agencies.

**Feedback**

After I-REN program orientations, member agencies completed surveys with several questions related to funding and financing prioritization. Based on 81 survey responses, member agencies opted for monetary incentives to prioritize reducing overall energy consumption, replacing equipment at community cooling centers or resiliency centers, and achieving a higher percentage of energy savings.

**Incentive Structure**

Projects are incentivized based on claimable energy savings achieved. Tiered kWh incentive "kickers" are also available to encourage deep energy savings (over 15% total savings of the meter) and holistic projects. kWh incentives are doubled for projects that occur at a critical, cooling, or resiliency center.

Energy Savings	Base Incentive Rate	Total Savings Percentage*	Incentive Rate	Critical/Cooling /Resiliency/ Center Rate
kWh	\$0.50	Up to 15%	\$0.50/kWh	\$1.00/kWh
LW	\$200.00	16-30%	\$0.60/kWh	\$1.20/kWh
therms	\$1.00	31-50%	\$0.70/kWh	\$1.40/kWh
		Over 50%	\$1.00/kWh	\$2.00/kWh

\*Total project savings will have to pass eligibility criteria per the NMEC Rulebook

I-REN was formed as a partnership based on CVAG, SB COG, and WRCOG's shared belief in saving energy and increasing equity throughout San Bernardino and Riverside Counties.

CVAG | sb cog | WRCOG





## ONBOARDING AND PROJECT DEVELOPMENT

2024 was a busy year for the TA Program. The I-REN team onboarded an additional 30 agencies, largely based on referrals from satisfied program participants, and 29 of which serve underserved and/or HTR communities. Many of I-REN’s word-of-mouth referrals to participate in its programs turned into opportunities for project exploration and development. Numerous non-member agencies began to leverage I-REN’s Public Sector Program offerings in 2025, and I-REN saw a rise in the participation of educational institutions and the first tribal governments. These agencies will bolster I-REN’s growing project pipeline in 2025 and beyond.

I-REN conducted no-cost audits for 19 agencies at 44 facilities in the territory. I-REN identified potential lifetime savings of over 35 million kWh and 12,500 therms, as well as \$8.5 million in utility bill savings and over \$2.8 million in incentives for agencies within the region. The project pipeline I-REN built will channel projects into I-REN’s Cash for Kilowatts program and other programming offered in SCE and SoCalGas territory, including third-party EE programs such as SoCalREN resource acquisition programs. In 2024, I-REN saw its first project complete construction with a lighting project at a Colton Joint Unified School District middle school, which serves an underserved community.

**100% of I-REN’s current project pipeline will benefit equity communities.<sup>4</sup>**

All facilities that received no-cost audits in 2024 were located in underserved and/or HTR zip codes, or the public agency was designated as underserved per CPUC guidelines.

30

New agencies onboarded

29

Underserved and/or HTR communities

Potential Lifetime Savings

35M+

kWh

12,500+

therms

\$8.5M

Utility bill savings

\$2.8M+

Incentives

<sup>4</sup> Forty-three of the 44 facilities that received energy audits are located in underserved or HTR zip codes. One facility audited in Rancho Cucamonga is not located in an equity zip code, but the city is considered an equity customer per CPUC guidelines.

# Highlights of facility audits completed in 2024.



City of Ontario Toyota Arena



City of Highland Sam J. Racadio Library and Environmental Learning Center



City of Palm Springs Fire Station #1



City of Murrieta City Hall



City of San Bernardino Norman F. Feldheim Public Library

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)

**Program Services Overview**

Activity	Count	% Equity
Orientations delivered <sup>5</sup>	1	100%
Onboarding meetings held	30	97%
Site visits performed	44	100%
Initial Measures Lists developed	37	100%
Project Intent forms received	10	100%
Incentive applications submitted	1	100%
Incentive applications approved	1	100%
Projects completed construction	1	100%

**STRATEGIC ENERGY PLANNING**

**Energy Resilience Roadmap**

I-REN developed an innovative report, the Energy Resilience Roadmap, to help agencies improve their energy efficiency and climate resilience.

**Sample Energy Resilience Roadmap Highlight**



<sup>5</sup> Last regional orientation was held in 2024; 17 orientations were delivered in 2023.



The Preliminary Energy Resilience Roadmap examines an agency’s climate plans, energy goals, community vulnerabilities, and energy performance across its portfolio. It also identifies energy-intensive buildings and pumping sites for potential energy efficiency and resilience upgrades. While presenting the preliminary roadmap, I-REN invites agency stakeholders to share their energy goal progress and priorities, identify critical facility needs, and collaborate on actionable next steps to build energy resilience in their community. In Q2 2024, I-REN updated the “Next Steps” section of the preliminary roadmap to include two “Option” slides. These slides allow agencies to choose between a Final Energy Resilience Roadmap that provides high-level energy efficiency, resilience, and EV project recommendations at up to three sites, and jump into facility energy audits if the agencies are confident in the facilities they want to prioritize. Presenting two “Next Steps” options at the end of the preliminary roadmap presentation gives the agency a clear framework for decision making, streamlining the process. It also increases engagement by offering clear and actionable next steps.

“ *These [climate and energy goal] metrics will help guide our CAP development efforts.* ”

—City of Chino Hills

Developed in Q1–Q2 2024, the Final Energy Resilience Roadmap builds upon the preliminary roadmap and offers tailored recommendations for up to three priority facilities. These recommendations include potential measure-level energy efficiency upgrades, energy resilience additions (such as solar and battery storage systems), and additional clean energy site improvements, such as electric vehicle infrastructure. Energy efficiency project recommendations are either supplied by AESC’s Building Upgrade Concierge (BUC) tool (for facilities that have not yet had a facility audit), or from completed initial measures lists (developed after a facility audit). This approach allows the final roadmap to incorporate the most accurate available energy savings estimates. Final roadmaps commonly possess a hybrid of previously audited and yet-to-be-audited facilities, which provides a holistic view of potential project opportunities at all priority facilities. High-level energy resilience recommendations are generated through the National Renewable Energy Laboratory’s REopt tool. The REopt tool utilizes a facility’s annual energy consumption, building type, location, utility rate, and more to generate solar and battery sizing recommendations.

The final roadmap concludes with practical next steps, such as facility energy audits or pump tests, to seamlessly incorporate recommendations into an agency’s current and future energy plans. This ensures that agency stakeholders and decision-makers are well prepared to tackle and enhance energy resilience in their community. Once specific measures are selected, I-REN supports the agency with applying for funding/financing, and with developing and submitting incentive applications to make the projects a reality.

**2024 Energy Resilience Roadmap Development**

	PRELIMINARY Energy Resilience Roadmaps	FINAL Energy Resilience Roadmaps
Presented	31*	4
Awaiting Presentation	3	
Developed	32	4
In Progress		4

\*2 developed in Q4 2023

**100% of Energy Resilience Roadmaps I-REN provided in 2024 went to agencies that serve underserved and/or HTR communities.**

**Energy Benchmarking**

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

**2024 Energy Benchmarking Facility Support**

New ESPM Portfolio Development	41	Facilities completed
Existing ESPM Portfolio Refresh	32	Facilities completed
AB 802 Compliance Support	53	Facilities completed

**100% of the benchmarking support I-REN provided in 2024 focused on facilities that are owned or operated by public agencies serving underserved and/or HTR communities**

## Building Upgrade Concierge (BUC) Software

The Building Upgrade Concierge tool is a web-based solution offering advanced analytics, modeling, and measurement and verification. In 2024, the tool was fully integrated into I-REN's Public Sector Programs, facilitating benchmarking and project development for local governments, special districts, and tribal communities. BUC leverages site-specific parameters to identify and display energy-saving opportunities in a measures list, providing agencies with high-level recommendations.

## Portfolio Development and Analysis

In 2024, I-REN developed nine agency portfolios in the BUC platform and conducted detailed energy analyses for seven portfolios. This effort provided actionable insights into energy-saving opportunities tailored to each agency's building portfolio.

## Training and Capacity Building

I-REN conducted specialized BUC-focused training sessions for the I-REN Energy Fellows, equipping them with the knowledge to support portfolio management and optimization for member agencies. I-REN also hosted orientation meetings throughout 2024 to introduce the BUC tool to its public sector partners. These sessions provided a high-level overview of BUC's capabilities, including:

- Portfolio management and dashboard configuration
- Benchmarking and utility bill analysis charts
- Measure savings reports and customized recommendations

### 2024 BUC Portfolio Development



**100% of the BUC support I-REN provided in 2024 went to facilities that are owned or operated by agencies serving underserved and/or HTR communities.**

## OPPORTUNITIES IN 2025 AND BEYOND

In 2025, I-REN will identify new and fresh avenues to educate and engage public agencies in the region to encourage participation in I-REN's services. Leveraging the project identification and development work in 2024, I-REN will focus on project implementation, helping agencies realize energy and cost savings. I-REN will highlight successes via engagement opportunities and new marketing materials that can be used to secure agency buy-in during various stages of the project implementation lifecycle.

Through internal discussions across sectors, I-REN identified the opportunity to leverage synergies among WE&T Fellows, potential project opportunities, and relationship-building. Many agencies that I-REN currently works with throughout the territory host a Fellow, and they are actively engaged in facilitating Public Sector Program services within their host sites.

*City of Ontario Fellow attending the Toyota Arena facility audit. The Fellow will support project implementation at this facility in 2025.*



In early 2025, I-REN hosted a workshop on Community Resilience Centers with the California Strategic Growth Council, highlighting available no-cost resources and sharing regional and statewide opportunities for support. This workshop was the Public Sector Programs' first opportunity of the year to provide in-person education and energy insights. Additionally, I-REN intends to build public sector representation at industry events through event sponsorship, poster presentations, and panel discussions. I-REN will continue to run targeted marketing campaigns relevant to agencies in the region. Lastly, to enhance pipeline development and support, the program will utilize additional non-ratepayer-funded incentives, such as incentives offered through TECH Clean CA, that can be combined with I-REN's incentives.

## BENCHMARKING SUPPORT AND TRAINING RESOURCES

The I-REN team is creating a comprehensive series of training videos to guide users through the benchmarking process so they can more effectively track and manage their energy data. This multi-part video series will provide step-by-step instructions on how to navigate and utilize the ESPM tool. Each video will focus on a specific aspect of benchmarking, offering clear guidance to ensure viewers can confidently apply what they learn.

The training series is expected to launch in the first quarter of 2025 and will help agencies achieve greater efficiency and accuracy in their energy management efforts. The videos will cover:

- **ESPM BENCHMARKING:** Detailed guidance on using ESPM for tracking and managing building energy use effectively
- **BUC TOOL FEATURES:** Tutorials on navigating key functionalities, including the BUC Dashboard, Analytics Charts, Analytics Reports, and Opportunity Register

I-REN will also develop a Benchmarking Services One-Pager, which will summarize all available I-REN benchmarking support opportunities. This user-friendly guide will enable local governments, special districts, and tribal communities to understand, access, and leverage I-REN's benchmarking tools and services.

## INTEGRATED DEMAND-SIDE MANAGEMENT (IDSM)

D.23-06-055 allows PAs to set aside up to 2.5% or \$4 million of their EE budgets to provide an operational complement for integrated demand-side management (IDSM) in program years 2024–2027. I-REN submitted a Tier 3 Advice Letter detailing its plans for expanding its public sector offerings to include IDSM technical assistance. Upon California Public Utilities Commission (CPUC) approval, I-REN will utilize these funds to provide a distributed energy resources (DER) component to audits to identify resilience opportunities for agencies, such as renewable energy, battery storage, and microgrids. I-REN will allocate resources to conduct DER audits, offering agencies technical assistance to achieve their resilience and climate goals. In 2025, I-REN anticipates that the CPUC will approve its IDSM Advice Letter, at which time I-REN will focus on program design elements to add DER components to its technical assistance offerings.



# I-REN-PUBL-002: Public Buildings Normalized Metered Energy Consumption Program

## PROGRAM DESCRIPTION

I-REN’s Public Buildings Normalized Metered Energy Consumption (NMEC) Program, publicly known as Cash for Kilowatts, provides technical support—such as eligibility screening, and measurement and verification (M&V)—and incentives for meter-based energy savings. The program uses an NMEC approach to measure energy savings at the meter, incentivizing savings that have historically been excluded from EE programs or from technologies that are considered industry standard practice. The program places a special focus on whole building improvements to community-serving buildings by offering enhanced incentives for deep energy savings at critical facilities, cooling centers, and resilience centers.

Cash for Kilowatts has the following objectives:

- **SUPPORT** comprehensive lighting and whole building projects to improve the comfort and safety of vulnerable populations. The program will focus on critical facilities and emergency or cooling centers.
- **DELIVER** deep energy savings to public agencies at high visibility locations, positioning local governments as EE leaders within their communities and helping to meet local and state EE and greenhouse gas reduction goals.
- **PROVIDE** technical expertise and training to facility personnel to maximize the persistence of energy and bill savings. The program will deliver savings reports to public agencies to monitor and communicate post-project energy usage.

Using an NMEC approach to calculate energy savings will protect agencies from a mismatch between forecasted and actual savings. Combined with technical assistance and reinforcement of operations and management best practices, Cash for Kilowatts will maximize public agencies’ savings for their communities.

## ACCOMPLISHMENTS IN 2024

In 2024, Cash for Kilowatts focused on building a robust project pipeline. The program shifted its approach of offering a tiered incentive structure and introduced a \$2/kWh temporary enhanced incentive rate to encourage project application development in 2024. As a result, one project received full application approval and two more secured the enhanced rate. Additionally, over 20 internal and external program tools and templates were developed to support effective program delivery. Of the 37 initial measures lists developed in 2024 through the TA Program, 25 facilities were eligible for the Cash for Kilowatts program, 68% were at emergency operations, resilience, or cooling centers, and 100% were in underserved and/or HTR communities.

### Savings Achieved and Incentive Reservation Metrics\*

<b>184,720</b>	<b>16</b>	<b>-781</b>	<b>\$164,506</b>
kWh savings 100% equity	kW savings 100% equity	Therms savings 100% equity	Funds reserved 100% equity

\*Savings are based on project application approval metrics for projects that completed construction in 2024.

**NMEC Program Pipeline Developed for Future Years\***

Metric	Potential Savings	% Equity
First year net kWh	2,720,019	100%
First year net kW	409	100%
First year net Therms	33,595	100%

\*Savings are based on forecasted construction completion timelines. Pipeline includes total savings projected for 2025 and beyond.

**NMEC Project Details**

Metric	Number of Projects	% Equity
Projects Installed	1	100%
Projects Approved	1	100%
Projects in Pipeline: Application Submittal	2	100%
Projects in Pipeline: Pre-Application Submittal	27	100%

**OPPORTUNITIES IN 2025 AND BEYOND**

Building on the successes of 2024, Cash for Kilowatts will continue to expand its pipeline by extending the \$2/kWh incentive rate for project applications submitted in 2025, with a stronger emphasis on emergency, resilience, and cooling center projects, especially in equity communities. Additionally, the program will explore opportunities to support projects in recently submetered facilities, often found on campuses. These facilities are typically unable to participate in other NMEC programs due to the absence of full 12-month baseline energy use data. To address this, Cash for Kilowatts will assess the potential of using alternative 9-month periods throughout the year to see if this approach offers favorable results for the predictability analysis.

Following EE project implementation, I-REN will collaborate with contractors to provide operations and maintenance training for agency staff, if needed, to ensure the persistence of savings throughout the monitoring period. I-REN will also partner with local governments to obtain monthly utility data and will use the BUC tool to track realized energy savings from completed projects. Local governments will be able to view their building portfolio dashboard, identify projects not meeting energy savings projections, and make necessary adjustments to their EE upgrades. The I-REN public sector team will use BUC to generate reports and provide supporting data to the third-party evaluation, measurement, and verification (EM&V) contractor for Cash for Kilowatts. BUC will be the main resource for NMEC project and data tracking.



## Codes & Standards

I-REN's service territory includes many Authorities Having Jurisdiction (AHJs) that face significant challenges in enforcing the Energy Code with their current resources and capacity.

These jurisdictions are small in population size, geographically dispersed, challenged by extreme climate conditions, and disadvantaged by pollution and other factors. I-REN has significant opportunity to support compliance and enforcement, and to ensure building department knowledge, awareness, and realization of energy-savings measures.

I-REN's C&S initiatives offer locally focused training, education, and tools to support C&S implementation, gap filling, Energy Code enforcement, and compliance activities. Training and educational resources are informed by and targeted specifically to address the needs of jurisdictions in the region. To ensure statewide consistency in compliance improvement support, I-REN coordinates and collaborates with the statewide C&S team and meets with the California Energy Commission (CEC) on a quarterly basis.

### I-REN-CS-001: C&S Training and Education Program

#### PROGRAM DESCRIPTION

I-REN's C&S Training and Education Program tailors its offerings to support building professionals working with the California's Energy Code, Title 24 Part 6. Trainings, webinars, and forums are held year round with varying topics that are tailored to the region's climate zones and needs.

Outreach for this program consists of promoting training through I-REN governing agencies' existing communication channels, through local government partnerships, and through building industry communication networks. I-REN is collaborating with statewide industry leaders, codes experts, and local governments to design and deliver effective messaging during code updates and transitions.

#### ACCOMPLISHMENTS IN 2024

##### Growth in Participation

The program increased registration and attendance rates from 2023 while maintaining a high quality of delivery. In 2024, 318 people registered for thirteen unique C&S trainings, a 60% increase from 2023. Among registrants, there were 71 people who registered for more than one training in 2024, and one person who signed up for 10 trainings, illustrating the value that attendees found in the trainings and their interest in pursuing further training opportunities from I-REN. Additionally, 214 of the total registrants followed through with attending the trainings, a 61% increase in attendance compared to 2023. This

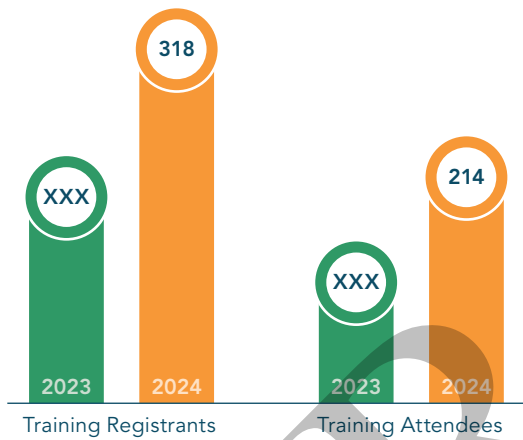
represents a 67.3% registered versus attended ratio for 2024. Of the 214 training attendees in 2024, there were 157 attendees who received continuing education credit (CEU) certificates, indicating that they stayed for at least 60 minutes of the training. This is a 94% increase in CEUs issued compared to 2023.

318  
 People registered

214  
 Attended trainings

157  
 Attendees received CEU certificates

*I-REN C&S Training Registration and Attendance, 2023 versus 2024*



*I-REN C&S 2024 Trainings Flyer*



I-REN conducts surveys following C&S training to support CPUC metrics reporting and inform continuous improvement in program offerings. In 2024 there were 109 post-training evaluation surveys completed by attendees, and 99% of respondents indicated an increased knowledge of the Energy Code—a very significant indicator that I-REN C&S trainings are providing new and relevant content to enrich participants’ understanding of Energy Codes and standards. Based on survey results, 54% of participants “strongly agreed” that the trainings met metrics of satisfaction, including the knowledgeability of the trainer, relevancy and helpfulness of training materials and handouts, and high quality of instruction. One committed participant, who attended six trainings in 2024, noted at the end of the October 2024 Nonresidential HVAC Alterations training:

“Great class as always. Thank you. Great work.”

## Improved Equity Data Collection Practices

I-REN updated its standard event registration form to enable improved tracking of equity participant types. I-REN evaluates participants for the following:

- Disadvantaged Worker, defined in D.18-10-008
- Disadvantaged Community (DAC), defined by Senate Bill (SB) 350, discussed in D.18-05-041, and measured using the California Environmental Protection Agency CalEnviroScreen analytical tool
- Hard-to-reach (HTR), as defined by the CPUC and most recently modified in D.23-06-055
- Underserved Community, defined by the CPUC in D.23-06-055

Equity participant data is required by the CPUC for energy efficiency program metrics and indicators. Moreover, it is a priority of I-REN to increase equity in its program offerings, and this data allows I-REN program teams to ensure they are serving those communities. However, this often necessitates requesting sensitive information like home address, phone number, household size, household income, and language most frequently spoken at home. For programs such as I-REN C&S Training and Education, gathering equity information on event registrations from individual members of the public has posed a barrier to participation in trainings and forums. In 2024 the C&S Training and Education Program received multiple complaints or opt-outs due to the length of registration forms and invasiveness of information requested to verify equity participation.

In early 2024 I-REN's C&S program team undertook an effort to streamline the registration form and provide context for equity-related questions. Launched in July 2024, the updated form includes simplified fields, plus an "Equity Tracking Disclaimer and Acknowledgement" that informs registrants of why they are being asked the following questions and assures that their data will not be shared other than as required for reporting by the CPUC. Doing so has reduced complaints, increased registration counts, and enabled I-REN to definitively measure equity participation.

From July through December 2024, 23% of training attendees qualified as equity participants under one or more of the above definitions. By enabling better data collection related to equity criteria, I-REN can be responsive to CPUC equity metrics and indicators and assess its performance over time in expanding participation by equity customers.

## Launch of Multilingual Offerings

The 2020 census identified Hispanic Californians as the largest ethnic group, making up 39.4% of the state population. In the Inland Empire alone, the Hispanic population comprises a majority of the region at 51.5%, amounting to around 2.37 million people (University of California Riverside<sup>6</sup>). Available code and technical training offerings are largely conducted in English, but may not be accessible to contractors who primarily speak Spanish. Statewide, these contractors are crucial in meeting California's energy efficiency goals, especially its goal of installing 6 million heat pumps by 2030.

<sup>6</sup> Source: <https://socialinnovation.ucr.edu/aqui-estamos>

In fall 2024, I-REN partnered with the Institute of Heating and Air Conditioning, Inc. (IHACI) to offer a four-part training module on Air Conditioning and Heat Pumps in Spanish. This made I-REN the first REN in California to offer a no-cost, CEU-offering, multilingual technical training. One company, which directed several employees to take the training, said that “the I-REN Spanish training is fulfilling an important role in reaching key workers who are often left out of training opportunities.”

Cross-promotion was carried out with IHACI, the TECH Clean California program, and Quality Residential HVAC Services program, resulting in 50 registrants. There were 21 unique attendees, with 11 full-course attendees who received CEUs.

### Forums

After focusing on launching trainings in 2023, I-REN expanded the program to host two virtual forums in 2024. The first, held in spring 2024, was titled Demystifying the Energy Code: How and Why to Comply. This focused on a general introduction to the Energy Code and how various professions interact with it locally. The forum featured a diverse panel of speakers ranging from a facilities superintendent to a sustainability director to an architect. There were 28 attendees, representing 11 I-REN AHJs, along with several private sector organizations.

The second forum, held in fall 2024, focused on energy efficiency in historic buildings, due to the large number of buildings on the National Registry of Historic Places in I-REN territory. The keynote speaker detailed the role of energy efficiency and the Energy Code in his firm’s restoration project of Palm Springs’ historic Bank of America building. This building won the 2024 Commercial Restoration Award for retaining its original character while meeting current California energy efficiency standards, making it an ideal case study for the region.

#### I-REN C&S 2024 Fall Energy Code Forum Flyer



*The C&S training program intends to host two forums again in 2025, one on the new 2025 Energy Code, and another on resiliency in a changing energy landscape.*



## OPPORTUNITIES IN 2025 AND BEYOND

In 2025, the C&S training program will diversify its training event topics and increase training accessibility, with a focus on reaching equity and private sector participants. As part of this effort, I-REN plans to partner with contractor organizations for two events and engage in general cross-promotion with regional contractor organizations. More trainings will be offered in Spanish, utilizing lessons learned to reach a larger audience and increase the participation rate in these trainings.

Of particular focus in 2025 will be preparing the I-REN region for the 2025 Energy Code, which comes into effect on January 1, 2026. One forum, as well as a series of trainings, will be focused on different aspects of the 2025 Energy Code, from a deep dive on the biggest changes to updates on CalGREEN. The C&S training program intends to equip the region with the information needed for a smooth transition to the new standards on January 1, 2026.

## I-REN-CS-002: C&S Technical Support Program

### PROGRAM DESCRIPTION

I-REN's C&S Technical Support Program is a non-resource program designed to develop technical assistance tools and resources to assist building departments and the building industry with understanding, evaluating, and permitting the Energy Code to support improved enforcement and compliance. A priority is customizing code support specific to I-REN jurisdictional needs.

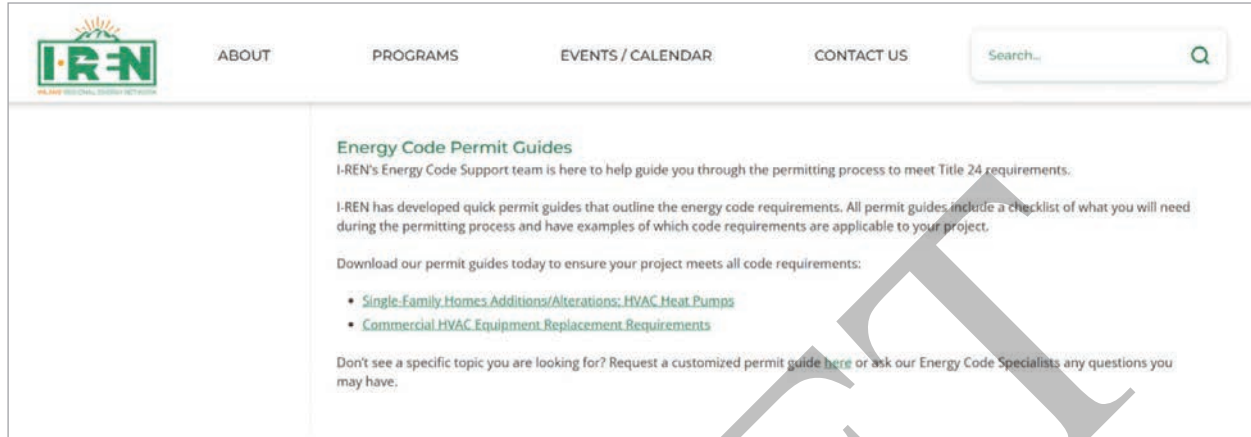
### ACCOMPLISHMENTS IN 2024

#### Energy Code Support

In 2024, I-REN's "Ask an Energy Code Question" resource received its first request since the resource launch, for a total of three requests in 2024, with questions from San Bernardino County and Riverside County. This service allows individuals from the building industry to request code support specific to their project and receive personalized support from I-REN's Energy Code Specialists. Our Energy Code Specialists answered each question with tailored assistance and additional resources.

I-REN also launched online permit guides, which are quick reference sheets for particular code topics specific to I-REN's jurisdictions. These permit guides outline Energy Code requirements for I-REN's climate zones, broken down by project type. The two permit guides currently available are 1) Single-Family Homes Additions/Alterations: HVAC Heat Pumps and 2) Commercial HVAC Equipment Replacement Requirements.

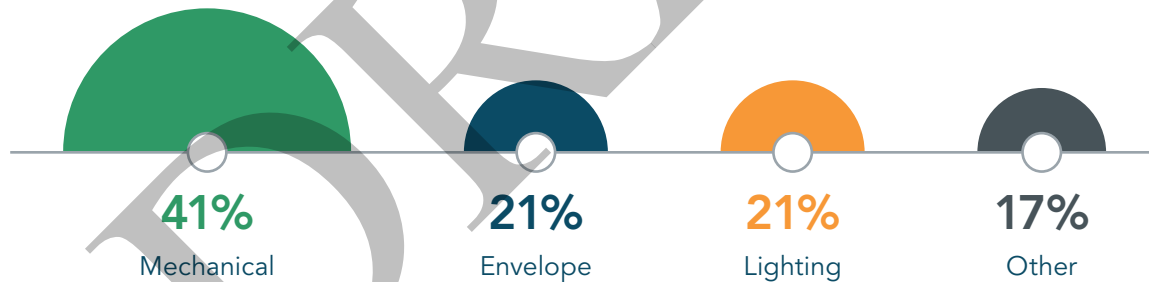
**I-REN C&S Online Permit Guides**



**Outreach**

I-REN’s technical support team leveraged results from the 2023 Market Assessment Survey to conduct outreach to jurisdictions that indicated they would like additional code assistance or were open to developing reach codes. I-REN offered tailored support and used this as an opportunity to better understand how I-REN can help improve their Energy Code experience.

**Results from the 2023 Market Assessment Survey to inform Technical Assistance Resources**



**Reach Codes**

I-REN continues to support the City of Palm Springs with its reach codes for two in-progress ordinances:

- Supporting the early adoption of 2025 Code Controlled Environment Horticulture lighting efficiency measures
- Supporting enhancing the existing home EE requirements, based on an updated 2023 cost effectiveness study for home EE

Palm Springs’ ordinances were approved by the Sustainability Commission in 2024 and are expected to be approved by the Agua Caliente Band of Cahuilla Indians Tribal Council in Q1 of 2025.



I-REN is also supporting Rancho Mirage implementation incentive programs that are influenced by I-REN's reach code efforts. I-REN provides technical support with the Cost-Effectiveness Explorer for Rancho Mirage's incentive programs, including its Residential Energy Efficiency Program.

The 2023 Market Assessment Survey revealed that the following jurisdictions are interested in reach code support:

- Canyon Lake
- Chino Hills
- Colton
- Grand Terrace
- Lake Elsinore
- Ontario
- Perris
- Rancho Cucamonga
- Redlands
- Riverside (County)
- San Bernardino (City)
- Temecula
- Twentynine Palms
- Upland
- Wildomar

## OPPORTUNITIES IN 2025 AND BEYOND

In 2025, program activities will focus on:

- **FINALIZING** reach codes in progress for Palm Springs
- **OFFERING** one-on-one meetings with key jurisdiction contacts to 1) establish "code champions" and engage these champions in improving permit processing methods, 2) develop tailored resources, and 3) invite them to new biannual code support charettes
- **ENLISTING** an additional program partner to redesign, promote, and provide responses for the "Energy Code Specialist" service
- **INCREASING** the number of jurisdictions leveraging technical assistance or training resources
- **DEVELOPING** additional Energy Code Permit Guides to offer a library of guides online



## Workforce Education & Training

Through its WE&T cross-cutting sector programs, I-REN will serve as a vital link between workforce skills and training providers (such as community colleges and employers) to build a more robust market and increase the number of skilled EE contractors in the Inland Empire.

These activities will promote job market recovery and progress toward statewide goals regarding EE, air quality, and support for HTR, underserved, rural, tribal, and disadvantaged communities. Both SB 350 and SB 535 prioritize these communities for initiatives to improve air quality, increase EE, and address economic conditions. SB 350 emphasizes workforce development and increased project penetration in underserved communities. I-REN has an opportunity to support these goals through its WE&T initiatives.

### I-REN-WET-001: WE&T Training and Education Program

#### PROGRAM DESCRIPTION

Through its WE&T Training and Education Program, I-REN will assess the current training marketplace in the Inland Empire and work with local providers—including higher education providers, high schools, adult schools, and professional training companies—to tailor content to be relevant to the region's needs and ensure that DACs are a focus. I-REN will collaborate with training providers to improve access to a broad spectrum of training opportunities in person, online, and in the field.

The Training and Education Program creates a robust local network of training programs that increase capacity and knowledge related to EE in the building industry. I-REN focuses largely on entry-level offerings in Riverside and San Bernardino counties. I-REN and these offerings raise the value of EE training and career paths within high schools, community colleges, and universities, encouraging more people to enter an industry involving or relating to EE.

### *I-REN WE&T Training & Education Program Overview*



#### **COMMUNITY OUTREACH AND ENGAGEMENT**

Help diverse job seekers find employment opportunities.



#### **NO-COST TRAINING AND EDUCATION**

Energy efficiency topics and trends.



#### **WORKFORCE DEVELOPMENT ACTIVITIES**

Create job pathways to local companies.



#### **BENEFIT**

Improve access to training opportunities in person, online, and in the field.

## ACCOMPLISHMENTS IN 2024

### Workforce Market Assessment

Between February and November 2024, I-REN conducted an energy workforce assessment, analyzing energy workforce gaps, employer needs, and existing training opportunities in Riverside and San Bernardino counties. Findings from the assessment highlight significant energy job growth (25% by the year 2030), high retirement rates and transfer rates (75%), and skill gaps among job seekers, emphasizing the need for training in clean energy technologies and equitable access to programs. Released in December 2024, the assessment recommends to:

- **CONNECT** job seekers to training
- **ENHANCE** support services
- **STRENGTHEN** the education-to-career pipeline
- **FOSTER** collaboration between employers and training providers to meet the region's growing energy workforce demands

### Local Energy Employer Survey

I-REN surveyed local energy employers to collect local stakeholder feedback on energy employers' hiring/training needs and challenges. I-REN received input from 385 local energy employers. Key findings of the survey included:

- **HIRING AND RETENTION CHALLENGES:** Employers indicated difficulties with hiring and retention due to limited financial and career growth opportunities, skill gaps, competitive labor market, and retirements.

- **SKILLS AND EXPERIENCE GAPS:** Employers generally indicated that employees lack technical, workplace, and interpersonal skills equally, indicating need for a multifaceted approach to addressing skill gaps. Employers generally seek candidates with a balanced skillset of education, certifications, and hands-on experience.
- **BARRIERS TO ACCESSING TRAINING:** These challenges are mostly related to high training costs and limited access to or knowledge of programs.

### I-REN 2024 Workforce Assessment



#### Q: What's driving employees retention challenges in the energy industry?

- A:
- Limited financial and career growth opportunities
  - Skill gaps
  - Competitive labor market
  - Retirements



#### Q: What's keeping employees and job seekers from accessing certifications/trainings?

- A:
- High training costs
  - Limited access to relevant programs
  - Insufficient opportunities to address skill gaps

### Quarterly Workforce Roundtables

In September and December 2024, I-REN hosted a total of six working group roundtables at each of the unique subregions of the I-REN subregion (Eastern Riverside County—Coachella Valley, Western Riverside County, and San Bernardino).

In September, the roundtables provided valuable insight that led to the development of the Energy Workforce Gaps Assessment. In December, the roundtables helped prioritize the key recommendations identified in the report. This prioritization of recommendations was affirmed by the I-REN Executive Committee in January 2025 and will inform the development or expansion of I-REN WE&T programming within the I-REN territory. The prioritization includes plans to:

- **FOSTER** collaboration between employers and training providers to meet the region's growing energy workforce demands
- **STRENGTHEN** the education-to-career pipeline
- **CONNECT** job seekers to training
- **ENHANCE** support services



Roundtable participation included 56 participants from 45 organizations. Organizations included cities, chambers of commerce, both I-REN counties' workforce departments, both counties' economic development departments, Southern California Edison, Southern California Gas Company, local educational institutions (both public and private), and various local workforce and training organizations.

## I-REN Energy Science Fair Awards

In 2024, I-REN supported the San Bernardino County Superintendent of Schools by sponsoring the I-REN Energy Science Fair awards at the San Bernardino, Inyo, and Mono Counties Science and Engineering Fair, which is an annual competition of science projects from students who attend the schools in each county. I-REN evaluated projects in the energy category at the elementary, junior, and high school divisions. Evaluations included four projects in the elementary division, four projects in the junior division, and three projects in the senior division in the energy, sustainable materials, and design category.

- **ELEMENTARY DIVISION:** Which Energy Is Most Efficient for Cars?
- **JUNIOR DIVISION:** Can Electronics Use Plants as a Conduit?
- **SENIOR DIVISION:** Sand Battery

The aforementioned project teams received the I-REN Energy Science Fair Award and joined I-REN at the April 2024 I-REN Executive Committee where the students received recognition for the hard work and dedication on their projects in the field of energy. Furthermore, the senior division advanced to win a gold medal at the California Science and Engineering Fair, and was a finalist at the International Science and Engineering Fair.

### *I-REN Energy Science Fair Award Winners*



### I-REN WE&T Partnership Opportunities



**EXPLORE** resources and potential partnerships for K–12, Community Colleges, and Universities for energy career pathways.



**CREATE** and provide job training, certifications, and innovations related to the energy field with industry stakeholders.



**HOST** an energy efficiency job fair.



**DEVELOP** a virtual training learning center for energy efficiency.

### Inland Empire Desert Regional Consortium (IEDRC)/I-REN 2024 Energy Infrastructure and Section Showcase

In partnership and collaboration with the IEDRC, I-REN hosted an event with over 130 attendees. It was a one-stop shop within the energy workforce system that brought together Inland Empire community colleges, local agency staff, and workforce organizations. The participants focused on the issues, barriers, and resources to help connect, identify, and have conversations to further develop the local workforce training initiatives.

### Science and Technology Education Partnership (STEP)



STEP was developed 25 years ago to “inspire students to pursue careers in STEM” across the Inland Empire. In 2024, I-REN began supporting STEP programs as it looks to expand its offerings within the energy sector and to schools and areas considered to be more HTR or underserved. On March 7, 2024, I-REN received the exemplary STEP participation award from the STEP organization. Each year, STEP hosts three STEPcon events: one for students, one for educators, and one for counselors. In 2024, STEPcon reached and provided resources and services to 6,921 students (1,279 in person and 5,642 virtually), 153 educators, and 134 counselors.



## Local Government Sustainable Energy Coalition

The Local Government Sustainable Energy Coalition (LGSEC) is a statewide membership network representing local government interests related to EE, clean energy, and climate resilience to state regulatory agencies. Together, LGSEC members advance sustainable energy and climate solutions to meet California’s decarbonization goals through knowledge exchange, targeted learning opportunities, and statewide collaboration. I-REN offers its member agencies a sponsored, one-year membership with the LGSEC. As of February 2025, I-REN has signed up 12 agencies for LGSEC membership and encourages their participation in the energy policy landscape. Participants include the Cities of Canyon Lake, Colton, Corona, Jurupa Valley, Lake Elsinore, Palm Springs, Rancho Cucamonga, San Jacinto, Temecula, Twentynine Palms, the County of Riverside, and the Town of Apple Valley.

## OPPORTUNITIES IN 2025 AND BEYOND

### Workforce Market Assessment (Implementation)

Based on the I-REN Workforce Roundtable and I-REN Executive Committee’s prioritization of the recommendations identified in the I-REN Energy Workforce Gaps Assessment, staff will work to implement program development or enhancements that support in progressing education and training in energy pathways in the I-REN territory.

### I-REN Implemented CPUC Supplier Diversity Workshop



In October 2024, I-REN participated in the CPUC’s Supplier Diversity Expo and En Banc. Here staff met with CPUC and utility supplier diversity teams and learned about opportunities to engage local Inland Empire small and diverse businesses with supplier diversity program information. After further research, staff identified that fewer than 700 local businesses are certified in the CPUC Supplier Clearinghouse. In 2025, I-REN will be developing a workshop that brings speakers from the CPUC and utilities to share supplier diversity information with many of the local chambers of commerce and diverse businesses in the I-REN region. The goal is to engage more than 100 local businesses.

### Focused Collaborations with Riverside and San Bernardino County Workforce Development Departments

I-REN staff has the opportunity to work with both County Workforce Development Departments to shape the training, education, and workforce development pathways of energy and green sector careers. I-REN has a guiding priority of key recommendations, and both counties have four-year development plans, each with shared visions that can lead to the collaboration and joint development of energy workforce development opportunities that have the potential to be significantly impactful.

# I-REN-WET-002: WE&T Workforce Development Program

## PROGRAM DESCRIPTION

I-REN will convene and collaborate with state, regional, and local stakeholders—including workforce investment boards (WIBs) and economic development departments—to develop a unified mission around the region’s EE workforce, highlighting pathways for job seekers to enter the green jobs market and to increase access for DACs. I-REN will facilitate identifying opportunities for employers and local workforce partners to network and connect.

With its governing agencies’ existing networks of contractors and training providers, I-REN is well positioned to help bridge the gap between the energy industry and the workforce. I-REN is building partnerships with local community colleges, local universities, and local WIBs to establish a comprehensive network of WE&T offerings. I-REN also brings close connections with government planning and building departments across the region. I-REN’s WE&T initiatives offer important opportunities for collaboration across other sectors through its work in the Public Sector and C&S—both of which are important drivers of EE and advanced energy activity and employment in the region.

## ACCOMPLISHMENTS IN 2024

### I-REN Energy Fellowship

In 2024, the I-REN WE&T Program deployed 14 I-REN Energy Fellows with public sector agencies. Historically, public sector agencies in the I-REN region have lacked the capacity to track, monitor, implement, and comply with various energy and environmental statewide goals and requirements. The I-REN Fellows address this barrier by supporting and filling organizational capacity needs related to EE project identification; energy building identification and benchmarking; climate/energy action planning; outreach of workforce education & training into the communities; and other sustainability initiatives.

As of February 2025, there are 26 projects in I-REN’s Public Sector Cash for Kilowatts incentive program queue from 12 agencies where an I-REN Energy Fellow has direct involvement in the project and process for completion. Four agencies that have retained a Fellow for a second year are moving forward with energy efficiency projects that their I-REN Energy Fellow is actively coordinating. These 26 projects amount to a total estimated annual energy bill savings of \$272,867, and an overall energy savings of 1,070,513 kWh/yr, and 5,329 therms/yr. The most impressive result of having Fellows working within the agencies is the incentive dollars they have been able to secure for their respective site hosts.

26

Projects from  
12 agencies

\$272,867

Estimated annual  
energy bill savings

1,070,513

kWh/year overall  
energy savings



## Currently \$1,126,104 in savings has been allocated to agencies for energy efficiency projects utilizing a Fellow.

That figure is expected to rise as seven of the projects are still in the initial project identified phase and incentive dollars have not been fully factored in yet. Currently, nearly 40% of all the incentive dollars within the public sector pipeline are allocated to projects utilizing an I-REN Energy Fellow. In line with that figure, 35% of the annual energy savings within the total public sector pipeline is tied to projects utilizing an I-REN Energy Fellow.

The I-REN Energy Fellowship Program is not only providing valuable support for agencies within the region, but it is also providing an avenue to increase energy savings and participation in I-REN's public sector project pipeline. The host sites are receiving no-cost project management as well as potential energy savings through their involvement in the public sector arm of I-REN. The I-REN Energy Fellowship Program was designed to place highly engaged individuals in public sector positions to gain experience and practice energy related work, but the end result has impacted the site agencies and the energy efficiency landscape much more significantly. The collaboration among sectors allows the Workforce Education & Training sector to directly support the realization of energy savings. This underscores the opportunity and need for more Fellows to be placed within the region, which is part of I-REN's workforce development plans for 2025.

### I-REN WE&T Energy Fellowship Overview



#### Paid Local Fellowship

Jumpstart your career in the clean energy economy. In partnership with CivicSpark, an AmeriCorps program, the I-REN Energy Fellowship offers a unique opportunity for individuals passionate about energy, environmental sustainability, and community resilience to gain professional experience in the public sector through national service at the local level.

By building capacity for local public agencies to address emerging resilience challenges, I-REN Fellows create a lasting impact in local communities while building a robust statewide network of peers and gaining technical and leadership skills.

##### Benefits

- Living allowance of \$35,000 (before taxes)\* in CA
- Educational awards (Segal Education and California For All Award) up to \$7,395 upon completion\*\*
- Health insurance and childcare assistance for qualifying Fellows, paid to an eligible provider of your choice
- SNAP (food stamps) for eligible participants
- Forbearance on existing qualifying student loans and payment of interest accrued during the service term
- Professional development training
- Network development with regional and statewide contacts in the community resilience industries
- Connection to the AmeriCorps network of alumni

##### Requirements

- Minimum of a 2-year AA degree from an accredited college or university
- Commitment to the full term of service (11 months)
- Ability to work in a professional virtual/office setting
- Strong communication (both verbal and written) and teamwork skills
- Additional preferred qualifications are listed on our website

To learn more, visit [iren.gov/energy-fellowship](http://iren.gov/energy-fellowship) or scan the code.



\*Pending state approval/spread evenly over 11 months

#### FELLOWSHIP PROJECT EXAMPLES:

- Facility Audits
- Billing Rate Analysis
- Community Outreach
- Energy Efficiency Facility Identification

## Job Fairs

I-REN attended approximately 16 job fairs in 2024. Through these job fairs, the I-REN team collected 203 interested job seeker slips from individuals interested in the I-REN Energy Fellowship or hearing about I-REN workforce resources. Some of these job fairs were conducted in partnership with Energy is Everything. I-REN has a system to collect interested job seeker forms from prospective candidates. The information is compiled into a listserv. I-REN notifies the candidates registered in the listserv when the Energy Fellowship application is open, which may result in an Energy Fellow placement with a member agency.

### *I-REN WE&T Job Fair Events*



## OPPORTUNITIES IN 2025 AND BEYOND

In 2025, the I-REN WE&T team plans to expand opportunities for I-REN Energy Fellowships at public agencies in the region, to support the growing pipeline of public sector NMEC projects in the I-REN Cash for Kilowatts program. I-REN will also expand educational offerings for Energy Fellows.

### Experiential Learning for I-REN Energy Fellows

After surveying the first-year I-REN Energy Fellows, I-REN identified an opportunity to enhance and support their development through experiential learning that would help advance their technical and project management skills in the industry. The current schedule of professional development tours and resources developed for the 2024–2025 Fellowship program year includes:

- December 2024: Regional Energy and Climate Hub (REACH) Inland Empire
- January 2025: I-REN Community Resilience Center Workshop
- February 2025: I-REN Energy Fellow ESRI Tour
- March 2025: IEDRC/I-REN Energy Infrastructure and Sector Showcase

- March 2025: I-REN Energy Fellow California Air Resources Board Tour
- April 2025: I-REN Energy Fellow CR&R Anaerobic Digester Tour
- May 2025: I-REN Energy Fellow Grid Alternative Tour
- June 2025: I-REN Energy Fellow Watt EV Tour
- July 2025: California Climate Energy Forum Fellowship participation opportunity

## March 2025 Energy and Infrastructure Showcase Planned in Partnership with IEDRC

The purpose of the event is to be a one-stop energy workforce ecosystem that brings together Inland Empire community colleges, local agency staff, and workforce organizations. The participants will focus on the issues, barriers, and resources to help connect, identify, and have conversations to determine training opportunities to help develop a green energy pathway for job seekers in the region.

## Sector-wide Workforce Collaborations

In alignment with I-REN's workforce objectives from its Business Plan, I-REN serves as a facilitator and convener, bringing together a wide variety of workforce development and educational providers in the region to address the region's workforce needs related to energy efficiency, decarbonization, and resiliency. I-REN workforce collaborations over the past two years are shown below.

### *I-REN WE&T Sector-wide Collaborations*

#### **2023**

- Associated Builders and Contractors Inland Empire Branch
- Barstow Community College
- California Baptist University
- CSUSB
- Chino Valley Chamber of Commerce
- CivicWell California Adaptation Forum
- Construction Trades Workforce Initiative
- Energy Code Ace
- Goodwill Career Resources Inland Empire
- Inland Empire Community Colleges Job Developers
- Inland Empire Desert Regional Consortium
- James Irvine Foundation
- LAUNCH Apprenticeship Network
- Local Employment Development Department Veterans Division
- Mount San Jacinto College
- Riverside City College Guardian scholars
- Riverside County Office of Education
- San Bernardino City Unified School District
- San Bernardino County Superintendent of Schools
- San Geronio High School (Jobs 4 California Graduates)
- Southern California Energy Innovation Network
- Time for Change Foundation
- Tomorrow's Talent
- Youth Action Project

**2024**

- California Employment Development Departments – Veterans Division
- California State University, San Bernardino
- Center for Employment Training
- College of the Desert
- Desert Valley Builders Association
- Eastvale Chamber of Commerce
- Energy is Everything
- Greater Coachella Valley Chamber of Commerce
- GRID Alternatives
- Inland Economic Growth & Opportunity
- Inland Empire Economic Partnership
- Inland Empire Labor Institute
- Inland Southern California Climate Collaborative
- Institute of Heating and Air Conditioning Industries
- Local Government Sustainable Energy Coalition
- Norco College
- Public Health Institute/CivicSpark
- Redlands Chamber of Commerce
- Riverside County Office of Economic Development
- Riverside County Workforce Development
- San Bernardino County Economic Development
- San Bernardino Valley College
- San Bernardino Workforce Development Department
- Science and Technology Education Partnership
- Thrive Inland SoCal
- University of California, Riverside
- Uplift San Bernardino
- Victor Valley College CTE

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03.

Energy Savings

04.

Savings by  
End Use

05.

Environmental  
Impacts

Forthcoming following 4th quarter reporting and end-of-year true-up.

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# 06. Expenditures

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)

I-REN’s 2024 budget and expenditures are shown below.

**I-REN 2024 Budget Forecast**

PROGRAM ID	PROGRAM NAME	2024 BUDGET
IREN-PUBL-001	Technical Assistance and Strategic Energy Planning Program	\$3,062,464.73
IREN-PUBL-002	Public Buildings NMEC Program	\$2,600,713.94
IREN-CS-001	C&S Training and Education Program	\$983,912.05
IREN-CS-002	Technical Support Program	\$652,782.63
IREN-WET-001	WE&T Training and Education Program	\$1,242,206.71
IREN-WET-002	Workforce Development Program	\$1,558,915.14
Program Subtotal		\$10,100,995.20
IDSM		\$243,000.00
Portfolio Support PA Costs		\$664,950.27
EM&V		\$458,706.06
<b>Total I-REN 2024 Budget Forecast</b>		<b>\$11,467,651.53</b>

**I-REN 2024 Actuals**

PROGRAM ID	ADMIN	MARKETING & OUTREACH	DIRECT IMPLEMENTATION	INCENTIVES	TOTAL
IREN-PUBL-001	\$370,797.11	\$50,660.05	\$2,371,252.26	\$0.00	\$2,792,709.42
IREN-PUBL-002	\$275,684.89	\$31,727.83	\$1,378,221.93	\$0.00	\$1,685,634.65
IREN-CS-001	\$47,521.56	\$15,632.87	\$620,073.94	\$0.00	\$683,228.37
IREN-CS-002	\$40,903.10	\$11,449.61	\$199,321.72	\$0.00	\$251,674.43
IREN-WET-001	\$248,202.54	\$11,581.39	\$501,492.20	\$0.00	\$761,276.13
IREN-WET-002	\$98,917.59	\$11,581.39	\$384,616.34	\$0.00	\$495,115.32
IREN-EMV-001	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
IREN-MS-Portfolio Support	\$8,965.85	\$0.00	\$0.00	\$0.00	\$8,965.85
IREN-CS-Portfolio Support	\$8,965.85	\$0.00	\$0.00	\$0.00	\$8,965.85
IREN-IDSM-Equity-001	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
IREN-Equity-Portfolio Support	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>I-REN Total</b>	<b>\$1,099,958.49</b>	<b>\$132,633.14</b>	<b>\$5,454,978.39</b>	<b>\$0.00</b>	<b>\$6,687,570.02</b>

Attachment: I REN 2024 Annual Report v1 (11478 : I-REN 2024 Annual Report Update)



# 07.

# Cost-Effectiveness



California’s statewide EE portfolio, which includes I-REN’s programs, is cost-effective from an overall perspective as described recently by the CPUC’s report<sup>7</sup> in response to Governor Newsom’s Executive Order N-5-24.<sup>8</sup>

Within the overall EE portfolio, the CPUC has authorized I-REN and other RENS to offer EE programs that are not held to a cost-effectiveness threshold, “because the RENS are inherently designed to take on filling gaps in the other larger portfolios or serving the needs of HTR customer segments/markets that will be naturally less cost-effective to serve.”<sup>9</sup> Similarly, the IOU PAs and MCE are permitted to dedicate 30% of their budgets toward programs focused on advancing equitable access to EE and supporting the long-term growth of markets for EE—programs which are not subject to cost-effectiveness thresholds. RENS and the equity and market support segments of the portfolio were created in order to ensure that these policy priorities are advanced within the statewide EE portfolio, which is cost-effective on an overall basis.

While not subject to a cost-effectiveness threshold, I-REN strives to manage its portfolio “with an eye toward long-term cost-effectiveness,” as encouraged by CPUC,<sup>10</sup> as a good steward of ratepayer dollars. As noted in D.21-11-013, the CPUC decision approving I-REN’s Business Plan, CPUC welcomes I-REN’s focus on equity and serving disadvantaged and underserved communities, stating that:

“*Involving the types of customers and communities that I-REN’s Business Plan will serve is important to help California meet its energy and climate goals.*”<sup>11</sup>

<sup>7</sup> CPUC Response to Executive Order N-5-24. Table A-2. Program list.

<sup>8</sup> Executive Order N-5-24 (2024). <https://www.gov.ca.gov/wp-content/uploads/2024/10/energy-EO-10-30-24.pdf>

<sup>9</sup> D.19-12-021 at 37

<sup>10</sup> D.16-08-019 at 12.

<sup>11</sup> D.21-11-013 Conclusions of Law 7 and 8.

# 08. — Metrics



## Unique Value Metrics

D.19-12-021 directed proponent RENs to “demonstrate new and unique value toward California’s energy, climate, and equity goals”<sup>12</sup> and then file their progress toward their proposed unique value metrics once they were approved and operating.

### *I-REN Unique Value Metrics*

#### Percentage of partner jurisdictions that use I-REN guides and tools for code compliance

##### Codes & Standards

One of I-REN’s key unique strengths is its relationships with local governments through the founding agencies’ work as councils/associations of governments. This metric is intended to show I-REN’s progress on leveraging those relationships to engage with jurisdictions on C&S permitting and code compliance.

#### Number of BUC registrations in partner jurisdictions (total users)

##### Public Sector

BUC registration is the entry point to accessing I-REN technical assistance services. The BUC portal allows for exploring possible savings opportunities for projects that Public Sector Program participants could pursue via I-REN NMEC program and/or other PAs’ programs. BUC also offers the ability to establish and maintain ongoing relationships and associated data.

#### Number of fellows placed within partner jurisdictions

##### Workforce Education & Training

I-REN Fellowships are a crucial quick-start activity for WE&T and also provide cross-cutting benefits for Public Sector and C&S. Fellows play a role as EE champions at local jurisdictions to help advance EE projects in coordination with I-REN Public Sector technical assistance, such as benchmarking or strategic energy planning. Fellows can supplement staff capacity to take on NMEC or other incentive projects and support permitting and code compliance with I-REN C&S support.

<sup>12</sup> D.19-12-021 Conclusion of Law 9.

# Equity and Market Support Indicators and Goals

D.23-06-055 adopted objectives and indicators for the equity and market support segments and designated how often indicators should be reported (quarterly or annually) and at what level (segment or whole portfolio). I-REN was an active participant in the Equity and Market Support Working Group formed by CAEECC to clarify the indicators through a stakeholder process, and joined with other PAs and stakeholders to draft the resulting May 1, 2024 joint PA advice letter (I-REN Advice Letter 5-E/5-G) as ordered in D.23-06-055 Ordering Paragraph 11. The joint PA advice letter clarified the equity and market support indicators; proposed modifications to the common metrics adopted in D.18-05-041; recommended a methodology to determine indicator baselines; and laid out a suggested schedule for tracking and reporting of equity and market support indicators and updated common metrics and indicators.

The resolution addressing the joint PAs' advice letter has not yet been issued. However, I-REN worked proactively in 2024 to adopt a framework—including methodology and data collection processes—to begin tracking these indicators in anticipation of the forthcoming resolution from CPUC and reporting requirements to follow. I-REN is well situated to fulfill its obligations to track progress toward the equity and market support indicators.

Relatedly, I-REN has also been an active participant in the joint PA effort to develop equity and market support goal constructs, as directed by D.23-06-055 Ordering Paragraph 25. This effort began in 2024 and continues in 2025.

## D.18-05-041 Common Metrics

In addition to clarifying the adopted equity and market support indicators, D.23-06-055 Ordering Paragraph 11 also ordered PAs to examine the metrics and indicators adopted in D.18-05-041. I-REN participated in the joint advice letter process as described above, and was an active participant in proposing modifications to these metrics and indicators. While awaiting resolution of the joint advice letter, I-REN continued to track all relevant common metrics in 2024.

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09.

# Commitments



I-REN has planned and budgeted for funds to be committed to numerous activities to support its portfolio in 2025 and beyond, including contracts with implementers, consultants, and vendors.

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## *Minute Action*

AGENDA ITEM: 14

**Date:** *April 2, 2025*

**Subject:**

Interstate 215 Barton Road Interchange Expenditure Authority for Agreement No. 20-1002278 for California Department of Toxic Substances Control Remediation

**Recommendation:**

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

Approve an increase of \$66,032 to the expenditure authority for Operation and Maintenance Agreement No. 20-1002278 with the California Department of Toxic Substances Control, for a new total not-to-exceed expenditure authority of \$120,012, for remediation review costs for the Interstate 215 Barton Road Interchange Project.

**Background:**

Assessor's Parcel Number 0275-231-68 (Caltrans Parcel ID 23323) was acquired by San Bernardino County Transportation Authority (SBCTA) because it was necessary to construct the Interstate 215 Barton Road Interchange Project (Project). The 1.95-acre commercial parcel was located at 21900 Barton Road in Grand Terrace. Previously, this property contained a dry-cleaning business that released Tetrachloroethene (PCE), a cleaning chemical used during dry-cleaning operations, into the soil. A site investigation was performed that confirmed the contamination. As required by the California Land Reuse and Revitalization Act of 2004, SBCTA began remediation measures, which required an agreement with the California Department of Toxic Substances Control (DTSC), who oversees the process through review of an annual testing report until contamination levels are within acceptable levels. DTSC is requiring that SBCTA reimburse actual costs for its staff time to review the report. In 2019, DTSC estimated an amount of \$53,980 for two years of oversight reviews, which lasted for four years. Staff's efficient management of the budget enabled the reviews to continue for the additional two years without the need for an amendment. The original amount allocated for DTSC reviews has been expended. On October 22, 2024, DTSC staff provided an estimate of \$66,032 for an additional year of oversight. Staff recommends an increase to the expenditure authority approved by the SBCTA Board of Directors in October 2019 in the amount of \$66,032, for a total not-to-exceed expenditure authority of \$120,012, so that SBCTA can reimburse DTSC for their review costs until the property is sold or disposed.

A package for final approval to proceed with the sale of the property was submitted to the California Department of Housing and Community Development on February 28, 2025, and typically takes 30 to 60 days. Upon approval, the property can be advertised for sale to the public.

**Financial Impact:**

This Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Valley Freeway Measure I funds in Program 40, Project Delivery under Task 0820 Freeway Projects, Sub Task 0840 I-215 Barton Road Interchange.

**Reviewed By:**

This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 13, 2025. SBCTA Procurement Manager has reviewed this item.

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
April 2, 2025  
Page 2

**Responsible Staff:**  
Paul Melocoton, Project Manager

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Approved  
Board of Directors  
Date: April 2, 2025  
Witnessed By:



## *Minute Action*

AGENDA ITEM: 15

***Date:*** April 2, 2025

***Subject:***

Development Mitigation Annual Report for Fiscal Year Ending June 30, 2024

***Recommendation:***

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2024.

***Background:***

Preparation of the Development Mitigation Annual Report (DMAR) is an ongoing requirement of the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP). The Valley and Victor Valley jurisdictions are required to provide information on development activity and the expenditure of development mitigation funds on projects contained in the Development Mitigation Nexus Study for Fiscal Year (FY) 2023/2024. The development fees collected are used by the jurisdictions as the local share of arterial, interchange, and railroad grade separation projects for which SBCTA provides the “public share.”

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

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

Based on the information provided to SBCTA by the jurisdictions submitting reports, \$47,184,667 in development mitigation fees for transportation projects was collected and \$9,905,906 of development mitigation fees was expended on Nexus Study projects during the FY ending June 30, 2024. The expenditures for the year represented a 75.7% decrease from the \$40,770,326 expended in the previous FY. Of the approximately \$47.2 million of transportation related development impact fees collected by local jurisdictions, a portion of the fees are associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The \$47.2 million of development mitigation represented a decrease of 15.6% in development mitigation revenue from the \$55.9 million collected in FY 2022/2023, which was a decrease of 18.4% from the \$68.6 million collected in FY 2021/2022.

Since the implementation of the SBCTA DMP in Fiscal Year 2006/2007, a total of \$691,734,959 has been collected, and a total of \$329,344,592 in development mitigation has been expended on projects contained in the SBCTA Development Mitigation Nexus Study. It should be noted that some of the data on quantities of development (units and square footage) could not be included

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

April 2, 2025

Page 2

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

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

**Table 1**  
**City/Town Development Mitigation Summary Table**  
**For the Year Ending June 30, 2024**

City/Town	# of SF Units Permitted	# of MF Units Permitted	Sq. Ft. of Commercial Permitted	Sq. Ft. of Office Permitted	Sq. Ft. of Industrial Permitted	Fees Collected in FY 23/24	Fees Expended on Nexus Projects in FY 23/24	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto	62	0	0	0	0	\$292,941	\$0	\$9,772,973	\$631,624
Apple Valley	150	13	24,256	3,797	0	\$811,811	\$0	\$14,778,322	\$8,981,193
Chino*	28	419	6,211	65,974	0	\$2,640,716	\$3,317,290	\$90,005,069	\$14,349,820
Chino Hills	31	4	0	0	0	\$9,561	\$0	\$634,222	\$4,949,814
Colton*	18	7	0	4	432	\$975,323	\$10,318	\$9,610,599	\$336,566
Fontana*	700	489	45,354	18,062	994,139	\$6,857,173	\$1,788,421	\$103,077,757	\$54,685,248
Grand Terrace	0	0	0	0	0	\$0	\$0	\$2,089,742	\$288,968
Hesperia*	178	224	16,722	5,159	1,003,483	\$9,835,301	\$0	\$51,323,148	\$36,868,375
Highland	382	2	0	0	0	\$2,924,046	\$943	\$11,477,197	\$2,270,464
Loma Linda	34	36	2	0	0	\$269,161	\$0	\$13,070,402	\$2,660,076
Montclair	0	0	0	2,461	26,451	\$42,858	\$477	\$4,772,776	\$234,782
Ontario	112	563	130	2	4,416	\$545,515	\$0	\$67,777,424	\$68,297,204
Rancho Cucamonga*	11	429	3,054	30,054	231,749	\$5,238,705	\$0	\$84,269,485	\$7,901,709
Redlands*	130	4	133,790	0	0	\$511,096	\$0	\$17,936,251	\$9,351,686
Rialto*	343	0	76,813	1	801,693	\$4,086,900	\$1,290,130	\$53,593,955	\$22,561,667
San Bernardino*	214	114	0	196,708	545,386	\$2,051,192	\$0	\$32,179,580	\$14,802,541
Upland	17	61	0	0	0	\$104,381	\$0	\$23,482,811	\$4,404,234
Victorville	550	0	7	0	8	\$4,134	\$3,100,137	\$38,510,290	\$56,825,500
Yucaipa*	89	3	0	0	654,269	\$3,263,919	\$398,190	\$13,915,173	\$11,505,532
<b>Total</b>	<b>3,049</b>	<b>2,368</b>	<b>306,339</b>	<b>322,222</b>	<b>4,262,026</b>	<b>\$40,464,733</b>	<b>\$9,905,906</b>	<b>\$642,277,176</b>	<b>\$321,907,002</b>

\*Unresolved discrepancies in Total Cumulative Development Mitigation Expenditures.

Notes:

1. May include fees from other sources not listed in the summary table.
2. Only includes revenue collected beginning Fiscal Year 06/07.
3. Only includes expenditure of development mitigation fees.
4. Adelanto only tracks "residential" and "non-residential" development.

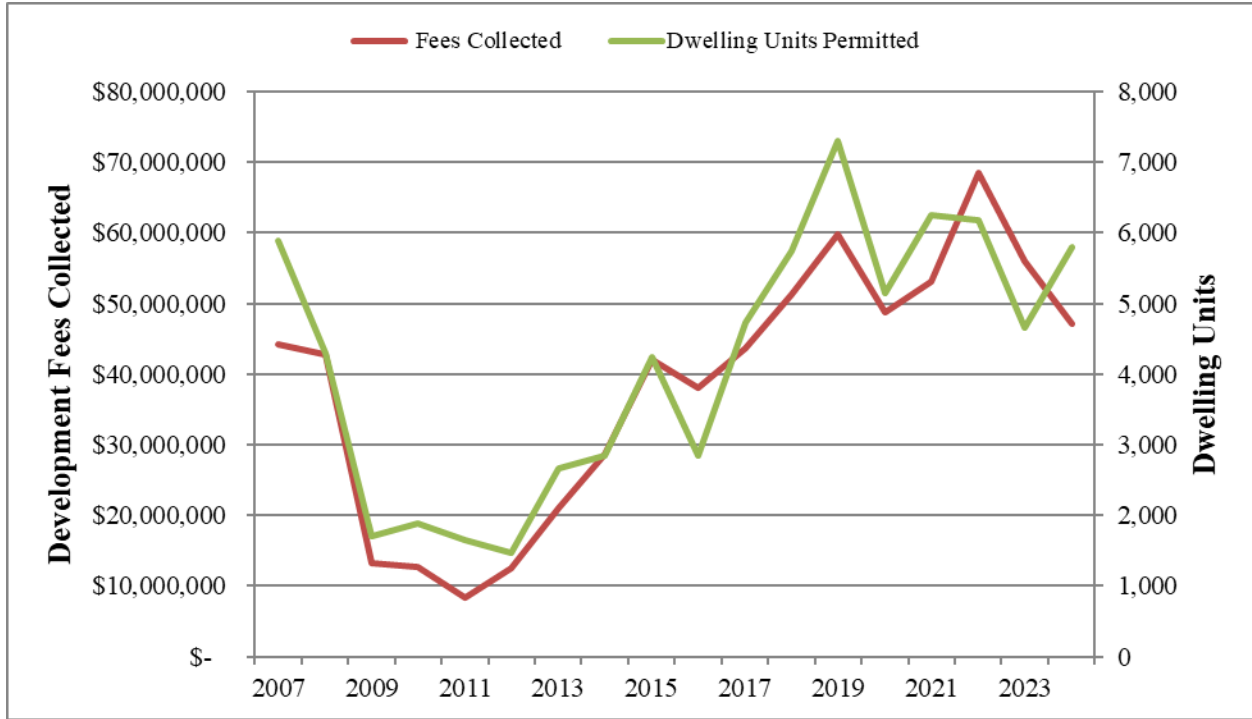
**Table 2**  
**San Bernardino County Development Mitigation Summary Table**  
**For the Year Ending June 30, 2024**

County Sphere/ Subarea	# of SF Units Permitted	# of MF Units Permitted	Sq. Ft. of Commercial Permitted	Sq. Ft. of Office Permitted	Sq. Ft. of Industrial Permitted	Fees Collected in FY 23/24	Fees Expended on Nexus Projects in FY 23/24	Cumulative Dev. Mit. Revenue	Cumulative Dev. Mit. Expenditures On Nexus Projects
Adelanto Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Apple Valley Sphere	39	6	0	0	0	\$115,204	\$0	\$1,343,740	\$0
Chino Sphere	45	6	7,061	0	44,011	\$680,752	\$0	\$1,326,552	\$388
Colton Sphere	1	0	0	0	2,242	\$11,942	\$0	\$422,972	\$0
Devore/Glen Helen	3	2	0	0	0	\$25,011	\$0	\$213,582	\$44,540
Fontana Sphere	5	112	0	0	2,081,477	\$4,057,839	\$0	\$12,097,442	\$514,777
Hesperia Sphere	29	6	0	0	0	\$315,180	\$0	\$4,056,127	\$622,315
Loma Linda Sphere	0	0	0	0	0	\$0	\$0	\$254,700	\$0
Montclair Sphere	0	0	0	0	0	\$0	\$0	\$255,403	\$0
Redlands Sphere	7	0	0	0	0	\$49,441	\$0	\$1,386,562	\$0
Redlands Donut Hole	0	0	0	0	208,000	\$501,280	\$0	\$12,295,401	\$124,601
Rialto Sphere	1	2	0	0	268,832	\$536,022	\$0	\$11,930,127	\$1,635,297
San Bernardino Sphere	9	76	0	0	34,000	\$326,760	\$0	\$2,181,684	\$0
Upland Sphere	6	1	0	0	0	\$7,692	\$0	\$198,890	\$0
Victorville Sphere	19	3	0	0	0	\$92,811	\$0	\$1,494,601	\$0
Yucaipa Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>Total County Sphere/Subarea</b>	<b>164</b>	<b>214</b>	<b>7,061</b>	<b>0</b>	<b>2,638,562</b>	<b>\$6,719,934</b>	<b>\$0</b>	<b>\$49,457,783</b>	<b>\$2,941,918</b>
<b>GRAND TOTAL</b>	<b>3,213</b>	<b>2,582</b>	<b>313,400</b>	<b>322,222</b>	<b>6,900,588</b>	<b>\$47,184,667</b>	<b>\$9,905,906</b>	<b>\$691,734,959</b>	<b>\$324,848,920</b>

## Notes:

1. May include fees from other sources not listed in the summary table.
2. Only includes revenue collected beginning Fiscal Year 06/07.
3. Only includes expenditure of development mitigation fees.

**Figure 1  
 Development Mitigation Trends**



**Financial Impact:**

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

**Reviewed By:**

This item was assembled from data provided by members of the SBCTA Transportation Technical Advisory Committee (TTAC), or their designees. A draft of this item was distributed to TTAC members on March 3, 2025 for comments, and was received by the General Policy Committee on March 12, 2025.

**Responsible Staff:**

Ginger Koblasz, Senior Planner

Approved  
 Board of Directors  
 Date: April 2, 2025

Witnessed By:



## *Minute Action*

AGENDA ITEM: 16

***Date:*** April 2, 2025

***Subject:***

Update on Resilience Planning Efforts

***Recommendation:***

Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

***Background:***

Natural disasters are nothing new in the State of California. Historically, planners, engineers, and first responders have focused on earthquakes for good reason. The Loma Prieta (1989) and Northridge (1994) earthquakes resulted in widespread damage resulting in casualties, property damage, and collapsed infrastructure, including portions of the transportation system. In San Bernardino County, the San Andreas Fault poses a significant risk to our communities and runs directly through one of the most significant interregional corridors of Southern California. Should the epicenter of catastrophic earthquake happen in this location, the consequences would be widespread and significant.

More recently, natural and human assisted disasters have again taken center stage in the form of hurricanes and wildfire. In 2024, three hurricanes made landfall in Florida, two as major hurricanes. Hurricane Helene was the more destructive of the two, impacting parts of Florida, Georgia, Tennessee, and North Carolina. It is estimated that Hurricane Helene caused \$78.7 billion in damage. In January 2025, the Palisades and Eaton fires tore through parts of Los Angeles County resulting in a combined 37,728 acres burned, 16,255 lost structures, and 29 dead. Initial estimates provided by JP Morgan put the damage in the approximately \$50 billion range, but more recent estimates published by the Los Angeles Times projects damages ballooning to \$250 billion plus. That would make the Palisades and Eaton wildfires the costliest natural disaster in U.S. history, surpassing Hurricane Katrina.

The financial implications of these events have prompted some, including the Federal Reserve Chair Jerome Powell, to testify in front of congress that banks are pulling out of coastal areas as well as wildfire prone regions. His testimony further suggested that within the next 10 or 15 years, there are going to be regions of the country where homeowners will not be able to obtain a mortgage. In California, those that cannot obtain homeowner's insurance are increasingly reliant on the California FAIR Plan, the insurer of last resort, which some argue is over exposed.

To counteract the infrastructure and human impacts of wildfire and other hazards, the State has enacted a number of recent laws that create additional requirements for local jurisdictions. Among a number of new state laws, the most salient for current purposes include:

- The mandate for General Plans to include a Safety Element (Senate Bill (SB) 379).
- That a local jurisdiction Safety Element identify hazard areas that do not have at least two emergency evacuation routes (SB 99).

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

## Board of Directors Agenda Item

April 2, 2025

Page 2

- That a General Plan Safety Element update be triggered by an update to a Housing Element at a minimum of every eight years (SB 99).
- That all jurisdictions identify evacuation routes with information on their capacity, safety, and viability under a variety of emergency scenarios (Assembly Bill (AB) 747).

These new regulatory requirements by the State highlight the increased awareness that resilience and natural disaster planning has garnered in Sacramento. However, at a regional level, San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) have long been active in the resilience and adaptation planning space. SBCTA/SBCOG's focus is emergency preparedness and planning for system, as well as infrastructure adaptation and resiliency in our built environment. It is this reason, as an example, that staff is preparing the State Route 247/62 (SR 247/62) Emergency Bypass Study as highlighted below. But resilience planning and emergency preparedness efforts require close collaboration and consultation with our partners in the response and disaster management and recovery fields. As such SBCTA/SBCOG's efforts include direct communication with these stakeholders for feedback and review.

This item is being presented to give information about recent past projects and updates on currently active projects that highlight how SBCTA continues to be at the forefront of these efforts.

### ***Resilient IE***

In 2017 Western Riverside Council of Governments (WRCOG) received funding from the California Department of Transportation (Caltrans) Climate Adaptation Planning Grant Program to support a multi-county planning effort in collaboration with SBCTA. Resilient IE examined ways to prepare for and mitigate the risks associated with climate change. The types of hazards analyzed as part of Resilient IE included heat, wildfire, flooding, drought, air quality, severe wind, and mudslides/landslides. Deliverables for Resilient IE included vulnerability assessments, adaptation strategies, hazard, and evacuation maps for San Bernardino County and Western Riverside County, as well as a tool kit. The documents related to Resilient IE, including the Resilient IE Toolkit can be found here: <https://wrcog.us/285/Resilient-IE>.

### ***SR 247/62 Emergency Bypass Study***

In 2022, SBCTA received a \$1,000,000 earmark from the Priority Legislative Budget Projects Program (PLBP) to conduct the SR 247/62 Emergency Bypass Study. This is a two-part project with an overall emphasis on improving the usefulness of SR 247 and SR 62 as a more viable alternative to Interstate 15 (I-15) through the Cajon Pass in the event of an emergency such as an earthquake, wildfire, major incident, or other disaster.

The contract for the project was awarded at the May 2024 Board of Directors meeting to WSP USA Inc. (WSP). As previously mentioned, the project is anticipated to be conducted in two parts. Parts 1 and 2 are outlined below:

- Part 1- The consultant will prepare an area-wide Emergency Bypass Strategy that can build on the existing efforts of California Highway Patrol (CHP), Caltrans, and other emergency service agencies as the basis for managing traffic for periods when the I-15 through the Cajon Pass is closed. This will look at the history of traffic flows, both in the

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Valley and High Desert during closures and major incidents to determine how to improve network resiliency regionally.

- Part 2- The consultant will prepare a feasibility study for potential geometric and operational improvements on portions of SR 247 from Barstow to Yucca Valley, on SR 62 from Yucca Valley to Interstate 10 (I-10) in Palm Springs, and in the Cajon Pass. The information generated in Part 1 of the study will feed into the project development process that will allow for strategic improvement to areas on SR 247, SR 62, and other routes that will better prepare agencies in dealing with local and regional traffic that has been redistributed throughout Riverside and San Bernardino Counties during an emergency scenario.

Currently the consultant, SR 247/62 Project Technical Advisory Committee (TAC), and staff are working through Part 1 of the project. WSP held the project kickoff meeting on October 28, 2024. The meeting was attended by representatives from Caltrans, CHP, the County of San Bernardino Department of Public Works, and San Bernardino County Fire. The critical path for Part 1 of the project is the identification of incidents and events from the past 10 years in the Cajon Pass, which could be considered representative of types of incidents likely to happen again in the future. The consultant will then use these events to capture the shift in historical regional traffic patterns and use them to simulate the impacts of events in the Cajon Pass on SR 247 and SR 62. The analysis to be performed by WSP will also include a simulation of a catastrophic event, such as a major earthquake that causes sufficient damage to close I-15 in the Cajon Pass for a prolonged period of time.

The current schedule for completion of Part 1 of this project is in the summer of 2025. The draft I-15 Emergency Bypass Strategy will be presented to SBCTA committees in mid-2025. Any comments or guidance provided at that time would then be included in the Final I-15 Emergency Bypass Strategy. Part 2 of the project is estimated to be completed by June 2026.

### ***Emergency Evacuation Network Resilience (EENR)***

The EENR builds on the recently completed Resilient IE study that was mentioned above. Similarly, EENR is another bi-county effort being conducted in collaboration with WRCOG. The EENR will take the previously created hazard and evacuation maps from Resilient IE, and provide analysis of local-level evacuation systems and produce estimates of time needed to evacuate selected cities or subareas.

EENR is being funded by a \$1.5 million Sustainable Transportation Planning Grant, with WRCOG and SBCTA contributing a combined \$194,341 in matching funds (in-kind or cash) for a total of \$1,694,341.

SBCTA is the lead agency on this project and Jacobs Engineering Group, Inc. was awarded the contract at the November 2024 Board of Directors meeting. The project kicked off in December 2024, and since that time the consultant has been working on data collection and integrating the Riverside and San Bernardino County Transportation Models.

The key deliverables for this project include:

- Information provided to local jurisdictions that will help support their SB 99 & AB 747 compliance assessment requirements.

Board of Directors Agenda Item

April 2, 2025

Page 4

- Network assessment for each of SBCTA and WRCOG's agencies to look at the distance each neighborhood would have to travel during an evacuation.
- Emergency response time assessment.
- Identification and prioritization of key improvements that address redundancy/resiliency constraints in Western Riverside and San Bernardino Counties.
- Roadmap for additional infrastructure resilience improvement recommendations that include the electrical network, transportation network (including transit vehicle charging systems), transit shelters, and vehicle redundancy.

The largest undertaking of the EENR effort will be to generate the information and analysis that can be used by local jurisdiction to comply with State emergency and evacuation assessments. Due to the large number of compliance assessments to be created by this study, the consultant is working to develop a prototype to share with the TAC for the project. Once the prototype is finalized, the consultant will begin producing the content on a rolling basis throughout the period of April 2025 to July 2025. Concurrent to this effort, the consultant will be identifying parts of the bi-county project area that could benefit from added redundancy and resiliency to the transportation network.

***Evacuation and Resilience Center Design Study (ERCD)***

SBCTA is preparing to undertake a companion effort to the EENR project. The ERCD effort is focused only on communities within San Bernardino County and will provide additional planning support focusing on:

- Identification of up to five communities within San Bernardino County in high-hazard areas lacking multiple ingress/egress routes for emergencies.
- Evacuation planning and scenario analysis for these five communities, with special emphasis on areas that have only single-access roads between two and seven miles in length, as well as are identified by the statewide SB 99 CalFire Hazard Severity Zones as very high or high hazard.
- Conducting a feasibility study of alternative evacuation strategies, including Class 1 bike lanes constructed with sufficient width and support to accommodate vehicles for emergency evacuations.
- Planning and designing conceptual drawings of new resilience centers equipped with microgrids in vulnerable evacuation corridors.

The ERCD project is funded by a \$725,000 allocation of Caltrans Sustainable Transportation Planning Grant funds and a \$101,250 local match, for a total of \$826,250. The project is currently in the contracting phase with Caltrans providing the Restricted Grant Agreement between SBCTA and Caltrans on February 24, 2025.

Following execution of the Restricted Grant Funding Agreement, SBCTA will be permitted to release the Request for Proposals for development of the Study. Once proposals are received, SBCTA will engage a panel to review and evaluate the proposals to select the most qualified consulting firm for the planning effort. Based on current timelines, staff anticipates presenting the recommended firm for approval at the July 2025 Board of Directors meeting.

Board of Directors Agenda Item

April 2, 2025

Page 5

***Energy Resilience Sustainability Infrastructure Projects***

Resilience planning is a proactive approach that aims to prepare and adapt communities to withstand and recover from various shocks, including but not limited to natural disasters and evacuation planning. Some environmental stressors such as extreme heat can overload the power grid and corresponding electrical systems.

Energy resilience is an important element of SBCTA's proactive approach to regional planning. The idea of microgrids is a component of the ERCD project mentioned above, namely in the context of microgrids at resilience centers. During the Palisades and Eaton fires, some 278,000 Southern California Edison customers were affected by power outages due to weather, fire-related damage, or because of pre-emptive safety shutoffs. Communities within San Bernardino County experienced multiple day service disruptions.

SBCTA issued a contract task order to Placeworks on December 11, 2024 to assist in the identification of public energy and sustainability infrastructure projects and to support future grant funding opportunities. The project began in February 2025, and the core elements will focus on the following:

- Identification of member agency led energy infrastructure projects.
- Prioritization of projects based on member agency goals, timing, and community needs.
- Compilation of grant funding opportunities for energy and energy resilience projects.
- Support for staff applying for grants to implement projects.

As part of this effort, SBCTA is looking to create a countywide consolidated list of projects that include:

- Renewable energy generation (solar, wind, geothermal, other).
- Municipal energy efficiency upgrades.
- Municipal facility and infrastructure electrification.
- Public and municipal zero emission vehicle fueling/charging infrastructure.
- Resilience centers/cooling centers.
- Municipal infrastructure/facility resiliency retrofits or hardening, and microgrids.

Similar to other program areas, staff anticipates using this information to help prioritize projects close to implementation and begin prioritizing the projects for near term grant applications. Planning for energy resilience will help the region minimize service delivery interruptions during extreme weather events, while also building into the system redundancies for vulnerable populations. This effort is projected to extend into the fall of 2025.

***Financial Impact:***

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

***Reviewed By:***

This item was reviewed by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, the Board of Directors Metro Valley Study Session on March 13, 2025, and by the Mountain/Desert Policy Committee on March 21, 2025.

***Responsible Staff:***

Ryan Graham, Planning Manager

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Board of Directors Agenda Item  
April 2, 2025  
Page 6

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 17

***Date:*** April 2, 2025

***Subject:***

Memorandum of Understanding 25-1003275 with Southern California Regional Rail Authority for the San Bernardino Line: Lilac-Sycamore Project

***Recommendation:***

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

Approve Memorandum of Understanding No. 25-1003275 with the Southern California Regional Rail Authority for the design phase of the Lilac to Sycamore Double Track Project, in an amount not-to-exceed \$11,847,590 to be funded with State Transit Assistance and Measure I-Rail funds.

***Background:***

The Lilac to Rancho Double Track Project (Project) was initially identified in the Metrolink San Bernardino Line Infrastructure Improvement Strategic Study, completed in September 2014 by the San Bernardino County Transportation Authority (SBCTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA). The goal of the study was to identify cost effective infrastructure improvements that would lead to increased average commuter train speeds, reduced travel times, and enhanced overall capacity of the Metrolink San Bernardino Line. The study recommended constructing priority second mainline track sections to meet these goals, including a segment from Control Point (CP) Lilac to CP Rancho in the Cities of Rialto and San Bernardino.

The environmental clearance was then initiated in early 2016 and completed in October 2018, when the SBCTA Board of Directors adopted Resolution No. 19-005, adopting the final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Lilac to Rancho Double Tracking Project. Since that time, the Southern California Regional Rail Authority (SCRRA), through their work under the Southern California Optimized Rail Expansion (SCORE) Program, refined the modeling of the San Bernardino Line corridor and determined four projects could represent an initial phase investment to achieve increased service frequency on the San Bernardino Line at a lower cost. One of the projects identified included a priority portion of the Lilac to Rancho Project from CP Lilac, through the Rialto Metrolink Station, to Sycamore Avenue (Lilac to Sycamore Project). The Lilac to Sycamore Project provides many benefits of the larger Lilac to Rancho Project, such as improved rail service efficiency and reliability, improved station accessibility, and safety improvements for pedestrians and cyclists, which also support quiet zone readiness along the corridor.

The SBCTA 2025 Update to the 10-Year Delivery Plan includes the shorter project limits as well as the latest funding plan, which shows a fully funded project with funding from Measure I-Rail, State Transit Assistance, State Transportation Improvement Program, and Senate Bill 125. The STIP funds are programmed for the construction phase and programmed for Fiscal Year 2027/2028.

Now that the overall project is fully funded, staff recommends advancing the project by initiating the design phase and approving the Memorandum of Understanding (MOU) with SCRRA. The MOU defines the roles and responsibilities for the next phase of the project, in which  
*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
April 2, 2025  
Page 2

SCRRA agrees to be the lead agency for the design and construction phase of the project and deliver the project as part of the overall SCORE program. A separate Construction and Maintenance Agreement will be needed for the construction phase of the project and will be developed during the design phase.

**Financial Impact:**

The Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with State Transit Assistance and Measure I-Rail funds in Program 30, Transit.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the Transit Committee on March 13, 2025. SBCTA General Counsel has reviewed this item and the draft MOU.

**Responsible Staff:**

Victor Lopez, Director of Transit & Rail Programs

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:



**General Contract Information**

Contract No: 25-1003275 Amendment No.: \_\_\_\_\_  
 Contract Class: Payable Department: Transit  
 Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority  
 Description: Lilac to Sycamore Double Track Project MOU with SCRRRA

List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount					
Original Contract	\$	11,847,590.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>11,847,590.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>11,847,590.00</b>

**Contract Authorization**

Board of Directors \_\_\_\_\_ Date: 04/02/2025 Board \_\_\_\_\_ Item # 11454

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? N/A No Budget Adjustment \_\_\_\_\_  
 State/Local \_\_\_\_\_ Funding Allocation \_\_\_\_\_ N/A \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 04/02/2025 Expiration Date: 12/31/2030 Revised Expiration Date: \_\_\_\_\_  
 NHS: N/A OMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	1050	30	0315	0328	52001		42218001	11,847,590.00	-
							STA Rail	10,208,000.00	-
GL	4150	30	0315	0328	52001		41100000	1,639,590.00	-
							MSI Rail		-
GL									-
GL									-
GL									-
GL									-
GL									-
GL									-
GL									-
GL									-

Victor Lopez \_\_\_\_\_ Victor Lopez \_\_\_\_\_  
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: \_\_\_\_\_

Attachment: Print\_ CSS 25-1003275 (11454 : MOU 25-1003275 with SCRRRA for the San Bernardino Line: Lilac-Sycamore Project)

**SBCTA CONTRACT No. 25-1003275**  
**MEMORANDUM OF UNDERSTANDING BETWEEN THE**  
**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**  
**AND THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FOR THE**  
**LILAC TO SYCAMORE DOUBLE TRACK PROJECT**

This Memorandum of Understanding ("MOU") is executed and entered into this \_\_\_\_ day of \_\_\_\_\_, 2025 (Effective Date) by the San Bernardino County Transportation Authority (SBCTA) and the Southern California Regional Rail Authority (SCRRA), which may be referred to individually as "PARTY" or collectively as "PARTIES".

The Term of this MOU will commence on the date first specified above and terminate six (6) months after completion of construction, or December 31, 2030, whichever is earlier.

**RECITALS**

**WHEREAS**, SBCTA is the transportation commission, local transportation authority and transportation planning agency for San Bernardino County, California, with the power to contract for the services described in this MOU;

**WHEREAS**, SCRRA is a joint powers authority that provides rail services, including capital improvements, project management, railroad protective services (e.g., "flagging") and railroad facilities inspections in Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties pursuant to a Joint Exercise of Powers Agreement among the Los Angeles County Metropolitan Transportation (as successor to the Los Angeles County Transportation Commission), the Orange County Transportation Authority, the Riverside County Transportation Commission, San Bernardino County Transportation Authority (as successor to the San Bernardino Associated Governments), and the Ventura County Transportation Commission;

**WHEREAS**, SCRRA and its Member Agencies, in partnership with BNSF, California High Speed Rail Authority (CHSRA) and the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), submitted a request to California State Transportation Agency (CalSTA) for \$3.7 billion of 2018 Transit and Intercity Rail Capital Program (TIRCP) grant

funding for a program of Projects known as the Southern California Optimized Rail Expansion (SCORE) Program. The SCORE Program is a series of system wide improvement Projects that, combined, will allow increases to service across the Metrolink System. In April 2018, SCRRA was awarded an \$875,708,000 TIRCP grant by CalSTA for the SCORE Program;

**WHEREAS**, SBCTA developed a capacity improvement project on a segment of the Metrolink San Bernardino Line within SBCTA's territory, namely the Lilac to Sycamore Double Track Project (the "PROJECT"). The PROJECT consists of the addition of approximately 0.7 miles of second main line railroad track along the San Gabriel Subdivision corridor between Control Point (CP) Lilac at Mile Post (MP) 52.4 and MP 53.07 just before Sycamore Avenue. In addition, the PROJECT will add an underpass and a second platform on the south side of the tracks at Rialto Station. Within the PROJECT limits, the PROJECT will upgrade existing grade crossings at Cactus Avenue, Lilac Avenue, Willow Avenue, Riverside Avenue, Sycamore Avenue, Acacia Avenue, Eucalyptus Avenue, and Pepper Avenue to SCRRA's current grade crossing safety standards, thus making the grade crossings quiet-zone-ready, as well as introducing near-side signal technology to significantly reduce gate-down time at these grade crossings.

**WHEREAS**, SBCTA served as lead agency for the Environmental Clearance and 30% Preliminary Design (or Project Approval & Environmental Document / PA&ED) Phase for the PROJECT, which encompassed a wider project footprint between CP Lilac at MP 52.4 and CP Rancho at MP 53.07 within which the PROJECT is located. SBCTA completed the PA&ED Phase on October 3, 2018.

**WHEREAS**, SBCTA and SCRRA agree that the PROJECT will become a component of the SCRRA SCORE Program, and that SCRRA will be lead agency for the Design (or Plans, Specifications & Estimates / PS&E) Phase of the PROJECT. SCRRA will develop the Design (PS&E) from the 30% Preliminary Design stage to the 100% Final Design / Camera-Ready stage. SBCTA will provide support to SCRRA throughout the Design (PS&E) Phase.

**WHEREAS**, SBCTA has established a total budget of \$70.5 Million for the PROJECT and has elected to utilize Local Sales Tax Funding (Measure I) as well as State Transit Assistance (STA) funds for the purpose of funding the Design (PS&E) Phase to be performed by SCRRA for the PROJECT. These design services are set forth under Attachment A – SCRRA Scope of Services ("DESIGN SERVICES"), attached hereto and incorporated herein.

**WHEREAS**, SBCTA and SCRRRA acknowledge that SCRRRA shall serve as lead agency for the Construction Phase of the PROJECT. A separate Construction and Maintenance ("C&M") Agreement will be negotiated and entered into by the PARTIES for the funding of the Construction Phase of the PROJECT, which will include the actual construction and maintenance of the PROJECT. The PARTIES agree to enter into the C&M Agreement after the Design (PS&E) Phase is completed, but before construction begins. The C&M Agreement will identify the PARTIES' respective obligations during and after the construction of the PROJECT.

**WHEREAS**, the PARTIES desire to enter into this MOU for the purpose of documenting the terms and conditions of cooperation between the PARTIES with regard to the Design (PS&E) Phase of the PROJECT.

NOW, THEREFORE, it is mutually understood and agreed by SBCTA and SCRRRA as follows:

**I. SCRRRA'S RESPONSIBILITIES**

- A. SCRRRA will be the lead agency for the delivery of the Design (PS&E) Phase for the PROJECT and will designate a Project Manager as its single point of contact to manage the PROJECT and coordinate with SBCTA for all DESIGN SERVICES under this MOU.
- B. SCRRRA will comply, and require its consultants/contractors, if applicable, to comply, with all SCRRRA standards, recommended practices, operating rules, and safety requirements, and to comply with all requirements of the SCRRRA system configuration management program;
- C. SCRRRA will be responsible for all aspects of the Design (PS&E) Phase of the Project, including but not limited to the retention of consultants and contractors; the preparation of detailed plans, specifications, and estimates (PS&E); ensure the design of grade crossings meets quiet-zone ready standards; obtain any encroachments, easements, and other entitlements necessary during the undertaking of the DESIGN SERVICES; and prepare all necessary construction engineering for the PROJECT in accordance with all applicable state, federal and local laws, regulations, policies, standards and procedures.

- D. SCRRA will identify all right-of-way needs and utility conflicts, and will undertake the due diligence to document and estimate the costs of the right-of-way acquisitions and utility relocations required, during the undertaking of the DESIGN SERVICES. Upon the determination of the right-of-way acquisitions and utility relocations costs, SCRRA and SBCTA will subsequently negotiate and enter into an amendment to this MOU, if and as necessary, for the costs specific to purchasing the right-of-way acquisitions and designing and constructing the utility relocations.
- E. SCRRA will undertake the coordination necessary to develop the Design (PS&E) among all third parties, including public and private agencies, and will be solely responsible for obtaining all licenses, permits, rights-of-entry, and any statutorily required permissions during the undertaking of the DESIGN SERVICES. SCRRA will have sole responsibility for issuance of all notifications and for obtaining all necessary agreements and approvals for any and all grade crossing modifications through the California Public Utilities Commission (“CPUC”) and any other interested parties or agencies.
- F. SCRRA will review the Environmental Clearance documentation for the PROJECT, and update the Environmental Clearance documentation, if necessary, which may include, but is not limited to, Environmental Technical Studies and any Supplemental or Addendum documentation that may be required. SCRRA will undertake and comply with any mitigation measures and environmental commitments identified in the Environmental Clearance documentation.
- G. SCRRA will coordinate directly with Union Pacific Railroad (“UPRR”) and BNSF Railway (“BNSF”), where UPRR or BNSF operations and/or infrastructure may be affected, including obtaining any permits, agreements, or approvals.
- H. SCRRA will comply with all SBCTA funding and grant requirements for those funds that will be used to pay for the Project.
- I. SCRRA will provide support to the relevant Local Jurisdictions during the preparation of applications for quiet zone implementation. Such support includes, but is not limited to, providing quiet zone application supporting documentation, assisting with quiet zone application preparation, and coordinating with relevant approval agencies.

## II. **SBCTA'S RESPONSIBILITIES**

- A. SBCTA will assign a member of its management staff to support SCRRRA, as determined reasonably necessary by SBCTA, and to allow representation of SBCTA's interests throughout the PROJECT. This person will be responsible to ensure coordination with SBCTA departments and services required to be involved in those appropriate portions of the PROJECT.
- B. SBCTA will support SCRRRA during the development of the PROJECT by providing reference documents developed during the environmental phase of the project. and will not interfere with the PS&E development, or other work undertaken by SCRRRA during the design phase, unless specifically directed to do so pursuant to the terms of this MOU.
- C. SBCTA will support SCRRRA with right-of-way and utility conflict identification and development by providing existing right-of-way agreements or license agreements with third party utility owners where applicable.
- D. SBCTA will designate a Project Manager as its single point of contact and notify SCRRRA of any personnel changes.

## III. **FUTURE ADDITIONAL AGREEMENTS REQUIRED**

- A. A Construction and Maintenance ("C&M") Agreement will be negotiated and entered into for the construction and maintenance of the PROJECT. The PARTIES agree to enter into the C&M Agreement before construction commences. The C&M agreement will identify the PARTIES' respective obligations during and after the construction of the PROJECT.

## IV. **PAYMENT FOR SBCTA WORK**

- A. Except as provided below, SBCTA will fund to SCRRRA up to the total amount of **\$11,847,590** ("SBCTA Expense Cap") for the DESIGN SERVICES performed by SCRRRA pursuant to this MOU.
- B. SCRRRA will send quarterly invoices to SBCTA. With each quarterly invoice, SCRRRA will include all back-up material, including but not limited to, detailed expenditures, time cards, invoices from third parties including consultants and contractors, and descriptions of activities performed. SBCTA will pay invoices within ninety (90) days of receipt of a complete invoice that contains all back-up material.



- C. SCRRA shall establish a separate, re-collectable account within SCRRA's finance system to record only costs SCRRA incurs fulfilling their obligations of this MOU.
- D. Upon agreement by SCRRA and SBCTA that all SERVICES are complete, SCRRA will submit to SBCTA a detailed statement of final costs incurred under this MOU. Based on the final accounting, SCRRA shall refund or invoice as necessary in order to satisfy the obligations of this MOU. SBCTA agrees to maintain adequate PROJECT reserves to reimburse SCRRA for its final audited costs associated with the PROJECT, up to the SBCTA Expense Cap.
- E. SCRRA shall submit the final invoice for SERVICES no later than December 31, 2026, unless this date is otherwise amended by both PARTIES in writing.

**V. REPORTING AND AUDIT REQUIREMENTS**

- A. SCRRA shall be subject to and shall comply with all applicable requirements of SBCTA regarding reporting and audit requirements.
- B. SCRRA shall submit together with its invoices, written progress reports to SBCTA as specified to determine if SCRRA is performing to expectation, is on schedule, and is within funding cost limitations, to provide communication of interim findings and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed. Should SCRRA fail to submit a complete invoice or project deliverables in accordance with the SERVICES schedule, SBCTA may elect not to pay SCRRA until submittal is fully complete.
- C. SBCTA shall have the right to conduct audits of this MOU such as financial and compliance audits and performance audits. SCRRA shall make available and shall ensure its contractors make available, any records, information, material data and documentation needed by the auditors. SCRRA shall establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). SBCTA shall not reimburse SCRRA for any expenditure not in compliance with the terms and conditions of this MOU and other applicable requirements of SBCTA. SCRRA's expenditures, including SCRRA's costs incurred for contractors and consultants, submitted to SBCTA shall be in compliance with the terms and conditions of SBCTA's funding source(s). SBCTA shall have the right to conduct a final audit. The findings of the SBCTA audit will be final. This section shall survive termination of this MOU.

- D. SCRRA shall certify each invoice by reviewing all costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with the SBCTA grantor's terms and conditions, and the terms and conditions of this MOU.
- E. SBCTA shall also certify final costs of the SERVICES to ensure that all costs are in compliance with the terms and conditions of SBCTA's funding source(s), and the terms and conditions of this MOU.
- F. SCRRA shall retain all original records and documents, whether physical or electronic, related to the DESIGN SERVICES ("RECORDS") for a period of three years after final payment. The RECORDS shall be open to inspection and subject to audit and reproduction by SBCTA auditors or authorized representatives to the extent deemed necessary by SBCTA to adequately permit evaluation of expended costs. The RECORDS subject to audit shall also include, without limitation, those records deemed necessary by SBCTA to evaluate and verify direct and indirect costs (including overhead allocations) as they may apply to costs associated with the PROJECT. SCRRA shall cause all contractors to comply with the requirements. SCRRA shall ensure that all contractors cooperate fully in furnishing or in making available to SBCTA all records related to the SERVICES deemed necessary by SBCTA auditors or authorized representatives.
- G. SCRRA shall be responsible for ensuring its contractors/subcontractors for the PROJECT comply with the terms and conditions of SBCTA's funding source(s), and SCRRA shall cooperate with SBCTA Finance Department such that SBCTA can meet all funding source obligations.

## VI. MISCELLANEOUS

- A. Indemnity by SBCTA. Neither SCRRA, SCRRA's board members, member agencies (other than SBCTA), nor their respective officers, agents, volunteers, contractors, and employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SBCTA under or in connection with the PROJECT or this MOU. To the fullest extent allowed by law, SBCTA will indemnify, defend, and hold harmless SCRRA, its board members, member agencies (other than SBCTA), officers, agents, volunteers, contractors, and employees ("SCRRA Indemnitees") from any and all liability, loss, expense



(including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SCRRRA Indemnitees arising out of or connected with any acts or omissions on the part of SBCTA, its Board, officers, agents, contractors, or employees under or in connection with the PROJECT or this MOU. This indemnity shall survive expiration or termination of this MOU.

- B. Indemnity by SCRRRA. Neither SBCTA, nor its directors, officers, agents, contractors, or employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SCRRRA under or in connection with the PROJECT or this MOU. SCRRRA will indemnify, defend, and hold harmless SBCTA, as well as its directors, officers, agents, contractors, and employees ("SBCTA Indemnitees") from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SBCTA Indemnitees arising out of or connected with any acts or omissions on the part of SCRRRA, its board members, officers, agents, volunteers, contractors or employees under or in connection with the PROJECT or this MOU. This indemnity shall survive expiration or termination of this MOU.
- C. Governing Law. This MOU will be governed by and construed in accordance with the laws of the State of California. Any action or proceeding brought to enforce any provision of this MOU shall be filed in the Superior Court of California for San Bernardino County.
- D. Attorneys' Fees. Disputes must be resolved in accordance with the procedure set forth in the SCRRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT for the performance thereof, each PARTY shall be responsible for its own costs and expenses, including attorney's fees.
- E. Recitals. The Recitals stated above are integral parts of this MOU and are hereby incorporated into the terms of this MOU.
- F. Termination. Both SBCTA and SCRRRA shall have the right, at any time, to terminate this MOU by giving thirty (30) calendar days' written notice to the other party,

specifying the date of termination. Such termination shall be subject to the continuing obligations of this MOU contained in Parts V C and VI A and B.

- G. Notification. Each PARTY will designate a person to be responsible for day-to-day communications regarding work under the PROJECT. For SCRRA, that person will be the SCORE Program Manager. For SBCTA, that person shall be the Project Manager designated herein. All notices and communications regarding this MOU, interpretation of the terms of this MOU, or changes thereto will be provided as follows:

Metrolink / SCRRA 900 Wilshire Boulevard Suite 1500 Los Angeles, CA 90017 ATTN: General Counsel	SBCTA 1170 West 3rd Street, 2 <sup>nd</sup> Floor San Bernardino, CA 92410 ATTN: Executive Director CC: General Counsel
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- H. Amendment. In the event the PARTIES determine that the provisions of this MOU should be altered, the PARTIES may amend this MOU by writing signed by both PARTIES.
- I. Entire Agreement. This MOU constitutes the entire agreement between the PARTIES relating to its subject matter and supersedes any previous agreements or understandings.
- J. Execution in Counterpart. This MOU may be executed in counterparts and/or by facsimile or other electronic means, and when each PARTY to this MOU has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one agreement, which shall be binding upon and effective as to all PARTIES to this MOU.
- K. Severability. If any portion of this MOU shall be held invalid or unenforceable, the remainder of the MOU shall not be affected and shall be enforced to the greatest extent permitted by law.

IN WITNESS WHEREOF, the PARTIES have entered this AGREEMENT, which shall be effective on the Effective Date defined in the first paragraph hereof.

SOUTHERN CALIFORNIA REGIONAL  
RAIL AUTHORITY:

SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY:

By: \_\_\_\_\_

Darren M. Kettle  
Chief Executive Officer

By: \_\_\_\_\_

Ray Marquez  
Board President

Approved as to form:

Approved as to form:

By: \_\_\_\_\_

Don O. Del Rio  
General Counsel

By: \_\_\_\_\_

Julianna K. Tillquist  
General Counsel

DRAFT

**ATTACHMENT A**

**DESIGN SERVICES  
(Cost Estimate provided by SCRRRA)**

SCRRRA will provide all the following services for the Design (PS&E) Phase of the PROJECT as noted below:

1. Develop the Design (PS&E) for the PROJECT from the 30% Preliminary Design stage to the 100% Final Design / Camera-Ready stage.
2. Identify utility conflicts and property (right-of-way acquisition) needs for the PROJECT, along with the necessary utility conflict mitigation actions (e.g. relocate, protect-in-place, etc.) and right-of-way acquisition documentation (e.g. legals & plats, appraisals, just compensation memos, offer packages, etc.).
3. Undertake any additional environmental technical studies, if required.
4. Provide public notices and undertake public outreach.
5. Enter into agreements for any services with the consultants and/or contractors.
6. Submit to SBCTA quarterly progress reports, including up-to-date cost expenditures.

<b>Lilac to Sycamore Double Track Project Design (PS&amp;E Phase)</b>	<b>Estimated Cost</b>
Project Management	\$355,428
Civil, Structural, and Signal Design (incl. all track, signals, platform, and grade crossings)	\$5,923,795
Design Support Services (e.g. geotechnical, traffic, surveying, potholing)	\$947,807
Environmental Technical Studies (if necessary)	\$473,904
Project Soft Costs (incl. design management support, public outreach, flagging, right-of-way support, utilities support)	\$2,369,518
Contingency @ 15%	\$1,777,139
<b>Total - Design (PS&amp;E) Phase</b>	<b>\$11,847,590</b>

## *Minute Action*

AGENDA ITEM: 18

**Date:** *April 2, 2025*

**Subject:**

San Bernardino Council of Governments 5-Year Work Plan Update

**Recommendation:**

Receive an update on the San Bernardino Council of Governments 5-Year Work Plan.

**Background:**

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 and elected representatives from the 25 member agencies. Member agencies are comprised of the County of San Bernardino (represented by five supervisorial districts) and the cities/towns within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley. In addition to its 25 member agencies, SBCOG partners with many other Federal, State, regional agencies and private entities 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 develop a comprehensive approach to community services and establish priorities that will benefit the region for generations to come.

The SBCOG Board of Directors acted on this notion from January-April 2024 by approving Amendment No. 4 to the Joint Powers Agreement, resulting in an increase in capacity and budget for SBCOG. Following approval, SBCOG conducted a process to identify priorities and projects that would be included in the SBCOG 5-Year Work Plan. The Work Plan is the result of a four-month process which included discussions with policymakers and administrators. The Work Plan was approved on November 6, 2024, and SBCOG has been working on implementation.

A status update of all projects and programs identified in the SBCOG Work Plan which have been identified as beginning in the current and upcoming fiscal year is included in an attachment to this staff report. Note, that some projects are not planned to begin until a later date. The projects included in this status report are:

- Equity Framework
- Smart County Master Plan
- Homelessness Strategic Plan
- Street Vendor Toolkit
- Small Business Vendor Fairs
- Small Business Hub
- Regional Small Business Certification
- Forum
- Smart Intersections and Corridors
- Speaker Series
- Regional Early Action Plan 2.0 Programs

*Entity: San Bernardino Council of Governments*

Board of Directors Agenda Item

April 2, 2025

Page 2

- Regional Housing Trust
- Climate Pollution Reduction Grant
- California Department of Transportation Sustainable Transportation Planning Grant – Climate Adaptation Programs
- Inland Regional Energy Network
- Grant Writing

***Financial Impact:***

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

***Reviewed By:***

This item was reviewed by the General Policy Committee on March 12, 2025 and the City/County Managers' Technical Advisory Committee on March 6, 2025.

***Responsible Staff:***

Suzanne Peterson, COG and Equity Programs Manager

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

Project/Action Plan	Milestones	Milestone Status
<b>Project: Homelessness Strategic Plan</b> Target Fiscal Year: 2025/2026 - 2026/2027		
Develop a Scope of Work	Develop homelessness white paper for homelessness in San Bernardino County.	In progress. Q4 of FY 24/25 target completion date.
	Coordination with the County of San Bernardino to ensure nonredundant and complimentary work.	Ongoing.
	Provide update to GPC & Board.	Pending. Q4 of FY 24/25 target update item
Release RFP for Homelessness Strategic Plan	Obtain approval from the Board to release an RFP for the Homelessness Strategic Plan.	In progress. Scope in development, target release of RFP in Q1 of FY 25/26.
<b>Project: Street Vendor Toolkit</b> Target Fiscal Year: 2025/2026		
Develop a Street Vendor Toolkit with Standards and Compliance/Enforcement Strategies	Secure consultant & execute Contract Task Order (CTO).	In progress. CTO execution Q3 of FY 24/25.
	Schedule kick-off meeting.	Anticipated project kick-off Q4 of FY 24/25 following CTO execution.
	Provide a project status update to the PDTF, CCMTAC, GPC and Board	Pending. Q1 of FY 25/26 target update item.
<b>Project: Small Business Vendor Fairs</b> Target Fiscal Year: 2024/2025 - 2028/2029		
Establish Contract for On-Call Small Business Opportunity & Agency Engagement	Obtain approval from the Board to release an RFP to establish an On-Call contract to provide staff support for this program.	In progress. Target GPC & Board meeting date Q4 of FY 24/25. Anticipated selection & contract approval in Q1 of FY 25/26.
Host Small Business Vendor Fairs	Conduct interviews with selection of chambers to better understand challenges and needs.	Complete. Coordination meetings conducted Q2-Q3 of FY 24/25.
	Plan the first Small Business Vendor Fair.	In progress. First small business vendor fair anticipated Q4 of FY 24/25.

Attachment: [PDF] 5-Year Work Plan Status Update (11471 : SBCOG 5-Year Work Plan Update)

<b>Project: Small Business Hub</b>			
Target Fiscal Year: 2025/2026 - 2026/2027			
	Establish Contract for On-Call Small Business Opportunity & Agency Engagement	Obtain approval from the Board to release an RFP to establish an On-Call contract to provide staff support for this program.	In progress. Target GPC & Board meeting date Q4 of FY 24/25. Anticipated selection & contract approval in Q1 of FY 25/26.
	Research Existing Resources and Identify Resource Gaps to Establish a Scope of Work for the Small Business Hub	Develop a scope of work for the Small Business Hub or Dashboard.	In progress. To be completed in coordination with selected on-call consultant, estimated completion Q2 of FY 25/26.
<b>Project: Regional Small Business Certification</b>			
Target Fiscal Year: 2025/2026 - 2026/2027			
	Establish Contract for On-Call Small Business Opportunity & Agency Engagement	Obtain approval from the Board to release an RFP to establish an On-Call contract to provide staff support for this program.	In progress. Target GPC & Board meeting date Q4 of FY 24/25. Anticipated selection & contract approval in Q1 of FY 25/26.
	Partner with local and government agencies to establish a Regional Small Business Certification Program	Develop a scope of work for the small business certification program.	Pending. To be completed in coordination with selected on-call consultant, estimated completion Q2 of FY 25/26.
<b>Project: Forum</b>			
Target Fiscal Year: 2025/2026 - 2028/2029			
	Establish Contract for On-Call Small Business Opportunity & Agency Engagement	Obtain approval from the Board to release an RFP to establish an On-Call contract to provide staff support for this program.	In progress. Target GPC & Board meeting date Q4 of FY 24/25. Anticipated selection & contract approval in Q1 of FY 25/26.
	Host forum discussion opportunities focused on a Rotation of Topics and challenges within the county	Identify top priority topics and issues.	In progress. First forum discussion anticipated Q1 of FY 25/26.
<b>Project: Smart Intersections and Corridors</b>			
Target Fiscal Year: 2024/2025 - 2028/2029			
	Award up to \$5M of Valley Traffic Management System funds previously allocated by the SBCTA Board of Directors for three smart corridors in the East Valley and two smart corridors in the West Valley	RFI Release.	Completed. RFI released Q3 of FY 24/25.
		TTAC Q&A.	Completed. TTAC meeting Q3 of FY 24/25.
		RFIs due to SBCTA.	In progress. RFIs due in Q4 of FY 24/25.
		Request for approval MVSS.	Pending. MVSS meeting Q4 of FY 24/25.
		Request for approval SBCTA Board.	Pending. Board meeting in Q4 of FY 24/25.

Attachment: [PDF] 5-Year Work Plan Status Update (11471 : SB COG 5-Year Work Plan Update)



<b>Project: Speaker Series</b>			
Target Fiscal Year: 2024/2025 - 2028/2029			
	Establish Contract for On-Call Small Business Opportunity & Agency Engagement	Obtain approval from the Board to release an RFP to establish an On-Call contract to provide staff support for this program.	In progress. Target GPC & Board meeting date Q4 of FY 24/25. Anticipated selection & contract approval in Q1 of FY 25/26.
	Establish a Panel of Experts or Series of Speakers to Create Discussion Opportunities and Networking Events	Identify topic and speaker(s) for speaker series event.	In progress. Working with member agencies to identify priority issues.
		Schedule first Speaker Series event.	In progress. Anticipated to hold first Speaker Series in Q4 of FY 24/25.
<b>Project: Smart County Master Plan (SCMP)</b>			
Target Fiscal Year: 2024/2025			
	Amendment No. 1 to Smart County Master Plan for Implementation of the CONFIRE Cad to Cad Program Plan	Amendment No. 1 is processing through SBCOG and will go to the Board of Supervisors in March 2025.	Amendment No. 1 anticipated to be executed by Q4 2025 and kick of shortly thereafter.
<b>Project: Equity Framework</b>			
Target Fiscal Year: 2024/2025			
	Approve Equity Definition and Agency Role	Update draft Equity definition and agency role based on Staff Working Group (SWG) feedback.	Completed. SWG met Q3 of FY 24/25.
		Obtain feedback from the Ad Hoc Committee.	Completed. Ad Hoc met Q3 of FY 24/25.
	Identify Equity Framework Goals and Strategies	Obtain feedback from Staff Working Group on draft Goals and Strategies.	Completed. SWG met Q3 of FY 24/25.
	Identify Challenges & Barriers to Community & Local Partners Involvement, Identify Solutions and Opportunities	Discussions with the Equity Framework Community Working Group (CWG).	Pending. Next Equity Framework CWG meeting scheduled for Q3 of FY 24/25.
<b>Project: San Bernardino Regional Housing Trust/ Regional Early Action Plan (REAP) 2.0 - Lasting Affordability Program</b>			
Target Fiscal Year: 2024-2025 - 2025/2026			
	Establish Housing Trust JPA	Execute MOU with SCAG.	Delayed. Pending MOU execution or approval, expected by Q3 of FY 24/25.
		Secure consultant & execute Contract Task Order (CTO).	Delayed. Consultant selected, CTO execution pending MOU execution.
		Provide GPC with status update.	Completed. GPC meeting on 2/12/2025.
		Establish an Ad Hoc of the City Managers to guide the formation of the Housing Trust.	In progress. Tentatively scheduled CCMTAC meeting.

Attachment: [PDF] 5-Year Work Plan Status Update (11471 : SBCOG 5-Year Work Plan Update)

**Project: Regional Early Action Plan (REAP) 2.0 - Sub regional Partnership Program 2.0**  
Target Fiscal Year: 2024-2025 - 2025/2026

Provide Housing Element technical Assistance to Requesting Member Agencies	Execute MOU with SCAG.	Delayed. Pending MOU execution or approval, expected by Q3 of FY 24/25.
	Secure consultant & execute Contract Task Orders (CTOs).	Delayed. Consultants selected, CTO execution pending MOU execution.
	Compile list of member agency assistance requests for Housing Element projects, programs and activities.	In progress. Planning Directors contacted 1/2/2025. Staff working on developing list and checking with SCAG on eligibility.

**Project: Regional Early Action Plan (REAP) 2.0 - Housing Infill on Public & Private Lands (HIPP) Pilot Program**  
Target Fiscal Year: 2024-2025 - 2025/2026

Conduct a Comprehensive Assessment of Public Lands in San Bernardino County to Identify Available Sites for Residential Development and Develop a Surplus Lands Act Toolkit, and Pilot Project in Needles	Execute MOU with SCAG.	Delayed. Pending MOU execution, anticipated Q3 of FY 24/25.
	Secure consultant & execute Contract Task Orders (CTOs).	In progress. Requesting proposal from on-call consultants released Q3 of FY 24/25. Consultant to be selected and task order executed in Q4 of FY 24/25.
	Schedule kick-off meeting.	Pending. Awaiting CTO execution, anticipated project kick-off Q4 of FY 24/25.

**Project: Climate Pollution Reduction Grant Program (CPRG)**  
Target Fiscal Year: 2024/2025 - 2029/2030

Develop Regional GHG Reduction Plan for SBCOG, WRCOG, CVAG	SBCOG Reduction Plan.	Complete. Finished in Q1 of FY24/25.
	WRCOG Reduction Plan.	Complete. Finished in Q1 of FY 24/25.
	CVAG Reduction Plan.	In progress. Expected completion in Q2 of FY 25/26.
CPRG South Coast Air Quality Management District (SCAQMD) Award for Goods Movement Identification of System Investments	Identify sites for medium and heavy duty vehicle charging facilities.	Paused. Pending Federal direction.

Attachment: [PDF] 5-Year Work Plan Status Update (11471 : SBCOG 5-Year Work Plan Update)

**Project: Caltrans Sustainable Transportation Planning Grant - Climate Adaptation Programs**  
Target Fiscal Year: 2024/2025

	Engage in Two Climate Adaptation/Resilience Planning Projects Funded by Caltrans Sustainable Transportation Planning Grants - (1) Emergency Evacuation Network Resilience (EENR), and (2) Evacuation & Resilience Center Design (ERCD)	Emergency Evacuation Network Resilience (EENR) Project.	Ongoing. TAC meeting updates and estimated project completion in Q3 of FY 25/26.
		Evacuation & Resilience Center Design (ERCD) Study.	Pending. Awaiting Caltrans for contract. Agenda item providing updates on SBCTA Resilience planning efforts to MVSS and MDC in Q4 of FY 24/25. Estimated project completion in Q4 of 26/27.

**Project: Inland Regional Energy Network (I-REN) Energy Efficiency Programs**  
Target Fiscal Year: 2022 - 2027

	Connect with Local Jurisdictions to Provide Support, Resources, and Additional Capacity for Planning and Completing Energy Efficiency Projects	Energy Efficiency Roadmaps/Initial Measures Lists within all SBCOG jurisdictions.	Ongoing. At the end of 2024, 17 jurisdictions were in the energy efficiency public pathway making progress towards a project.
		I-REN Energy Fellowship Program engagement with 27 host sites and 27 Fellows.	Ongoing. 2024 cycle included 14 Fellows at 12 host sites.

**Grant Opportunities Framework**  
Target Fiscal Year: ongoing

	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.	In progress. Development underway with staff.
		Provide update to member agencies on new and grant opportunities.	Ongoing. Latest grant opportunities notification sent in Q2 of FY24-25.

Attachment: [PDF] 5-Year Work Plan Status Update (11471 : SBCOG 5-Year Work Plan Update)

## *Minute Action*

AGENDA ITEM: 19

**Date:** *April 2, 2025*

**Subject:**

Equity Framework: Update and Request for Direction

**Recommendation:**

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

- A. Approve the Equity Framework Definition and Agency Role.
- B. Receive and file feedback provided by the General Policy Committee on the Equity Goals and Strategies.

**Background:**

In 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) established an Equity Ad Hoc Committee (Ad Hoc) to identify and address equity needs and opportunities for SBCTA/San Bernardino Council of Governments (SBCOG) through the agency's processes and structures. In 2021, the Board adopted a Regional Equity Resolution which provides the platform upon which the Equity Framework can be and ought to be approached. The Board resolved to:

1. Examine the practices that SBCTA uses in planning, evaluating, procuring, and building transportation projects.
2. Create tools that can be used by all of our members to better understand how issues of equity impact the built environment.
3. Provide the regional forum where efforts that work toward: promoting a fair and just region; eliminating barriers that reduce opportunities for residents; and meaningfully advancing justice, equity, diversity, and inclusion can be discussed.

With this resolution as the guiding principle, the Board directed staff to undertake projects and studies. Since 2020, they include:

- Regional Equity Study, completed in 2023, provides an understanding of inequities identified throughout the region within the built environment.
- SB 1000 Environmental Justice Toolkit, completed in 2023, identifies "priority equity communities" and environmental justice goals, policies, and programs for member agencies to use in their respective General Plan updates.
- Small Business and Member Agency Procurement Study, completed in 2023.

This Equity Framework builds off the work highlighted above. The Equity Framework kicked off in July 2024 with the purpose of identifying and guiding the agency toward its equity goals when doing its business including implementing projects, designing programs, and performing public outreach. Additionally, 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. Another key aspect to this process is to put SBCTA/SBCOG in a place to be competitive for funds. As the goals of funding agencies evolve to include questions on how applicants address equity (particularly at the State level), it has become clear that SBCTA/SBCOG needs to define equity clearly and identify practices that support its definition.

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

Board of Directors Agenda Item

April 2, 2025

Page 2

The process for completing this framework will include outreach and direction from policy makers through the SBCOG Ad Hoc and the General Policy Committee as well as working groups of staff and community stakeholders. In-depth research and analysis of sister agencies, comparable planning agencies, and funding agencies at the State/Federal level will be conducted for comparison, best practices, and lessons learned.

The Equity Framework kicked off in July 2024, and the project is anticipated to be completed in August 2025. Since July, staff and the consultant team have completed the first phase of the project to develop an understanding of equity and the ways in which SBCTA/SBCOG plays a role. Through this process, meetings with the Staff Working Group (SWG), Ad Hoc, and Community Working Group, along with research of other similar agencies, have informed and shaped a proposed definition of equity and agency role. This work laid the foundation for the second phase of the project in refining the equity definition and agency role (provided below), and identifying draft goals, strategies, and metrics for SBCTA/SBCOG to align with the definition and agency role.

**Equity Definition (proposed):** Equity is the vision where all communities and all community members have the tools and conditions necessary for a good quality of life. These conditions include fair access to resources and opportunities, environments that support health and well-being, and meaningful participation in decisions that impact the community.

**Agency Role (proposed):** SBCTA and SBCOG recognize our unique position to address inequities region-wide, specifically in the built environment. To achieve our vision of both community benefits and community burdens being fairly distributed across all populations, we need to:

- Identify and address barriers to residents' participation in regional planning and projects.
- Better understand the needs of the entire community.
- Prioritize the needs of historically under-resourced communities.

In the next phase, project and consultant staff scanned other agencies' work, summarized topics, and drafted goals and strategies for the SWG and Ad Hoc to review. The SWG and Ad Hoc provided feedback on these goals and strategies that would be in line with the proposed equity definition and agency role and believed to be appropriate and attainable. The draft Goals and Strategies have been consolidated into three topic areas – (1) Program and Project Delivery, (2) Regional Partnership, and (3) Internal Work. The draft Goals and Strategies are:

#### Program and Project Delivery

**Goal 1: Community Prioritization and Participation in Decision-Making | SBCTA/SBCOG** commits to programs and projects that benefit historically under-resourced communities while proactively engaging them to guide investments, address community needs, and strive for equitable community involvement in decision-making processes.

#### Strategies:

- A. Distribute information to historically under-resourced communities.
- B. Engage communities throughout program and project development.
- C. Cultivate relationships with community partners.
- D. Provide educational materials, meeting materials, and meeting formats to encourage greater participation from historically under-resourced communities.

Board of Directors Agenda Item

April 2, 2025

Page 3

- E. Standardize data collection on who participates.
- F. Summarize demographic, economic, housing, transportation, health, environmental, and other baseline data to guide participation plans and prioritization to high-needs areas.
- G. Work with community and government partners and historically under-resourced communities to incorporate local equity considerations.
- H. Use a standardized process and set of evaluation tools and methods to evaluate equity impacts.

Goal 2: Advancing Economic Development | SBCTA/SBCOG advances economic empowerment across the region by enhancing procurement and contracting processes and expanding opportunities for community partners to be part of the agencies' programs and projects.

Strategies:

- A. Increase opportunities for Disadvantaged Business Enterprises, minority-owned, and women-owned businesses in agency contracting, when possible, beyond requirements already established on programs and projects in accordance with law.
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Regional Partnership

Goal 3: Engagement with Member Agencies | SBCTA/SBCOG continues to build and maintain strong partnerships with member agencies and jurisdictions to advance shared equity goals, policies, and practices both at the regional and the local level.

Strategies:

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Internal Work

Goal 4: Organizational Practices | The agency builds an inclusive culture that promotes equity and sets an example for other agencies.

Strategies:

- A. Develop and maintain training sessions for SBCTA/SBCOG staff on equity topics.
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Board of Directors Agenda Item

April 2, 2025

Page 4

Goal 5: A Living Framework | SBCTA/SBCOG recognizes that the Framework is a living document and commits to regularly reviewing and refining Framework goals, strategies, and metrics based on new opportunities and resource needs.

**Strategies:**

- A. Annually review, update if needed, and report on defined Framework metrics.
- B. Integrate the relevant goals and strategies of the Framework into department work plans and operations.

***Financial Impact:***

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

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 12, 2025. This item was received and reviewed by the Council of Governments Ad Hoc Committee on February 13, 2025.

***Responsible Staff:***

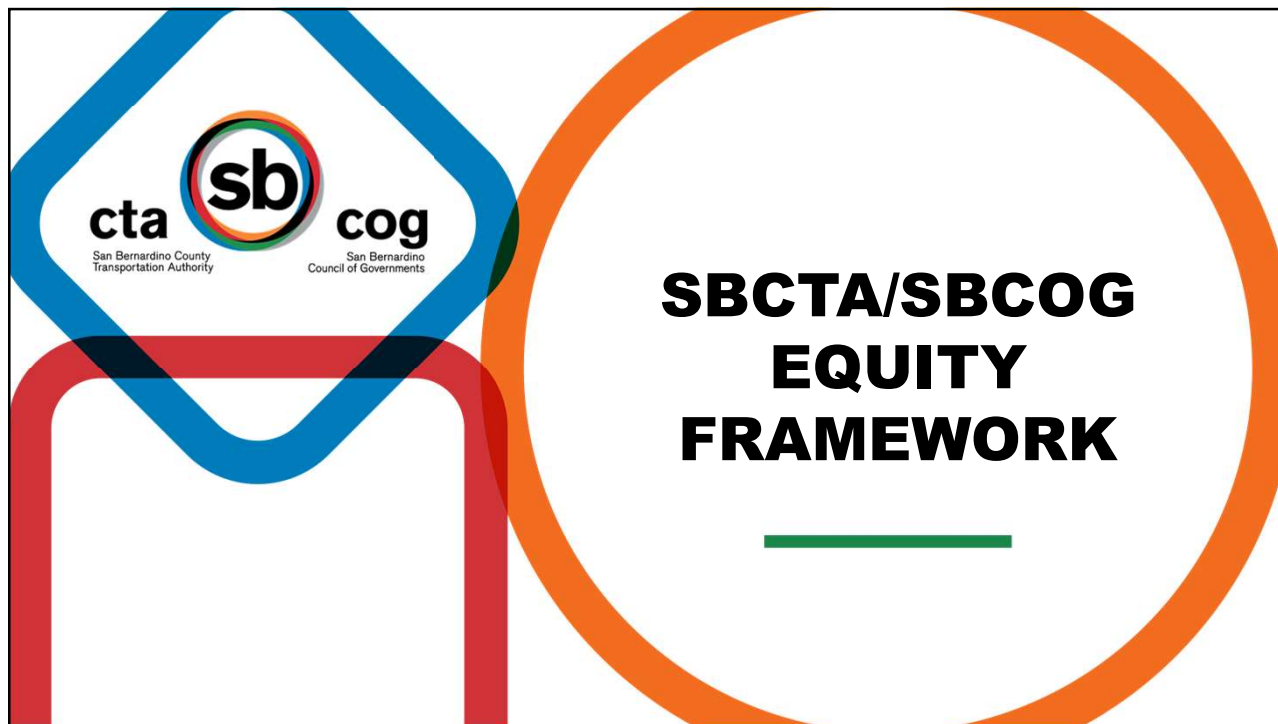
Suzanne Peterson, COG and Equity Programs Manager

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority



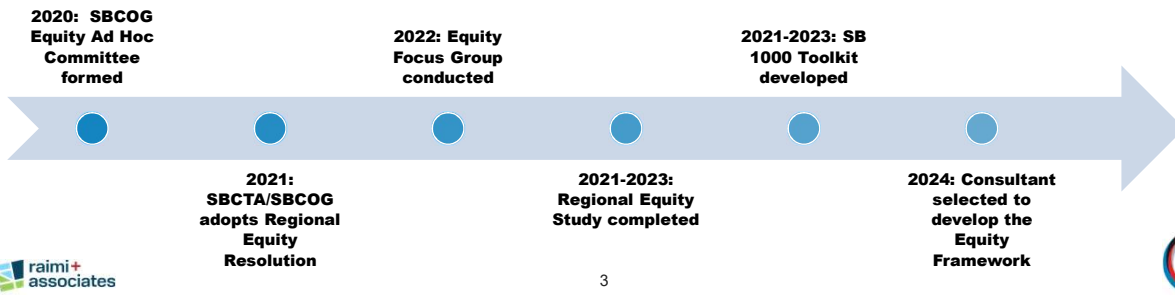
Attachment: [PDF] GPC\_EquityFramework\_2025March\_final-20250225 PowerPoint (11469 : Equity Framework: Update and Request for



# Journey to the Equity Framework

## Purpose

- Guide the agency towards equity goals when implementing project, designing programs, and performing public outreach
- Support current + future funding
- Strengthen relationships with Community Based Organizations (CBOs) + other local partners



# Building on Previous + Ongoing Work



## Transportation and Transit

- Equity analysis of the budget
- Long-range multi-modal plan
  - Metrolink launch Low-Income Fare is Easy (LIFE)
  - Clean Truck Program
  - Toll Lane Equity Program in Development
  - Carpool/Vanpool Services



## Workforce Development

- Small business study with recommendations
- Business Capacity Enhancement
- Job Training/Apprenticeships



## Data and Mapping

- Regional Equity Study Dashboard
- SB 1000 Toolkit Dashboards for Environmental Justice/Equity Communities



# PROJECT STATUS UPDATE






5

## Work Completed to Date


**July -  
December 2024**

PHASE 1

**Shared Understanding**

Defining Equity for SBCTA/SBCOG and Identifying Initial Goals

- ✓ Sept SWG #1
- ✓ Nov 14<sup>th</sup> Ad Hoc #1
- ✓ Nov 20<sup>th</sup> CWG #1




**January -  
March 2025**

PHASE 2

**Goals, Metrics and Practices**

Finalizing Goals & Agency Role, and Identifying Draft Strategies, Metrics, Assessing Practices

- ✓ SWG #2 and follow-up
- ✓ Ad Hoc #2
- ✓ CWG #2





**April -  
August 2025**

PHASE 3

**Framework and Toolkit**

Finalizing the Equity Framework and Toolkit

6

## Community Working Group

### Meeting #1 - November 20, 2024

- Agency's role
- Defining Equity,
- Existing work with equity foundation
- Gathered input on:
  - SBCTA and SBCOG organization structure
  - Specific communities to engage for future projects and plans
- Topics to address in equity framework

### Meeting #2 - February 25, 2025

- SBCOG Regional Equity Study
- SB 1000 Toolkit
- Data on housing, transportation, and employment
- Gathered information on:
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  - CWG relationships with specific communities in SBC



## Community Working Group

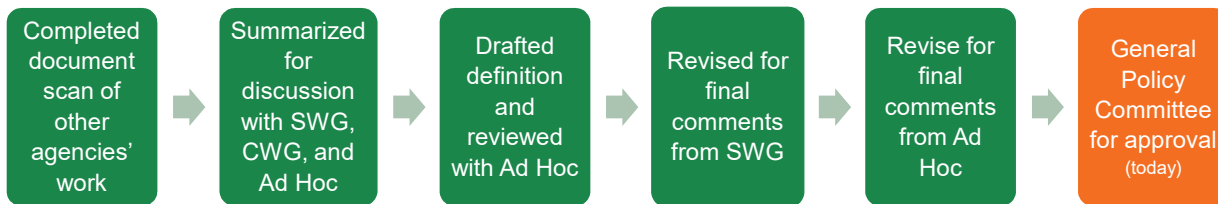
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- Mountain Transit
- National CORE
- Reach Out
- Southern California Black Area Chamber of Commerce
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# EQUITY DEFINITION AND AGENCY ROLE



## Process For Developing Definition



## Equity Framework Components



### Equity Definition

Outlines what equity means to the agency – a vision that SBCTA/SBCOG cannot achieve on its own, but that requires the agency’s contributions. Aligns with our agency’s goals and expand our funding competitiveness.



### Agency Role

Who we are as an agency and defining and what we do in the context of equity.



## Equity Definition & Agency Role

### Equity Definition (Revised Draft)

Equity is the vision where all communities and all community members have the tools and conditions necessary for a good quality of life. These conditions include fair access to resources and opportunities, environments that support health and wellbeing, and meaningful participation in decisions that impact the community.

### Agency Role (Revised Draft)

SBCTA and SBCOG recognize our unique position to address inequities region-wide, specifically in the built environment. To achieve our vision of both community benefits and community burdens being fairly distributed across all populations, we need to:

- Identify and address barriers to residents’ participation in regional planning and projects,
- Better understand the needs of the entire community, and
- Prioritize the needs of historically under-resourced communities.



# DRAFT EQUITY GOALS + STRATEGIES

13





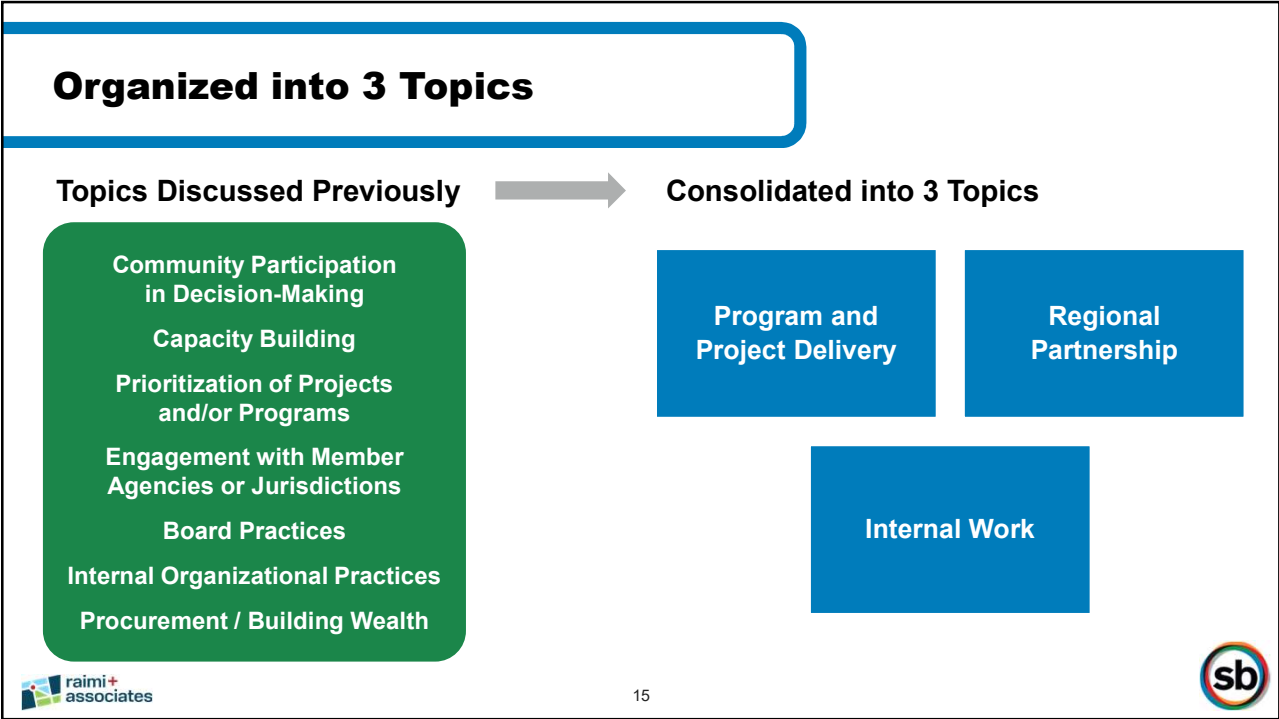

## Process For Developing Goals

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14



## Equity Framework Structure

Structure	Description	Example
Topic	What's covered	Program and Project Delivery
Goal	Where we hope to get to	<b>Community Participation in Decision-Making.</b> SBCTA/SBCOG commits to <i>proactively engaging historically under-resourced communities'</i> participation in programs and projects to ensure equitable community involvement in decision-making processes.
Strategy	How we get there	Cultivate relationships with community partners to facilitate long-term partnerships with SBCTA/SBCOG, build capacity, and improve program and project delivery.
Metric	How we measure success	Number of partnerships formalized with CBOs through a MOU or similar
Implementation Action	What we do	Not included in Equity Framework. Staff include in workplans, adjust based on opportunities and circumstances


16


## Program + Project Delivery

### Draft Goal 1: Community Prioritization and Participation in Decision-Making

SBCTA/SBCOG commits to programs and projects that benefit historically under-resourced communities while proactively engaging them to guide investments, address community needs, and strive for equitable community involvement in decision-making processes.

#### Draft Strategies

- A. Distribute information to historically under-resourced communities
- B. Engage communities throughout program and project development
- C. Cultivate relationships with community partners
- D. Provide educational materials, meeting materials, and meeting formats to encourage greater participation from historically under-resourced communities
- E. Standardize data collection on who participates
- F. Summarize demographic, economic, housing, transportation, health, environmental, and other baseline data to guide participation plans and prioritization to high-needs areas
- G. Work with community and government partners and historically under-resourced communities to incorporate local equity considerations
- H. Use a standardized process and set of evaluation tools and methods to evaluate equity impacts



## Program + Project Delivery (continued)

### Draft Goal 2: Advancing Economic Development

SBCTA/SBCOG advances economic empowerment across the region by enhancing procurement and contracting processes and expanding opportunities for community partners to be part of the agencies' programs and projects.

#### Draft Strategies

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## Regional Partnership

### Draft Goal 3: Engagement with Member Agencies and Jurisdictions

SBCTA/SBCOG continues to build and maintain strong partnerships with member agencies and jurisdictions to advance shared equity goals, policies, and practices both at regional and the local level.

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- A. Facilitate opportunities for regional peer-to-peer sharing about equity-focused initiatives taking place across the State and region
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## Internal Work

### Draft Goal 4: Organizational Practices

The agency builds an inclusive culture that promotes equity and sets an example for other agencies.

#### Draft Strategies

- A. Develop and maintain training sessions to SBCTA/SBCOG staff on equity topics
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## Internal Work (continued)

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SBCTA/SBCOG recognizes that the Framework is a living document and commits to regularly reviewing and refining Framework goals, strategies, and metrics based on new opportunities and resource needs.

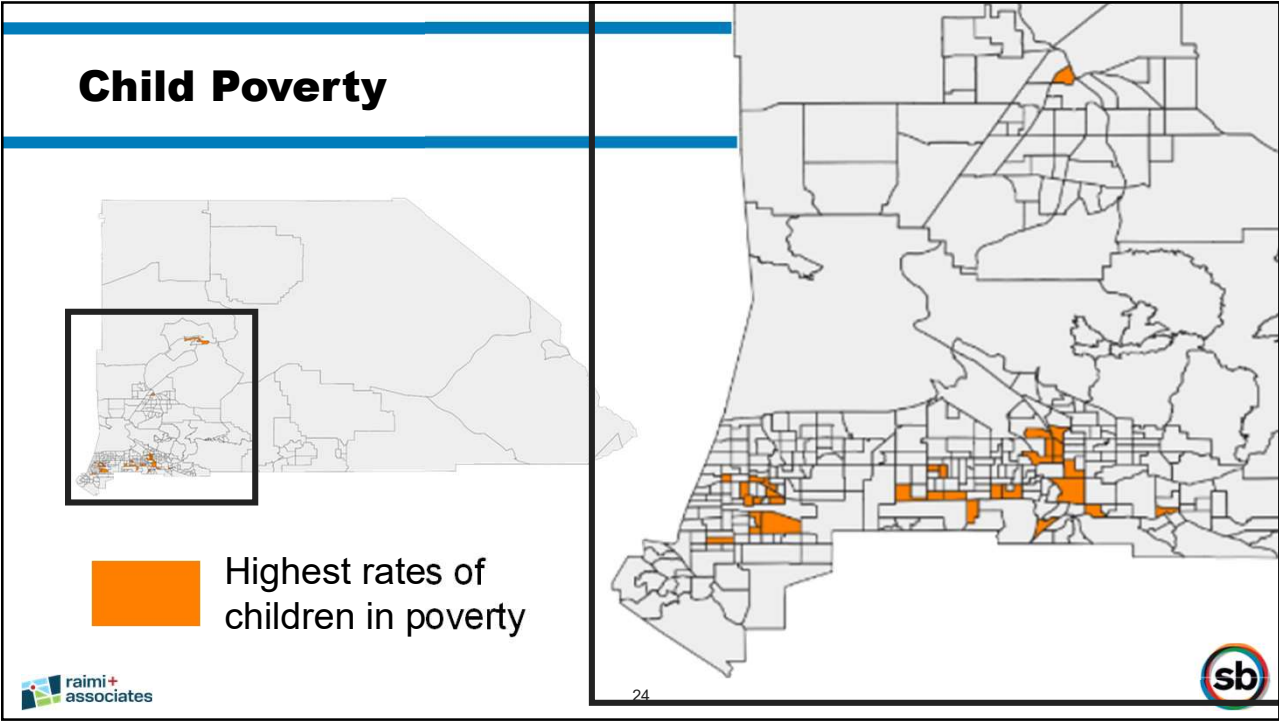
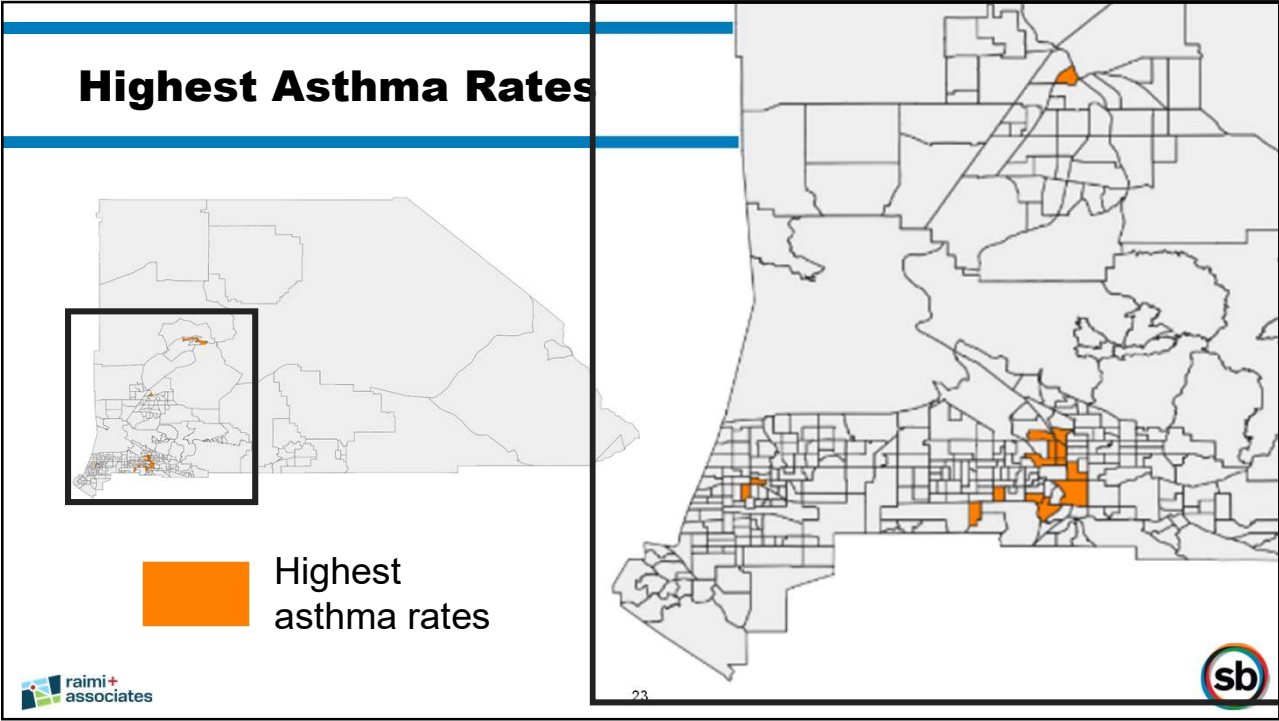
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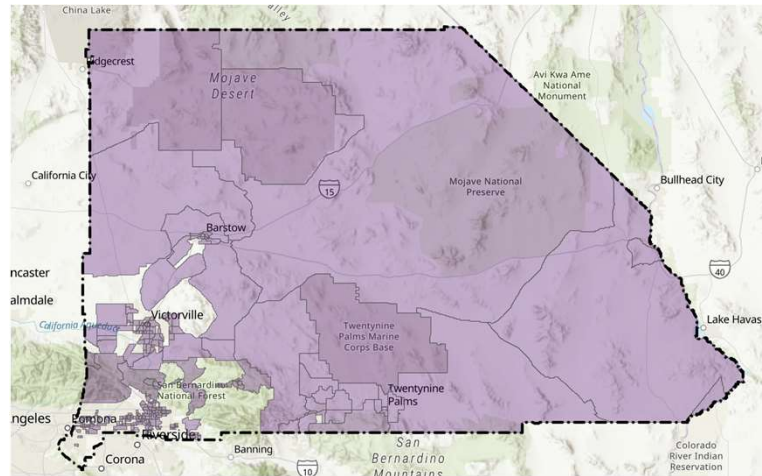
# Journey to Identifying Under-Resourced Communities





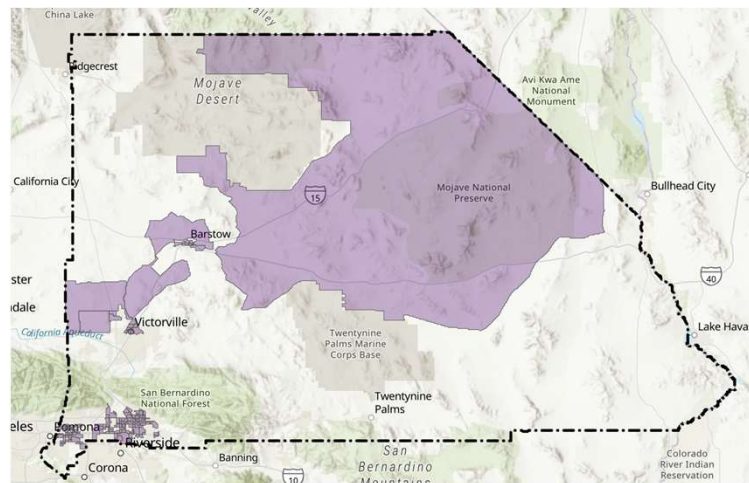
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- Low income 80% of State AMI: \$72,080
- 1.1 million people are considered low-income
  - San Bernardino (178K)
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# Pollution Burden

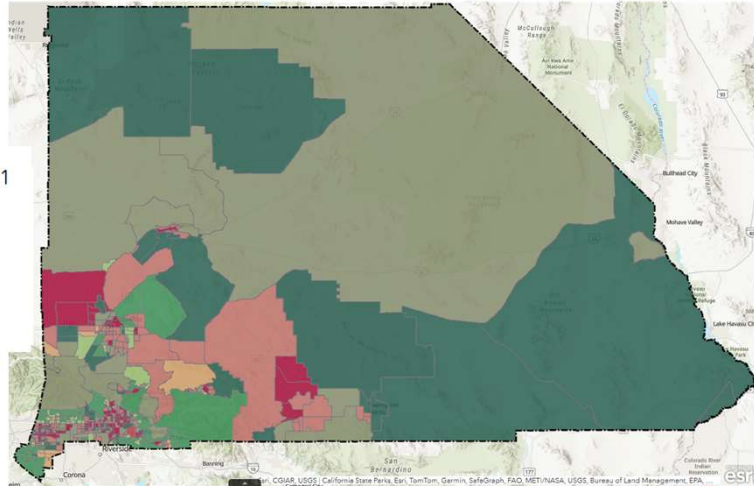
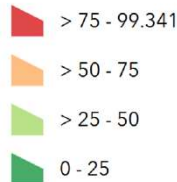
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# Housing Cost Burden

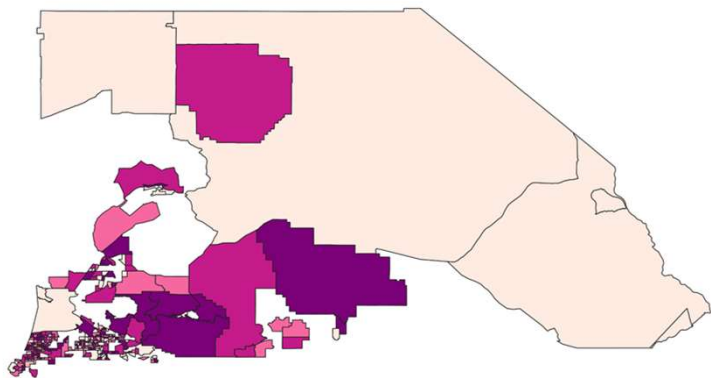
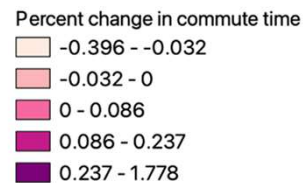
## Percentage of households in census tract that housing cost burdened

More than half of households in 67 census tracts are housing cost burdened



# Journey to Work

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- Nearly 6% of workers spend 90 minutes/day commuting
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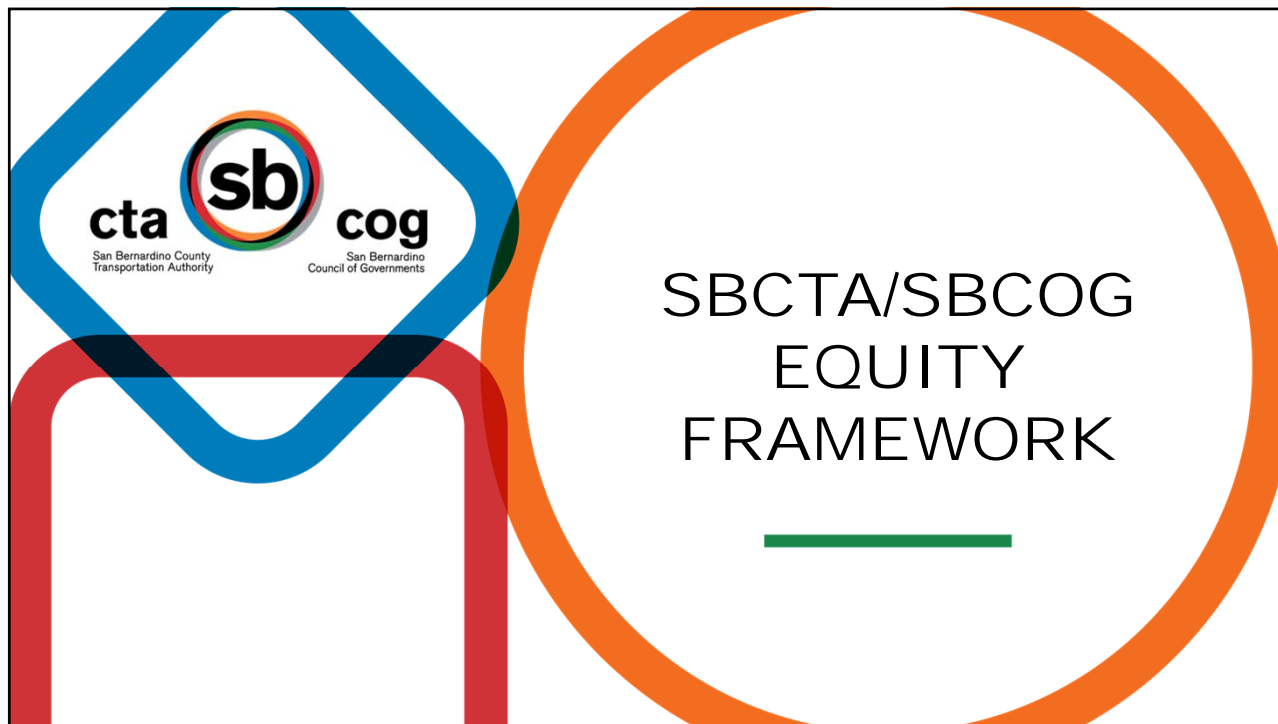
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**Target completion date: August 2025**

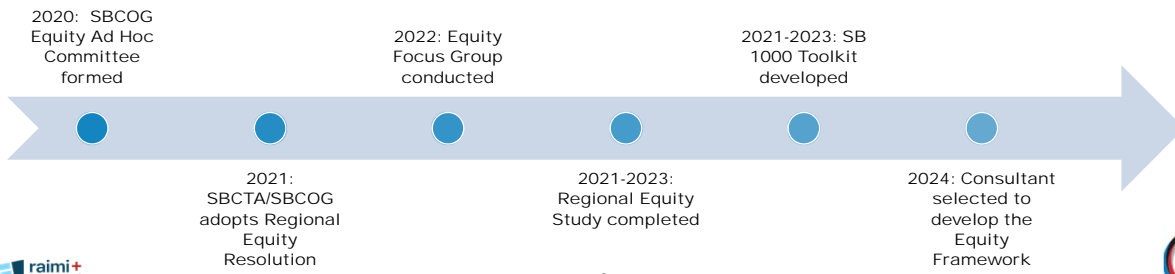




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**April -  
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PHASE 3

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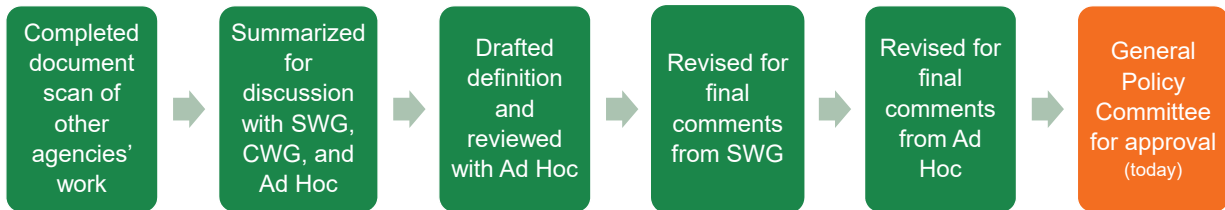
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# EQUITY DEFINITION AND AGENCY ROLE



## Process For Developing Definition



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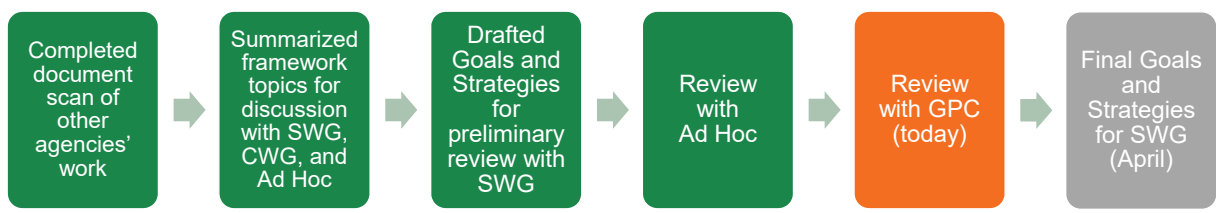
# DRAFT EQUITY GOALS + STRATEGIES








13

## Process For Developing Goals

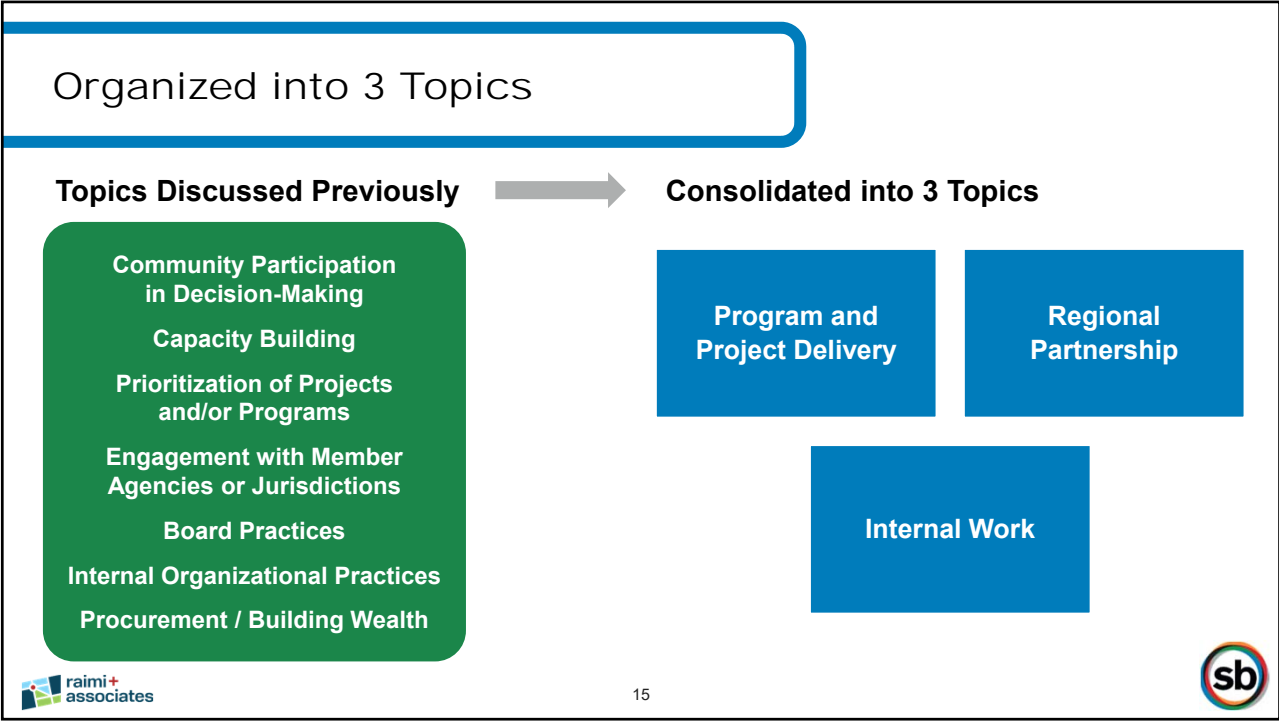


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## Program + Project Delivery (continued)

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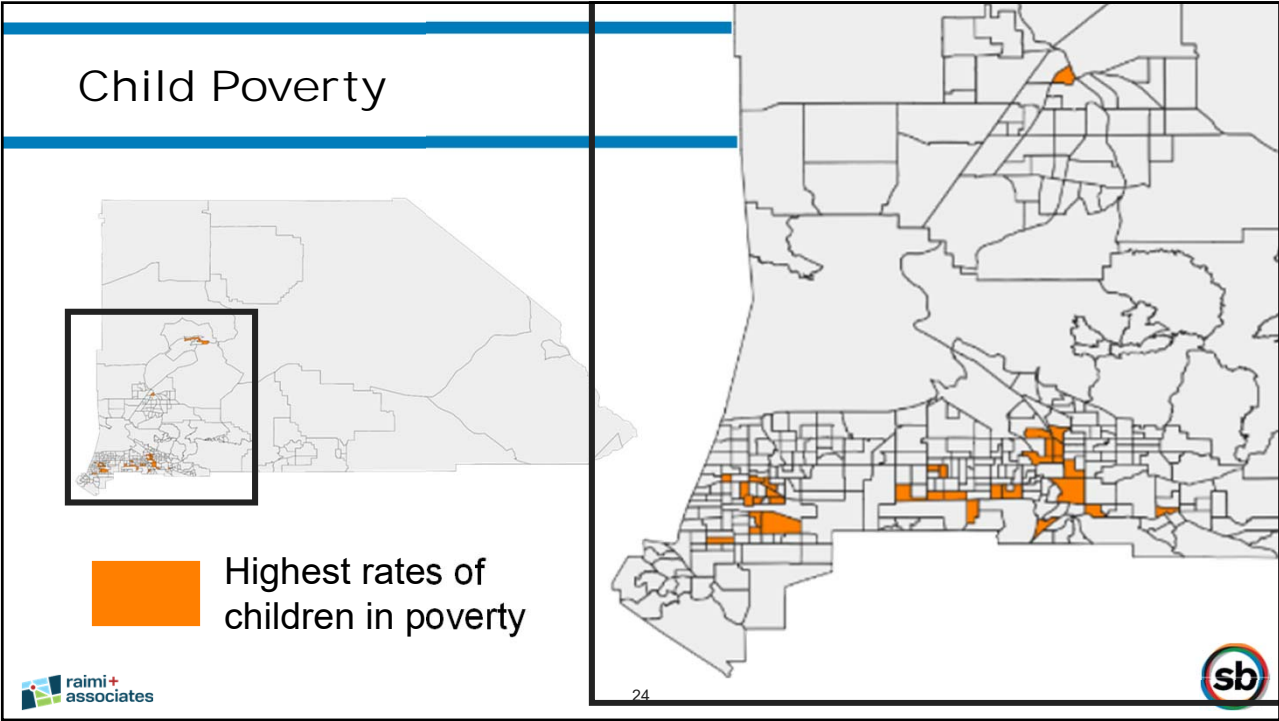
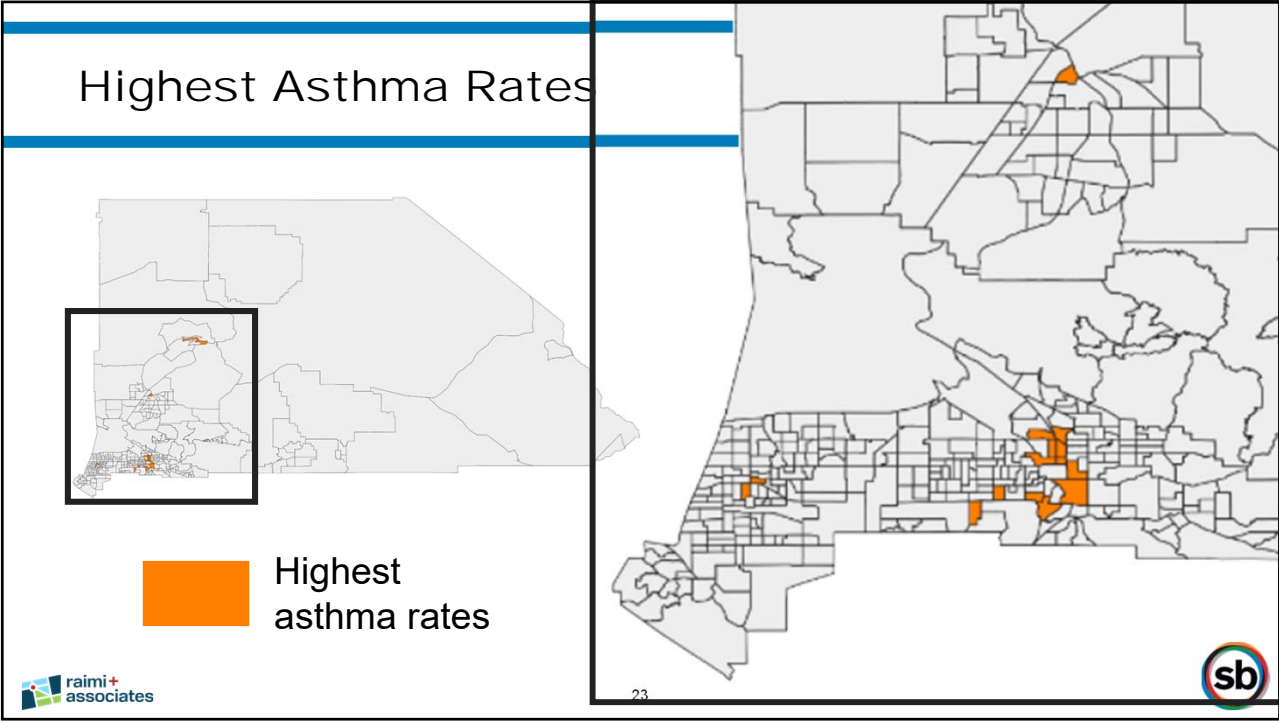
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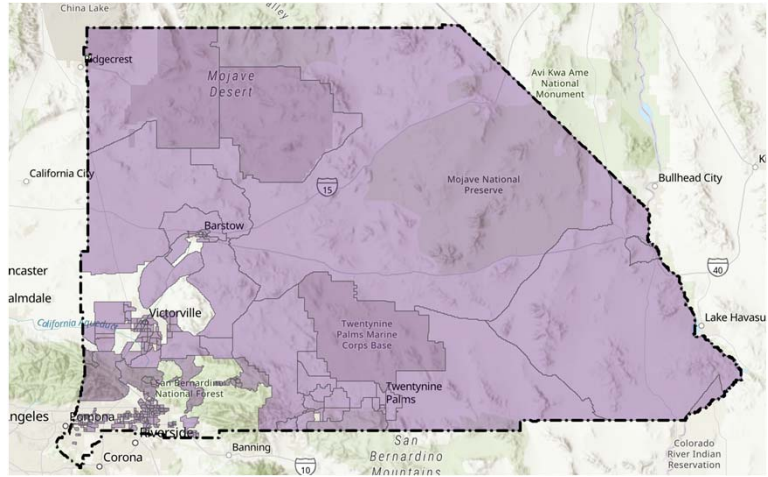
# Journey to Identifying Under-Resourced Communities





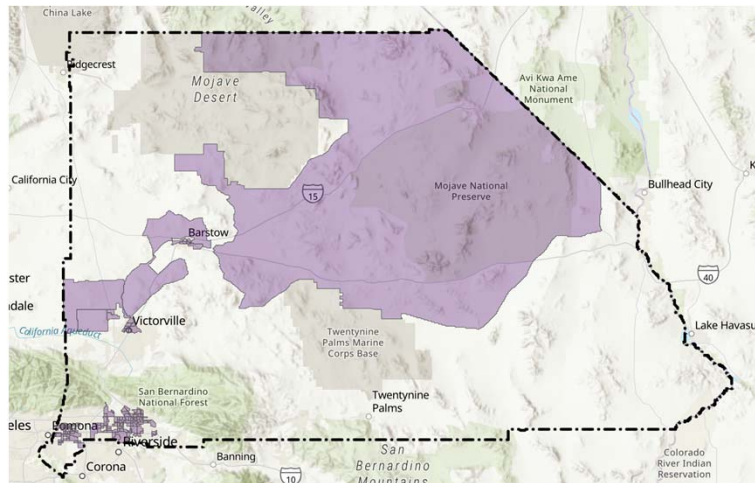
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# Pollution Burden

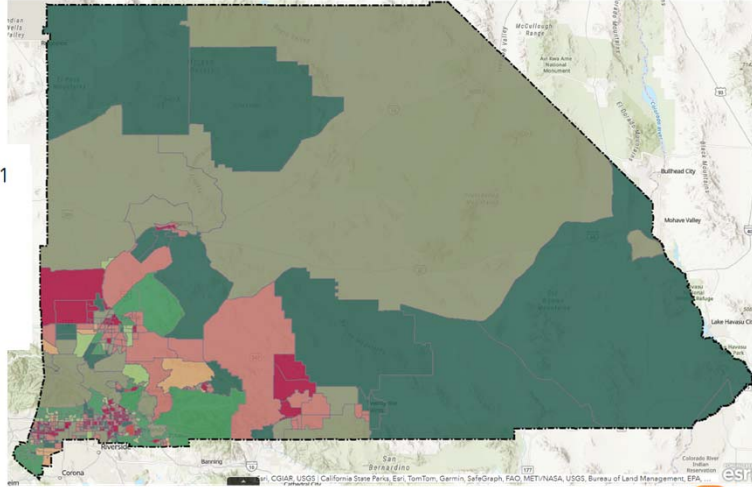
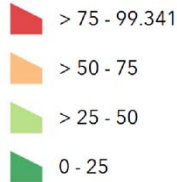
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# Housing Cost Burden

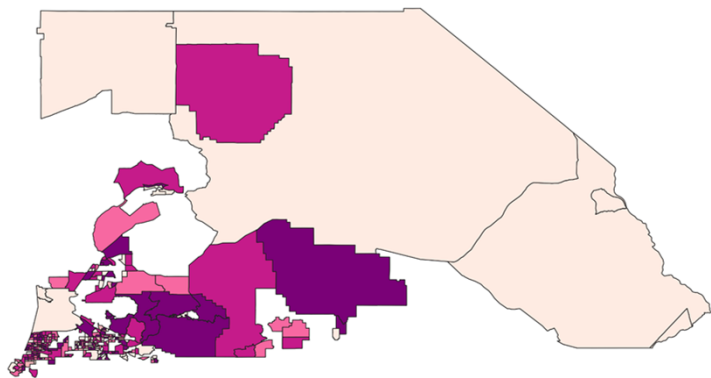
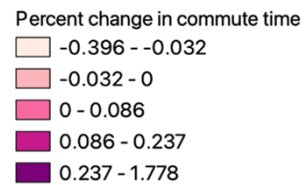
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## Look Ahead

### Upcoming Meetings:

- Board: April 2, 2025

### Phase 3

- Identify metrics
- Finalize Equity Framework
- Finalize Equity Toolkit

**Target completion date: August 2025**



## *Minute Action*

AGENDA ITEM: 20

**Date:** April 2, 2025

**Subject:**

Measure I Arterial Sub-Program Allocation Planning for Fiscal Year 2025/2026

**Recommendation:**

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

Approve the following amount for consideration in the SBCTA Fiscal Year 2025/2026 Budget: Valley Major Street Program - Arterial Sub-Program for \$34,124,855.17.

**Background:**

San Bernardino County Transportation Authority (SBCTA) staff is engaged in the Measure I Major Street Projects Program allocation planning process for Fiscal Year (FY) 2025/2026. This process provides information that both SBCTA and its member agencies will use in the preparation of their capital budgets. One of the allocation planning activities is to calculate the fair-share distribution of Valley Major Street Program - Arterial Sub-Program (Arterial Sub-Program) funds among Valley member jurisdictions. Attachment 1 summarizes the Arterial Sub-Program prior years' allocations, the proposed FY 2025/2026 allocations, invoiced reimbursements, and arterial loans as of February 21, 2025.

On June 3, 2020, after a reconciliation of the Arterial Sub-Program, three jurisdictions had allocations exceeding their equitable share of revenue, and the SBCTA Board of Directors (Board) approved a 15-year allocation adjustment strategy to adjust future allocations among jurisdictions and restore jurisdictional equity to the Arterial Sub-Program. FY 2025/2026 includes the fifth of 15 years of allocation adjustments.

Table 1 below and on the following page shows the overall proposed FY 2025/2026 Arterial Sub-Program allocations by jurisdiction, as well as the cumulative allocation from FY 2009/2010 through FY 2025/2026, and the invoices processed or processing as of February 21, 2025. An expanded table showing how the recommended allocations were derived is provided in Attachment 1. The cumulative allocation already includes the adjustments from the 15-year allocation adjustment strategy. Each jurisdiction will have access to their cumulative total, less what they have already invoiced. Jurisdictions with negative balances have Board-approved advances.

**Table 1 - Arterial Sub-Program FY 2025/2026 Allocation Proposal and Status**

Jurisdiction and Share		Allocations and Invoicing			
A	B	C	D	E	F
Jurisdiction	Equitable Share	<u>Proposed</u> <u>FY25/26</u> <u>Allocation</u> Est * Equitable Share + Equitable Share Adjustment	Proposed Cumulative Allocations FY10/11-25/26	Arterial Invoicing Reimbursements thru FY24/25 (at 2/21/25)	Balance of Allocation Available thru FY25/26 Col D - Col E
<b>Chino</b>	7.591%	\$ 2,735,940.10	\$ 26,704,314.07	\$2,708,725.43	<b>\$23,995,588.64</b>
<b>Chino Hills</b>	2.194%	\$ 141,860.36	\$ 11,872,922.74	\$8,687,344.18	<b>\$3,185,578.56</b>
<b>Colton</b>	2.534%	\$ 949,451.78	\$ 8,590,873.65	\$419,427.15	<b>\$8,171,446.50</b>
<b>Fontana</b>	19.400%	\$ 5,253,945.08	\$ 85,237,580.77	\$42,563,217.70	<b>\$42,674,363.07</b>

Entity: San Bernardino County Transportation Authority

## Board of Directors Agenda Item

April 2, 2025

Page 2

Jurisdiction and Share		Allocations and Invoicing			
A	B	C	D	E	F
Jurisdiction	Equitable Share	<u>Proposed</u> FY25/26 Allocation Est * Equitable Share + Equitable Share Adjustment	Proposed Cumulative Allocations FY10/11-25/26	Arterial Invoicing Reimbursements thru FY24/25 (at 2/21/25)	Balance of Allocation Available thru FY25/26 Col D - Col E
Grand Terrace	1.389%	\$ 520,437.46	\$ 4,709,046.37	\$151,461.76	<b>\$4,557,584.61</b>
Highland	6.777%	\$ 2,533,815.63	\$ 23,024,209.17	\$6,367,091.95	<b>\$16,657,117.22</b>
Loma Linda	4.074%	\$ 1,526,466.68	\$ 13,811,846.59	\$5,243,316.41	<b>\$8,568,530.18</b>
Montclair	0.597%	\$ 223,686.94	\$ 2,023,974.57	\$1,913,734.40	<b>\$110,240.17</b>
Ontario	12.272%	\$ 4,598,134.29	\$ 41,605,051.87	\$17,381,859.48	<b>\$24,223,192.39</b>
Rancho Cucamonga	5.044%	\$ 1,518,013.59	\$ 20,641,892.33	\$12,201,187.56	<b>\$8,440,704.77</b>
Redlands	4.854%	\$ 1,818,720.98	\$ 16,456,235.48	\$2,112,512.00	<b>\$14,343,723.48</b>
Rialto	3.831%	\$ 1,394,984.95	\$ 13,349,804.82	\$9,045,928.79	<b>\$4,303,876.03</b>
San Bernardino	7.857%	\$ 2,943,900.03	\$ 26,637,132.71	\$11,337,115.94	<b>\$15,300,016.77</b>
Upland	2.743%	\$ 1,027,760.95	\$ 9,299,434.27	\$3,158,456.91	<b>\$6,140,977.36</b>
Yucaipa	5.965%	\$ 2,112,542.97	\$ 21,318,474.49	\$18,310,282.32	<b>\$3,008,192.17</b>
County	12.878%	\$ 4,825,193.40	\$ 43,659,538.62	\$6,247,171.00	<b>\$37,412,367.62</b>
<b>TOTALS</b>	<b>100.00%</b>	<b>\$ 34,124,855.17</b>	<b>\$ 368,942,332.52</b>	<b>\$147,848,832.98</b>	<b>\$221,093,499.54</b>

Table 2 below shows the remaining balances to be adjusted after this fifth adjustment in the 15-year strategy.

**Table 2 – FY 2025/2026 – Fifth Year of 15-year Equitable Share Adjustments and Balances**

Jurisdiction	FY 24/25 Total Allocation (Over)/Under Revenue Share	FY 25/26 Proposed Allocation Adjustment	Remaining Allocation (Over)/Under Revenue Share
Chino	\$1,447,620.73	\$145,522.34	\$1,302,098.39
Chino Hills	-\$4,385,166.93	-\$606,838.96	-\$3,778,327.96
Colton	\$842,853.01	\$84,727.95	\$758,125.06
Fontana	-\$15,029,045.09	-\$1,366,276.83	-\$13,662,768.26
Grand Terrace	\$462,005.85	\$46,443.22	\$415,562.63
Highland	\$2,200,186.90	\$221,174.19	\$1,979,012.71
Loma Linda	\$1,355,084.12	\$136,220.08	\$1,218,864.04
Montclair	\$198,572.71	\$19,961.56	\$178,611.15
Ontario	\$4,081,883.24	\$410,332.06	\$3,671,551.18
Rancho Cucamonga	-\$2,235,685.19	-\$203,244.11	-\$2,032,441.08
Redlands	\$1,614,525.85	\$162,300.51	\$1,452,225.34
Rialto	\$872,037.68	\$87,661.75	\$784,375.94
San Bernardino	\$2,613,376.52	\$262,710.15	\$2,350,666.36
Upland	\$912,370.09	\$91,716.17	\$820,653.92
Yucaipa	\$765,931.00	\$76,995.35	\$688,935.64
County	\$4,283,449.51	\$430,594.55	\$3,852,854.96
<b>TOTALS</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## Board of Directors Agenda Item

April 2, 2025

Page 3

It should also be noted that on January 9, 2019, the SBCTA Board approved an increased allocation to the Express Bus/Bus Rapid Transit Service Program from 2% to 5%, with the corresponding 3% reduction coming from the Arterial Sub-Program effective on April 1, 2020. Those percentages are taken into account in the numbers in the above tables and Attachment 1. Additionally, Policy No. 40006, Valley Major Street Program Measure I 2010-2040 Strategic Plan, states that beginning in FY 2018/2019, the Valley Major Street Program funding would be split 80% to the Arterial Sub-Program and 20% to the Grade Separation Sub-Program. Those same percentages were continued by Policy into FY 2025/2026.

***Financial Impact:***

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

The information is provided to assist local jurisdictions in their budget planning for Fiscal Year 2025/2026.

***Reviewed By:***

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 13, 2025.

***Responsible Staff:***

Marc Lucius, Management Analyst II

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:



FY 2025/2026 Proposed Allocations Measure I Major Street Projects Program

ATTACHMENT 1

Estimated FY 25/26 Major Streets Revenue	\$ 34,948,000.00
Excess FY 23/24 Major Streets Revenue <sup>(1)</sup>	-\$ 522,668.00
<b>FY 25/26 Major Streets Allocation</b>	<b>\$ 34,425,332.00</b>
Arterial Portion (80%)	\$ 27,540,265.60
Adjustment for FY 23/24 Interest Allocation	\$ 6,636,897.57
Adjustment for final FY 24/25 Indirect Allocation	\$ 0.00
Adjustment for estimated FY 25/26 Indirect Allocation	(\$ 52,308.00)
<b>FY 25/26 Arterial Allocation Estimate</b>	<b>\$ 34,124,855.17</b>
FY 25/26 Grade Separation Allocation Estimate (20%)	\$ 6,885,066.40

Jurisdiction and Share		Allocations and Invoicing									Additional Information
A	B	C	D	E	F	G	H	I	J	K	L
Jurisdiction	Equitable Share	Cumulative Allocations <sup>(2)</sup> FY10/11-24/25	Unadjusted FY25/26 Allocation	Allocation Adjustment <sup>(3)</sup>	Proposed FY25/26 Allocation	Cumulative Allocations FY10/11-25/26	Project Advancement Agreement Final Reimbursements	Outstanding Arterial Loan Draws at 2/21/2025	Arterial Invoicing Reimbursements at 2/21/2025 <sup>(4)</sup>	Balance of Allocation Available thru FY25/26	Arterial Loan Available at 2/21/2025
			Est * Equitable Share			Sum (Col C & Col F)	PAA Database	Eden Financial system	Invoice Tracking Log	Col G - Sum (Col H to Col J)	
Chino	7.591%	\$23,968,373.97	\$ 2,590,417.76	\$ 145,522.34	\$ 2,735,940.10	\$26,704,314.07	\$2,409,779.49		\$298,945.94	\$23,995,588.64	
Chino Hills	2.194%	\$11,731,062.38	\$ 748,699.32	-\$ 606,838.96	\$ 141,860.36	\$11,872,922.74	\$8,687,344.18		\$0.00	\$3,185,578.56	
Colton	2.534%	\$7,641,421.87	\$ 864,723.83	\$ 84,727.95	\$ 949,451.78	\$8,590,873.65			\$419,427.15	\$8,171,446.50	
Fontana	19.400%	\$79,983,635.70	\$ 6,620,221.90	-\$ 1,366,276.83	\$ 5,253,945.08	\$85,237,580.77	\$34,928,457.14		\$7,634,760.56	\$42,674,363.07	
Grand Terrace	1.389%	\$4,188,608.91	\$ 473,994.24	\$ 46,443.22	\$ 520,437.46	\$4,709,046.37			\$151,461.76	\$4,557,584.61	
Highland	6.777%	\$20,490,393.54	\$ 2,312,641.43	\$ 221,174.19	\$ 2,533,815.63	\$23,024,209.17	\$120,709.61	\$6,246,382.34	\$0.00	\$16,657,117.22	\$ 2,435,980.66
Loma Linda	4.074%	\$12,285,379.91	\$ 1,390,246.60	\$ 136,220.08	\$ 1,526,466.68	\$13,811,846.59			\$5,243,316.41	\$8,568,530.18	
Montclair	0.597%	\$1,800,287.63	\$ 203,725.39	\$ 19,961.56	\$ 223,686.94	\$2,023,974.57		\$1,907,426.00	\$6,308.40	\$110,240.17	\$ 1,990,241.00
Ontario	12.272%	\$37,006,917.58	\$ 4,187,802.23	\$ 410,332.06	\$ 4,598,134.29	\$41,605,051.87			\$17,381,859.48	\$24,223,192.39	
Rancho Cucamonga	5.044%	\$19,123,878.75	\$ 1,721,257.69	-\$ 203,244.11	\$ 1,518,013.59	\$20,641,892.33	\$6,771,580.86		\$5,429,606.70	\$8,440,704.77	
Redlands	4.854%	\$14,637,514.50	\$ 1,656,420.47	\$ 162,300.51	\$ 1,818,720.98	\$16,456,235.48			\$2,112,512.00	\$14,343,723.48	
Rialto	3.831%	\$11,954,819.87	\$ 1,307,323.20	\$ 87,661.75	\$ 1,394,984.95	\$13,349,804.82	\$899,731.56		\$8,146,197.23	\$4,303,876.03	
San Bernardino	7.857%	\$23,693,232.68	\$ 2,681,189.87	\$ 262,710.15	\$ 2,943,900.03	\$26,637,132.71			\$11,337,115.94	\$15,300,016.77	
Upland	2.743%	\$8,271,673.32	\$ 936,044.78	\$ 91,716.17	\$ 1,027,760.95	\$9,299,434.27			\$3,158,456.91	\$6,140,977.36	
Yucaipa	5.965%	\$19,205,931.53	\$ 2,035,547.61	\$ 76,995.35	\$ 2,112,542.97	\$21,318,474.49	\$2,724,856.41		\$15,585,425.91	\$3,008,192.17	
County	12.878%	\$38,834,345.23	\$ 4,394,598.85	\$ 430,594.55	\$ 4,825,193.40	\$43,659,538.62			\$6,247,171.00	\$37,412,367.62	
<b>TOTALS</b>	<b>100.00%</b>	<b>\$334,817,477.35</b>	<b>\$34,124,855.17</b>	<b>\$0.00</b>	<b>\$34,124,855.17</b>	<b>\$368,942,332.52</b>	<b>\$56,542,459.25</b>	<b>\$8,153,808.34</b>	<b>\$83,152,565.39</b>	<b>\$221,093,499.54</b>	<b>\$4,426,221.66</b>

NOTES:

- (1) Split is Arterial 80% and Grade Separation 20% as of FY18/19
- (2) Includes Project Advancement Agreement reimbursements from Major Street Arterial subprogram dollars.
- (3) 15 Year adjustments to allocations to bring all Valley jurisdictions to their equitable share (per SBCTA Board June 3, 2020)
- (4) Arterial Invoicing Reimbursements paid out per SBCTA financial system; includes project payments for projects for which SBCTA is lead (i.e., Mt Vernon Viaduct and 4th Street Bridge)

Excess Revenue Calculations	
FY 23/24 actual Major Streets Revenue	\$ 35,033,332.00
FY 23/24 planned Major Streets	\$ 35,556,000.00
Excess actual over planned	-\$ 522,668.00

Attachment: Attachment 1 FY25-26 Arterial Allocations (11464 : Measure I Arterial Sub-Program Allocation

## *Minute Action*

AGENDA ITEM: 21

***Date:*** April 2, 2025

***Subject:***

State Legislative Update

***Recommendation:***

Receive and file the March 2025 State Legislative Update, relating to the following:

- Transportation; and
- Council of Governments.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with a representative from state advocates, Seaside Advocacy, LLC, updated the Legislative Policy Committee on March 12, 2025, on new legislative session, Governor Gavin Newsom’s proposed budget for fiscal year 2025-2026.

**New Legislative Session**

While the 2025-26 legislative session reconvened in early January 2025, legislators have spent most of their time getting acquainted in their new offices, hiring their staff, waiting for committee assignments, and preparing their legislative agendas for the year.

The deadline to introduce bills for the 2025 legislative session was February 21, 2025, so the weeks prior consisted mostly of the initial groundwork and planning for these new bills. After the bill introduction deadline passed, 2,495 new pieces of legislation or constitutional amendments were introduced.

There have been several productive conversations through the policy committee informational hearing process that will also help shape the newly introduced legislation and more hearings are being scheduled for the spring.

After being introduced, bills must be in print for 30 days before being taken up in a policy committee. The committee process will commence in March 2025, and all of the new bills will begin to be scheduled for their first hearings. Finally, these bills will have to be out of the first house policy committee before Friday, May 16, 2025, when the Appropriations Committee will take up any fiscal bills that have passed through the policy committees.

**Governor’s Proposed Budget**

The Senate and Assembly budget subcommittees have been meeting on a regular basis to review the Governor’s proposed budget for the 2025-2026 fiscal year. This is where legislators can hear directly from each state department on their proposed budget for the year and begin to dive into more detailed fiscal discussions. It is still early in the process and there will be months more of hearings. The Legislature’s priorities are beginning to take shape, and this will set up the Legislature and the Governor for their final negotiations on budget items before the June 15, 2025, deadline to pass the budget.

On February 20, 2025, the Legislative Analyst’s Office (LAO) noted that in light of 2024-25 tax collections to date, “there is upside potential relative to the revenues assumed in the Governor’s

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

## Board of Directors Agenda Item

April 2, 2025

Page 2

Budget.” The LAO’s update suggested the possibility of revenues being \$4.4 billion above the Governor’s Budget projections for 2024-25 and \$2.4 billion above for 2025-26, with possible personal income tax gains offsetting weakness in corporation and sales taxes, relative to the administration’s most recent forecasts.

These higher revenues will improve the near-term “bottom line” of the state budget by a much smaller net amount, if any. This is for several reasons. In most years, 40 percent or more of increased revenues must go to school spending, and other funds must go to reserves. For the 2025-26 budget, in particular, higher revenues may allow lower planned withdrawals from the state’s rainy day fund, especially in light of future projected deficits and threats of major federal cuts.

In addition, pursuant to Senate Bill 175 of 2024, certain temporary tax increases in the 2024 budget plan may not apply for taxable years in which the Director of Finance determines that General Fund money over the multi-year forecast is sufficient without those increases, and there is language in the annual budget act not applying those provisions. The LAO says, “the surge appears linked to the strength of the stock market”, which “has boosted the earnings of high-income Californians and, in turn, income tax collections.” The office again questions whether the recent stock market really is sustainable, but notes that “similar observations could have been made in 1998, but the stock market and the state continued to experience a boom for two more years.” “Stubbornly elevated inflation further complicates this picture,” LAO analysts write, adding this “also poses a risk for the continued strength of the stock market.”

Attachment A contains a list of legislative bills of interest to the San Bernardino County Transportation Authority/San Bernardino Council of Governments.

***Financial Impact:***

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

***Reviewed By:***

This item was received by the Legislative Policy Committee on March 12, 2025.

***Responsible Staff:***

Louis Vidaure, Legislative Analyst

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

Status Report

Wednesday, 02/26/2025

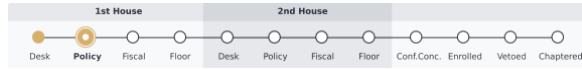
Wednesday, February 26, 2025

Sorted by: Measure

[AB 3](#)
[Dixon \(R\)](#)
[HTML](#)
[PDF](#)

Alcohol and drug treatment facilities: local regulation.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on Health.

Summary: Current law requires an alcoholism or drug abuse recovery or treatment facility that serves 6 or fewer persons to be considered a residential use of property for the purposes of local regulation, regardless of whether or not unrelated persons are living together. This bill would exempt an alcoholism or drug abuse recovery or treatment facility licensed on or after January 1, 2026, from being considered a residential use of property for the purposes of local regulation if the facility is located within 300 feet of another recovery or treatment facility, both facilities share the same owner or director or share programs or amenities, and the total number of residents in both facilities is greater than 6. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly HEALTH

Current Text: 12/02/2024 - Introduced

[AB 6](#)
[Ward \(D\)](#)
[HTML](#)
[PDF](#)

Residential developments: building standards: review.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on H. & C.D.

Summary: The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Current law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2026, to research and consider identifying and recommending amendments to state building standards allowing residential developments to be built, as specified. The bill would require the department, no later than December 31, 2027, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly H. & C.D.

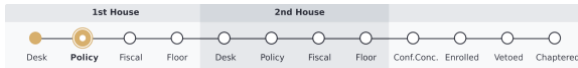
Current Text: 12/02/2024 - Introduced

[AB 11](#)
[Lee \(D\)](#)
[HTML](#)
[PDF](#)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

### The Social Housing Act.

#### Progress bar



#### Bill information

**Status:** 02/03/2025 - Referred to Com. on H. & C.D.

**Summary:** Current law creates a housing authority in each county or city, which functions upon the adoption of a specified resolution by the relevant governing body. Current law authorizes these housing authorities, within their jurisdictions, to construct, reconstruct, improve, alter, or repair all or part of any housing project. Current law establishes various programs that provide housing assistance. This bill would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. (Based on 12/02/2024 text)

**Location:** 02/03/2025 - Assembly H. & C.D.

**Current Text:** 12/02/2024 - Introduced

[AB 12](#) [Wallis \(R\)](#) [HTML](#) [PDF](#)

### Low-carbon fuel standard: regulations.

#### Progress bar



#### Bill information

**Status:** 02/18/2025 - Referred to Com. on NAT. RES.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

**Location:** 02/18/2025 - Assembly NAT. RES.

**Current Text:** 12/02/2024 - Introduced

[AB 20](#) [DeMaio \(R\)](#) [HTML](#) [PDF](#)

### Homelessness: Housing First.

#### Progress bar



#### Bill information

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Summary:** Would state the intent of the Legislature to enact legislation to reduce homelessness by ending the Housing First model, as specified. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT

**Current Text:** 12/02/2024 - Introduced

AB 21

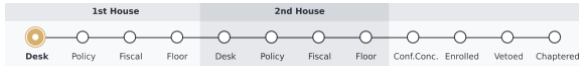
DeMaio (R)

HTML

PDF

**Taxpayer Protection Act of 2025.**

**Progress bar**



**Bill information**

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Summary:** Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT

**Current Text:** 12/02/2024 - Introduced

AB 23

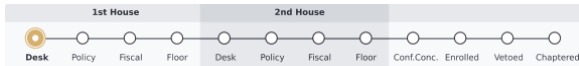
DeMaio (R)

HTML

PDF

**The Cost of Living Reduction Act of 2025.**

**Progress bar**



**Bill information**

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Summary:** Current law establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT

**Current Text:** 12/02/2024 - Introduced

AB 26

DeMaio (R)

HTML

PDF

**Eliminate the Politicians’ Perks Act of 2025.**

**Progress bar**



**Bill information**

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Summary:** Would state the intent of the Legislature to enact legislation that holds elected officials accountable by prohibiting Members of the Legislature from accepting gifts or trading in individual stock, imposing a lifetime lobbying ban, eliminating exemptions for the Legislature from labor, workplace, and public record laws, and eliminating government pensions for local elected officials. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT

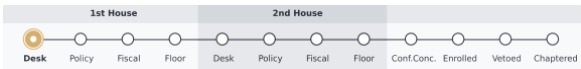
**Current Text:** 12/02/2024 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**AB 33**   **Aguiar-Curry (D)**   [HTML](#)   [PDF](#)

**Autonomous vehicles.**

**Progress bar**



**Bill information**

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

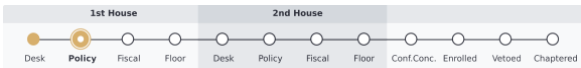
**Summary:** Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would make technical, nonsubstantive changes to these provisions. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT      **Current Text:** 12/02/2024 - Introduced

**AB 34**   **Patterson (R)**   [HTML](#)   [PDF](#)

**Air pollution: regulations: consumer costs: review.**

**Progress bar**



**Bill information**

**Status:** 02/03/2025 - Referred to Com. on NAT. RES.

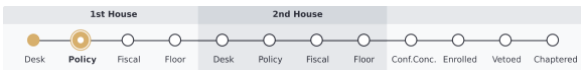
**Summary:** Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature. (Based on 12/02/2024 text)

**Location:** 02/03/2025 - Assembly NAT. RES.      **Current Text:** 12/02/2024 - Introduced

**AB 35**   **Alvarez (D)**   [HTML](#)   [PDF](#)

**California Environmental Quality Act: clean hydrogen transportation projects.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Coms. on NAT. RES. and JUD.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. (Based on 12/02/2024 text)

**Location:** 02/18/2025 - Assembly NAT. RES.

**Current Text:** 12/02/2024 - Introduced

[AB 36](#)
[Soria \(D\)](#)
[HTML](#)
[PDF](#)

**Housing elements: prohousing designation.**

**Progress bar**



**Bill information**

**Status:** 02/03/2025 - Referred to Coms. on H. & C.D. and L. GOV.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. Current law requires HCD to designate jurisdictions as prohousing pursuant to emergency regulations adopted by HCD, as prescribed, and to report those designations to the Office of Land Use and Climate Innovation. Current law specifies that these emergency regulations will remain in effect until HCD promulgates permanent prohousing regulations. This bill would instead require HCD to designate jurisdictions as prohousing pursuant to permanent regulations adopted by HCD to implement these provisions, as specified. Beginning with the 7th housing element cycle, the bill would require HCD to use materials from a jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing. (Based on 12/02/2024 text)

**Location:** 02/03/2025 - Assembly H. & C.D.

**Current Text:** 12/02/2024 - Introduced

[AB 37](#)
[Elhawary \(D\)](#)
[HTML](#)
[PDF](#)

**Workforce development: mental health service providers: homelessness.**

**Progress bar**



**Bill information**

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Summary:** Would state the intent of the Legislature to enact legislation relating to expanding the workforce of those who provide mental health services to "homeless persons" or "homeless people," as specified. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Assembly PRINT

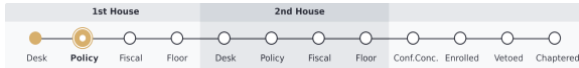
**Current Text:** 12/02/2024 - Introduced

[AB 39](#)
[Zbur \(D\)](#)
[HTML](#)
[PDF](#)



**General plans: Local Electrification Planning Act.**

**Progress bar**



**Bill information**

**Status:** 02/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require a each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. For these purposes, the bill would authorize a city, county, or city and county to incorporate by reference into the general plan a previously adopted similar plan that meets the above-described requirements, as specified. (Based on 02/25/2025 text)

**Location:** 02/03/2025 - Assembly L. GOV.

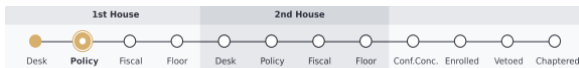
**Current Text:** 02/25/2025 - Amended

**Last Amend:** 02/25/2025

[AB 41](#)
[Macedo \(R\)](#)
[HTML](#)
[PDF](#)

**State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on NAT. RES.

**Summary:** Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers. (Based on 12/02/2024 text)

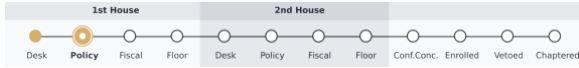
**Location:** 02/18/2025 - Assembly NAT. RES.

**Current Text:** 12/02/2024 - Introduced

[AB 69](#)
[Calderon \(D\)](#)
[HTML](#)
[PDF](#)

**FAIR Plan policy renewals.**

**Progress bar**



**Bill information**

**Status:** 02/03/2025 - Referred to Com. on INS.

**Summary:** The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law requires the association to implement programs to help reduce the number of existing FAIR Plan policies. This bill would require a broker of record to determine if a FAIR Plan policy can be moved to a voluntary market insurance company before the policy is renewed. (Based on 12/10/2024 text)

**Location:** 02/03/2025 - Assembly INS.

**Current Text:** 12/10/2024 - Introduced

[AB 76](#)
[Alvarez \(D\)](#)
[HTML](#)
[PDF](#)

**Surplus land: exempt surplus land: sectional planning area.**

**Progress bar**



**Bill information**

**Status:** 02/03/2025 - Referred to Coms. on L. GOV. and H. & C.D.

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes. Current law defines “exempt surplus land” to mean, among other things, land that is subject to a sectional planning area, as described, and meets specified requirements, including that at least 25% of the units are dedicated to lower income households, as specified, and that is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at least 25% of units that are not designated for students, faculty, or staff of an academic institution must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 12/16/2024 text)

**Location:** 02/03/2025 - Assembly L. GOV.

**Current Text:** 12/16/2024 - Introduced

[AB 226](#)
[Calderon \(D\)](#)
[HTML](#)
[PDF](#)

**California FAIR Plan Association.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - Coauthors revised.

**Summary:** The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate in administering a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law requires the association’s plan of operation and any amendment to the plan to be approved by the Insurance Commissioner. Current law establishes the California Infrastructure and Economic Development Bank and authorizes it to issue bonds to provide funds for the payment of costs of a project for a participating party or upon request by a state entity. This bill would authorize the association, if granted prior approval from the commissioner, to request the California Infrastructure and Economic

Development Bank to issue bonds, and would authorize the bank to issue those bonds to finance the costs of claims, to increase liquidity and claims-paying capacity of the association, and to refund bonds previously issued for that purpose. The bill would specify that the association is a participating party and that financing all or any portion of the costs of claims or to increase liquidity and the claims-paying capacity of the association is a project for bond purposes. The bill would authorize the bank to loan the proceeds of issued bonds to the association, and would authorize the association to enter into a loan agreement with the bank and to enter into a line of credit agreement with an institutional lender or broker-dealer. (Based on 01/09/2025 text)

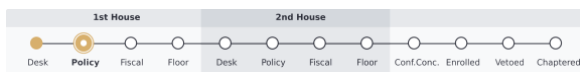
**Location:** 02/18/2025 - Assembly INS.

**Current Text:** 01/09/2025 - Introduced

AB 234
Calderon (D)
HTML
PDF

**California FAIR Plan Association governing committee.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Com. on INS.

**Summary:** The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law establishes a governing committee for the association and prescribes its membership. This bill would require the Speaker of the Assembly and the Chairperson of the Senate Committee on Rules to serve as nonvoting, ex officio members of the governing committee, and would authorize each to name a designee to serve in their place. (Based on 01/13/2025 text)

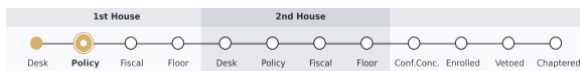
**Location:** 02/10/2025 - Assembly INS.

**Current Text:** 01/13/2025 - Introduced

AB 238
Harabedian (D)
HTML
PDF

**Mortgage forbearance: state of emergency: wildfire.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Re-referred to Coms. on B.&F. and JUD. pursuant to Assembly Rule 96. Assembly Rule 56 suspended. (Pending re-refer to Com. on JUD.)

**Summary:** Current law requires a mortgage servicer to comply with applicable federal guidance regarding borrower options following a forbearance relating to the COVID-19 emergency. This bill would authorize a borrower who is experiencing financial hardship due to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, to request forbearance on their mortgage loan. The bill would require the borrower to affirm that they are experiencing a financial hardship during the wildfire disaster. Because the bill would expand the crime of perjury, the bill would impose a state-mandated local program. (Based on 01/13/2025 text)

**Location:** 02/20/2025 - Assembly B. & F.

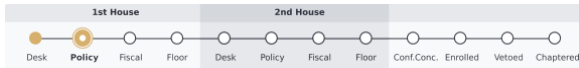
**Current Text:** 01/13/2025 - Introduced

AB 259
Rubio, Blanca (D)
HTML
PDF

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Open meetings: local agencies: teleconferences.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Com. on L. GOV.

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely. (Based on 01/16/2025 text)

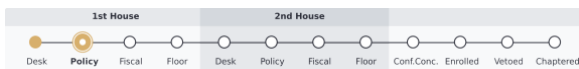
**Location:** 02/10/2025 - Assembly L. GOV.

**Current Text:** 01/16/2025 - Introduced

[AB 261](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

**Fire safety: fire hazard severity zones: State Fire Marshal.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Coms. on NAT. RES. and E.M.

**Summary:** Current law requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail in the zone. Current law requires the State Fire Marshal to periodically review designated and rated zones and, as necessary, revise zones or their ratings or repeal the designation of zones. Current law also requires the State Fire Marshal to identify areas in the state that are not state responsibility areas as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas, and to periodically review and make recommendations relative to very high fire hazard severity zones. This bill would, as applied to both state responsibility areas and lands that are not state responsibility areas, authorize the State Fire Marshal, in periods between the State Fire Marshal's review of areas of the state for recommendations regarding an area's fire hazard severity zone, to confer with entities, including, but not limited to, public agencies, tribes, nonprofit organizations, project applicants, and members of the public, on actions that may impact the degree of fire hazard in an area or the area's recommended fire hazard severity zone designation. (Based on 01/16/2025 text)

**Location:** 02/10/2025 - Assembly NAT. RES.

**Current Text:** 01/16/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

AB 266

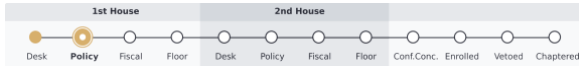
Davies (R)

HTML

PDF

**Freeway Service Patrol Act: sponsorship agreement.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Com. on TRANS.

**Summary:** The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo. (Based on 01/17/2025 text)

**Location:** 02/10/2025 - Assembly TRANS.

**Current Text:** 01/17/2025 - Introduced

AB 267

Macedo (R)

HTML

PDF

**Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

**Summary:** Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention. (Based on 01/17/2025 text)

**Location:** 02/18/2025 - Assembly TRANS.

**Current Text:** 01/17/2025 - Introduced

AB 273

Sanchez (R)

HTML

PDF

**Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure. (Based on 01/21/2025 text)

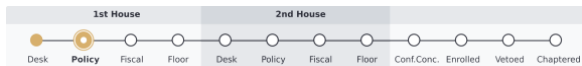
**Location:** 02/18/2025 - Assembly TRANS.

**Current Text:** 01/21/2025 - Introduced

[AB 289](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

**State highway work zone speed safety program.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

**Summary:** Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations. (Based on 01/22/2025 text)

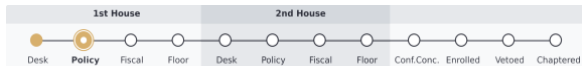
**Location:** 02/10/2025 - Assembly TRANS.

**Current Text:** 01/22/2025 - Introduced

[AB 294](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

**Recovery from disaster or emergency: funding priority.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Com. on E.M.

**Summary:** The Office of Emergency Services (OES) is under the supervision of the Director of Emergency Services. During a state of war emergency, a state of emergency, or a local emergency, current law requires the director to coordinate the emergency activities of all state agencies in connection with that emergency. This bill would authorize the OES to prioritize funding and technical assistance under specified programs, including, but not limited to, for infrastructure and housing recovery projects, in communities that suffered a loss in population and businesses due to a major federal disaster, state of emergency, or local emergency and have unmet recovery needs as a result of a major federal disaster, state of emergency, or local emergency. (Based on 01/23/2025 text)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Location:** 02/10/2025 - Assembly  
EMERGENCY MANAGEMENT

**Current Text:** 01/23/2025 - Introduced

**AB 306**

**Schultz (D)**

[HTML](#)

[PDF](#)

**Building regulations: state building standards.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on H. & C.D.

**Summary:** The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law requires, among other things, the building standards adopted and submitted by the department for approval by the commission, as specified, to be adopted by reference, with certain exceptions. Current law authorizes any city or county to make changes in those building standards that are published in the code, including to green building standards. Current law requires the governing body of a city or county, before making modifications or changes to those green building standards, to make an express finding that those modifications or changes are reasonably necessary because of local climatic, geological, or topographical conditions. This bill would, from June 1, 2025, until June 1, 2031, inclusive, prohibit a city or county from making changes to the above-described building standards unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety. (Based on 01/23/2025 text)

**Location:** 02/18/2025 - Assembly H. & C.D.

**Current Text:** 01/23/2025 - Introduced

**AB 307**

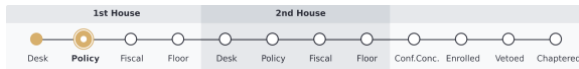
**Petrie-Norris (D)**

[HTML](#)

[PDF](#)

**Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Department of Forestry and Fire Protection: fire camera mapping system.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Com. on NAT. RES.

**Summary:** The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Of these funds, the act makes available \$1,500,000,000, upon appropriation by the Legislature, for wildfire prevention, including, among other things, by making \$25,000,000 available, upon appropriation by the Legislature, to the Department of Forestry and Fire Protection for technologies that improve detection and assessment of new fire ignitions. This bill would require, of the \$25,000,000 made available to the department, \$10,000,000 be allocated for purposes of the ALERTCalifornia fire camera mapping system. (Based on 01/23/2025 text)

**Location:** 02/10/2025 - Assembly NAT. RES.

**Current Text:** 01/23/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



AB 314

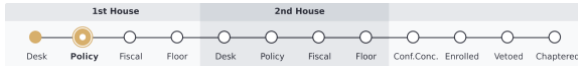
Arambula (D)

HTML

PDF

California Environmental Quality Act: major transit stop.

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Bill information

Status: 02/10/2025 - Referred to Com. on NAT. RES.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program. (Based on 01/23/2025 text)

Location: 02/10/2025 - Assembly NAT. RES.

Current Text: 01/23/2025 - Introduced

AB 317

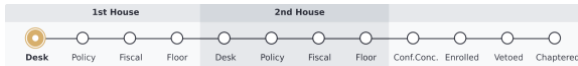
Jackson (D)

HTML

PDF

California First Time Homeowner Dream Act.

Progress bar



Bill information

Status: 01/27/2025 - Read first time.

**Summary:** The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law exempts various projects from CEQA, including projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would exempt from CEQA the new construction of a single-family dwelling that meets specified conditions, including that the project contains one single-family dwelling that is 1,500 square feet or less with no more than 3 bedrooms, the property is intended to be sold to a first-time homebuyer, and the lead agency determines that the developer of the project or the property owner provided sufficient legal commitments to meet the requirements of the exemption. The bill would require the lead agency, if it determines that a project qualifies for the exemption, to file a notice of exemption with the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the county clerk, as specified. By placing additional requirements on the lead agency to make a determination on whether the CEQA exemption applies, and on local agencies to determine whether the project developer provided sufficient legal commitments, as described, the bill would impose a state-mandated local program. (Based on 01/24/2025 text)

Location: 01/24/2025 - Assembly PRINT

Current Text: 01/24/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



[AB 334](#)
[Petrie-Norris \(D\)](#)
[HTML](#)
[PDF](#)

**Operators of toll facilities: interoperability programs: vehicle information.**

**Progress bar**



**Bill information**

**Status:** 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability. (Based on 01/28/2025 text)

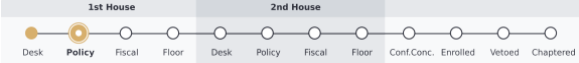
**Location:** 02/10/2025 - Assembly TRANS.

**Current Text:** 01/28/2025 - Introduced

[AB 339](#)
[Ortega \(D\)](#)
[HTML](#)
[PDF](#)

**Local public employee organizations: notice requirements.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on P. E. & R.

**Summary:** The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 01/28/2025 text)

**Location:** 02/18/2025 - Assembly P.E. & R.

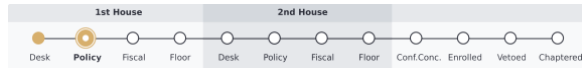
**Current Text:** 01/28/2025 - Introduced

[AB 340](#)
[Ahrens \(D\)](#)
[HTML](#)
[PDF](#)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Employer-employee relations: confidential communications.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on P. E. & R.

**Summary:** Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. (Based on 01/28/2025 text)

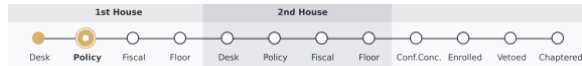
**Location:** 02/18/2025 - Assembly P.E. & R.

**Current Text:** 01/28/2025 - Introduced

[AB 390](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

**Vehicles: highway safety.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on TRANS.

**Summary:** Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices. (Based on 02/03/2025 text)

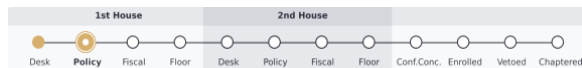
**Location:** 02/18/2025 - Assembly TRANS.

**Current Text:** 02/03/2025 - Introduced

[AB 394](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

**Crimes: public transportation providers.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on PUB. S.

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. (Based on 02/03/2025 text)

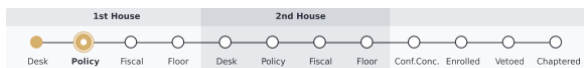
**Location:** 02/18/2025 - Assembly PUB. S.

**Current Text:** 02/03/2025 - Introduced

AB 431
Wilson (D)
HTML
PDF

**Advanced Air Mobility Infrastructure Act.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on TRANS.

**Summary:** The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Current law establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess the feasibility and readiness of existing infrastructure to support a vertiport network to facilitate the development of advanced air mobility services, the development of a 3-year prioritized workplan for the state to advance advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Current law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified. (Based on 02/05/2025 text)

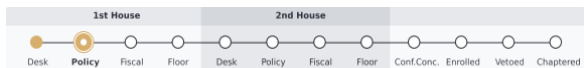
**Location:** 02/18/2025 - Assembly TRANS.

**Current Text:** 02/05/2025 - Introduced

AB 440
Ramos (D)
HTML
PDF

**Highways: Department of Transportation: suicide prevention policy.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - Referred to Com. on TRANS.

**Summary:** Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention within the department. Current law authorizes the office, if established, to perform certain functions, including, among others, sharing and receiving data from all entities, including state agencies, with data relevant to the responsibilities and objectives of the office. This bill would require the Department of Transportation to develop a policy to

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

address suicide on the state highway system and, as part of that policy, to develop a framework for how to mitigate the risk of suicide on areas of the state highway system that pose a potential danger for suicide. The bill would require the Department of the California Highway Patrol to report all cases of suicide that it investigates on the state highway system to the Department of Transportation. The bill would require the Department of Transportation to report all cases of suicide committed on the state highway system to the Office of Suicide Prevention. The bill would require projects proposed under the policy to be considered public health emergencies and be considered for expedited development. (Based on 02/06/2025 text)

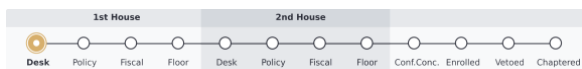
**Location:** 02/18/2025 - Assembly TRANS.

**Current Text:** 02/06/2025 - Introduced

[AB 443](#)
[Bennett \(D\)](#)
[HTML](#)
[PDF](#)

**Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.**

**Progress bar**



**Bill information**

**Status:** 02/07/2025 - From printer. May be heard in committee March 9.

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided. (Based on 02/06/2025 text)

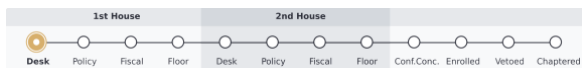
**Location:** 02/06/2025 - Assembly PRINT

**Current Text:** 02/06/2025 - Introduced

[AB 444](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

**General plan: circulation element.**

**Progress bar**



**Bill information**

**Status:** 02/07/2025 - From printer. May be heard in committee March 9.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes certain mandatory elements, including a circulation element. Existing law requires a county or city, by January 1, 2028, to update its circulation element to meet specified requirements. This bill would make nonsubstantive changes to those provisions. (Based on 02/06/2025 text)

**Location:** 02/06/2025 - Assembly PRINT

**Current Text:** 02/06/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

AB 459

DeMaio (R)

HTML

PDF

Initiatives: qualification.

Progress bar



Bill information

Status: 02/07/2025 - From printer. May be heard in committee March 9.

Summary: The California Constitution authorizes an initiative measure to be proposed by presenting to the Secretary of State a petition of the proposed statute or constitutional amendment that is certified to have been signed by a certain percentage of electors. This bill would state the intent of the Legislature to enact subsequent legislation that changes requirements for qualifying and voting on initiative measures. (Based on 02/06/2025 text)

Location: 02/06/2025 - Assembly PRINT

Current Text: 02/06/2025 - Introduced

AB 467

Fong (D)

HTML

PDF

Open meetings: teleconferences: neighborhood councils.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on L. GOV.

Summary: The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2031. (Based on 02/06/2025 text)

Location: 02/18/2025 - Assembly L. GOV.

Current Text: 02/06/2025 - Introduced

AB 488

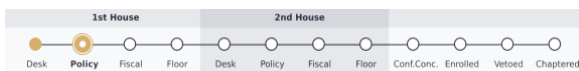
Tangipa (R)

HTML

PDF

Insurance: the California FAIR Plan Association.

Progress bar



Bill information

Status: 02/24/2025 - Referred to Com. on INS.

Summary: Current law required, within 90 days after July 23, 2021, the California FAIR Plan Association to file a new or amended rate application for basic property insurance with the Insurance Commissioner. Current law also requires the association to establish and maintain a statewide toll-free telephone number through which a person may receive information and

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

assistance in applying for insurance through the plan and to cause the toll-free telephone number to be published in all general distribution telephone directories in the state. This bill would repeal the requirement to file a new or amended rate application and would delete the requirement that the toll-free number be published in all general distribution telephone directories in the state. (Based on 02/10/2025 text)

**Location:** 02/24/2025 - Assembly INS.

**Current Text:** 02/10/2025 - Introduced

[AB 505](#)
[Castillo \(R\)](#)
[HTML](#)
[PDF](#)

**Multifamily Housing Program: Homekey: report.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Referred to Com. on H. & C.D.

**Summary:** Current law establishes the Multifamily Housing Program administered by the Department of Housing and Community Development. Current law requires that specified funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are inherently impacted by or at increased risk for medical diseases or conditions due to the COVID-19 pandemic or other communicable diseases be disbursed in accordance with the Multifamily Housing Program for specified uses. This disbursement program is referred to as Homekey. This bill would require the Legislative Analyst’s Office to conduct an evaluation of the Homekey disbursement program described above to review the effectiveness of the program in relation to sustaining people experiencing homelessness, including, among other things, the number of housing units and projects funded since the program’s inception, and the timeliness of the allocation of program funds provided to localities participating in the program, including, among other things, the average time between application submission and fund disbursement. (Based on 02/10/2025 text)

**Location:** 02/24/2025 - Assembly H. & C.D.

**Current Text:** 02/10/2025 - Introduced

[AB 507](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

**Adaptive reuse: streamlining: incentives.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Referred to Coms. on H. & C.D. and L. GOV.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards, including that the development is a multifamily housing development that contains two or more residential units. This bill would deem an adaptive reuse project a use by right in all zones, regardless of the zoning of the site, and subject to a streamlined, ministerial review process if the project meets specified requirements, subject to specified exceptions. In this regard, an adaptive reuse project, in order to qualify for the streamlined, ministerial review process, would be required to be proposed for an existing building that is less than 50 years old or meets certain requirements regarding the preservation of historic resources, including the signing of an

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

affidavit declaring that the project will comply with the United States Secretary of the Interior's Standards for Rehabilitation for, among other things, the preservation of exterior facades of a building that face a street, or receive federal or state historic rehabilitation tax credits, as specified. The bill would require an adaptive reuse project to meet specified affordability criteria. In this regard, the bill would require an adaptive reuse project for rental housing to include either 8% of the unit for very low income households and 5% of the units for extremely low income households or 15% of the units for lower income households. (Based on 02/10/2025 text)

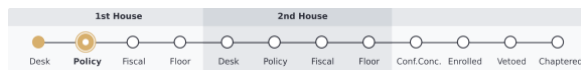
**Location:** 02/24/2025 - Assembly H. & C.D.

**Current Text:** 02/10/2025 - Introduced

[AB 513](#)
[Gonzalez, Jeff \(R\)](#)
[HTML](#)
[PDF](#)

**California Global Warming Solutions Act of 2006: scoping plan.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Referred to Com. on NAT. RES.

**Summary:** The State Air Resources Board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The California Global Warming Solutions Act of 2006 requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan. (Based on 02/10/2025 text)

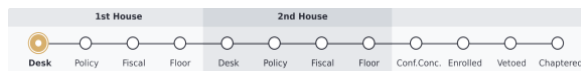
**Location:** 02/24/2025 - Assembly NAT. RES.

**Current Text:** 02/10/2025 - Introduced

[AB 520](#)
[Castillo \(R\)](#)
[HTML](#)
[PDF](#)

**Homelessness and mental health: state funding information.**

**Progress bar**



**Bill information**

**Status:** 02/11/2025 - From printer. May be heard in committee March 13.

**Summary:** Current law provides funding for homelessness prevention and mental health services through various state programs, such as Housing First, and the Early Psychosis Intervention Plus Program. Current law establishes the State Department of Health Care Services and, among other things, requires the department to implement certain mental health services through contracts with a county or counties acting jointly. Current law requires the Governor to create a California Interagency Council on Homelessness to serve as a statewide facilitator, coordinator, and policy development resource on ending homelessness in California, among other things. Current law requires the council to create a statewide data system with a goal of matching data on homelessness to programs impacting homeless recipients of state programs. This bill would require the Controller, by January 1, 2027, in collaboration with the department and the council to develop, publish, and maintain an online search portal that contains specified information relating to state funding for programs as described above. The bill would require the portal to include funding amounts provided in the current fiscal year and the previous 10 fiscal years, as well as specified information about the state program that



received the funds and the department or agency that administers the program. (Based on 02/10/2025 text)

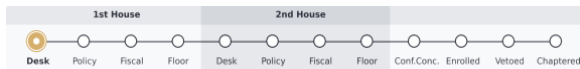
**Location:** 02/10/2025 - Assembly PRINT

**Current Text:** 02/10/2025 - Introduced

[AB 541](#)
[DeMaio \(R\)](#)
[HTML](#)
[PDF](#)

**California Public Records Act.**

**Progress bar**



**Bill information**

**Status:** 02/12/2025 - From printer. May be heard in committee March 14.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would state the intent of the Legislature to enact legislation enhancing enforcement of the act. (Based on 02/11/2025 text)

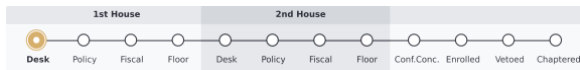
**Location:** 02/11/2025 - Assembly PRINT

**Current Text:** 02/11/2025 - Introduced

[AB 555](#)
[Jackson \(D\)](#)
[HTML](#)
[PDF](#)

**Air resources: regulatory impacts: transportation fuel costs.**

**Progress bar**



**Bill information**

**Status:** 02/13/2025 - From printer. May be heard in committee March 15.

**Summary:** Would require the State Air Resources Board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers. (Based on 02/12/2025 text)

**Location:** 02/12/2025 - Assembly PRINT

**Current Text:** 02/12/2025 - Introduced

[AB 567](#)
[DeMaio \(R\)](#)
[HTML](#)
[PDF](#)

**Insurance.**

**Progress bar**



**Bill information**

**Status:** 02/13/2025 - From printer. May be heard in committee March 15.

**Summary:** Would state the intent of the Legislature to enact legislation related to reforming the insurance market. (Based on 02/12/2025 text)

**Location:** 02/12/2025 - Assembly PRINT

**Current Text:** 02/12/2025 - Introduced

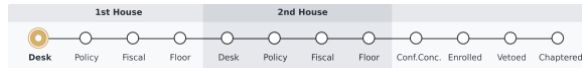
[AB 590](#)
[Lee \(D\)](#)
[HTML](#)
[PDF](#)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



### Social Housing Bond Act of 2026.

#### Progress bar



#### Bill information

**Status:** 02/13/2025 - From printer. May be heard in committee March 15.

**Summary:** Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership, and downpayment assistance for first-time home buyers. Current law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Social Housing Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$950,000,000 pursuant to the State General Obligation Bond Law, to fund social housing programs, as specified. The bill would create the California Housing Authority, which would be governed by the California Housing Authority Board, to ensure that social housing developments that are produced and acquired align with specified goals and would authorize the authority to issue the bonds and, upon appropriation of the Legislature, utilize funds from other sources to build more low, very low, and extremely low income housing. The bill would create the Social Housing Revolving Loan Fund to be used, upon appropriation of the Legislature, to provide zero-interest loan for the purpose of constructing housing to accommodate a mix of household incomes. (Based on 02/12/2025 text)

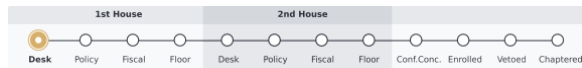
**Location:** 02/12/2025 - Assembly PRINT

**Current Text:** 02/12/2025 - Introduced

[AB 609](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

### Housing Accountability Act.

#### Progress bar



#### Bill information

**Status:** 02/14/2025 - From printer. May be heard in committee March 16.

**Summary:** The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits, among other things, a local agency from disapproving a housing development project or emergency shelter, or condition approval in a manner that renders the housing or emergency shelter infeasible, as specified, for a housing development project for very low, low-, or moderate-income households, or an emergency shelter, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions. This bill would make nonsubstantive changes those provisions. (Based on 02/13/2025 text)

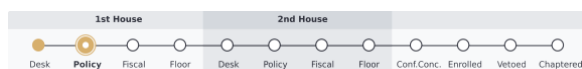
**Location:** 02/13/2025 - Assembly PRINT

**Current Text:** 02/13/2025 - Introduced

[AB 612](#)
[Rogers \(D\)](#)
[HTML](#)
[PDF](#)

### Transportation: Highway Design Manual: emergency response times.

#### Progress bar



Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Bill information

Status: 02/24/2025 - Referred to Com. on TRANS.

Summary: Would require the Department of Transportation, on or before January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times. (Based on 02/13/2025 text)

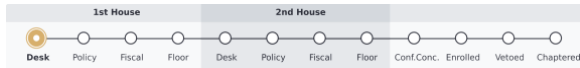
Location: 02/24/2025 - Assembly TRANS.

Current Text: 02/13/2025 - Introduced

[AB 657](#)
[Alvarez \(D\)](#)
[HTML](#)
[PDF](#)

Department of Transportation: state highways.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions. (Based on 02/14/2025 text)

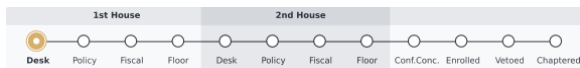
Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 670](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: housing element: converted affordable housing units.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: The Planning and Zoning Law requires each city, county, and city and county to adopt a general plan that includes, among other things, a housing element. After a legislative body has adopted all or part of a general plan, current law requires a planning agency among other things, to provide by April 1 of each year an annual report to specified entities that includes prescribed information, including the number of housing development applications received in the prior year, as specified, the number of units of housing demolished and new units of housing, as specified. This bill would require specified information to be included in the report, including additional information regarding units of new housing, the units of housing demolished, and a report on replacement housing units, as specified. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

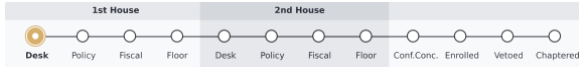
Current Text: 02/14/2025 - Introduced

[AB 697](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

Protected species: authorized take: State Route 37 improvements.

Progress bar

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Bill information**

**Status:** 02/15/2025 - From printer. May be heard in committee March 17.

**Summary:** Would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to certain improvements on the State Route 37 corridor, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit. (Based on 02/14/2025 text)

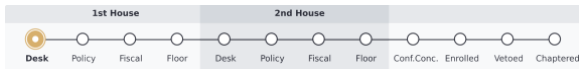
**Location:** 02/14/2025 - Assembly PRINT

**Current Text:** 02/14/2025 - Introduced

[AB 698](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

**Housing Accountability Act.**

**Progress bar**



**Bill information**

**Status:** 02/15/2025 - From printer. May be heard in committee March 17.

**Summary:** The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or for an emergency shelter, or conditioning approval in a manner that renders the housing development project or emergency shelter infeasible unless it makes specified written findings. This bill would make a nonsubstantive change to those provisions. (Based on 02/14/2025 text)

**Location:** 02/14/2025 - Assembly PRINT

**Current Text:** 02/14/2025 - Introduced

[AB 712](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

**Affordable housing.**

**Progress bar**



**Bill information**

**Status:** 02/15/2025 - From printer. May be heard in committee March 17.

**Summary:** The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and requires that the plan include, among other mandatory elements, a housing element. Current law states legislative findings and declarations regarding the need for affordable housing and the need to encourage development of new housing. This bill would make nonsubstantive changes to those provisions. (Based on 02/14/2025 text)

**Location:** 02/14/2025 - Assembly PRINT

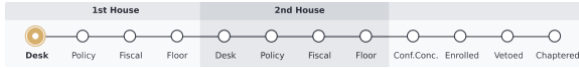
**Current Text:** 02/14/2025 - Introduced

[AB 716](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)

**Energy: Hydrogen Program.**

**Progress bar**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Bill information**

**Status:** 02/15/2025 - From printer. May be heard in committee March 17.

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission to establish and administer the Hydrogen Program to provide financial incentives to eligible in-state hydrogen projects for the demonstration or scale-up of the production, processing, delivery, storage, or end use of hydrogen. This bill would make nonsubstantive changes to that requirement. (Based on 02/14/2025 text)

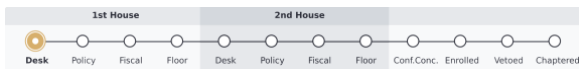
**Location:** 02/14/2025 - Assembly PRINT

**Current Text:** 02/14/2025 - Introduced

[AB 726](#)
[Ávila Farías \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: annual report: rehabilitated units.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be heard in committee March 21.

**Summary:** The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the Department of Housing and Community Development. Current law requires the annual report to include, among other things, the city's or county's progress in meeting its share of regional housing needs, as specified. This bill would permit a local agency to include in its annual report the number of units of existing deed-restricted affordable housing within a specified affordability threshold that are at least 15 years old and have been substantially rehabilitated with at least sixty thousand dollars per unit in funds awarded from the city or county, as specified. (Based on 02/18/2025 text)

**Location:** 02/18/2025 - Assembly PRINT

**Current Text:** 02/18/2025 - Introduced

[AB 735](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: logistics use: truck routes.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be heard in committee March 21.

**Summary:** Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21 century warehouse," for purposes of those provisions as compliant with building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law also defines the term "expansion of an existing logistics use" for purposes of those provisions. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

standards as are in effect at the time that the application for a development of a 21st century warehouse is submitted and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. (Based on 02/18/2025 text)

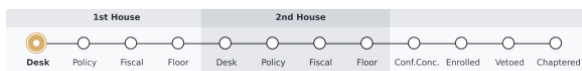
**Location:** 02/18/2025 - Assembly PRINT

**Current Text:** 02/18/2025 - Introduced

[AB 736](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

**The Affordable Housing Bond Act of 2026.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - Introduced measure version corrected. From printer. May be heard in committee March 21.

**Summary:** Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 02/18/2025 text)

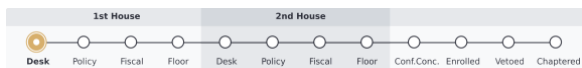
**Location:** 02/18/2025 - Assembly PRINT

**Current Text:** 02/18/2025 - Introduced

[AB 790](#)
[Ávila Farías \(D\)](#)
[HTML](#)
[PDF](#)

**Housing.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be heard in committee March 21.

**Summary:** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law requires the building department of every city or county to enforce within its jurisdiction the provisions of the California Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would express the intent of the Legislature to enact legislation relating to housing. (Based on 02/18/2025 text)

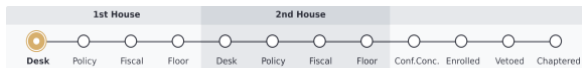
**Location:** 02/18/2025 - Assembly PRINT

**Current Text:** 02/18/2025 - Introduced

[AB 854](#)
[Petrie-Norris \(D\)](#)
[HTML](#)
[PDF](#)

**Environmental quality: greenhouse gas emissions: permit streamlining.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2032, to certify projects that meet specified requirements for streamlining benefits related to CEQA. This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions. (Based on 02/19/2025 text)

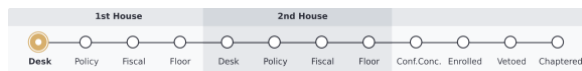
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 891](#)
[Zbur \(D\)](#)
[HTML](#)
[PDF](#)

**Transportation: Quick-Build Project Pilot Program.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** Would establish the Quick-Build Project Pilot Program within the Department of Transportation’s maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide. (Based on 02/19/2025 text)

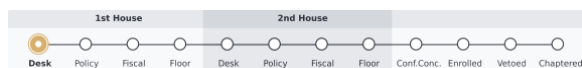
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 902](#)
[Schultz \(D\)](#)
[HTML](#)
[PDF](#)

**Transportation planning and programming: barriers to wildlife movement.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

with certain entities, and consider relevant best available science as appropriate. (Based on 02/19/2025 text)

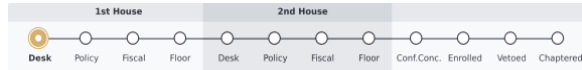
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 906](#)
[González, Mark \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: housing elements.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, including specified sites, an analysis of the relationship of zoning and public facilities and services to these sites (first analysis), and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction’s duty to affirmatively further fair housing (2nd analysis). If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. This bill would additionally require the 2nd analysis to demonstrate that the jurisdiction has accommodated a meaningful portion of its share of the regional housing need for lower income households on sites located in higher income, racially exclusive areas to the extent that those areas exist within the jurisdiction. (Based on 02/19/2025 text)

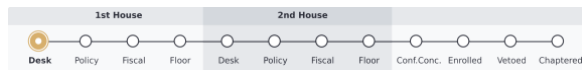
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 915](#)
[Petrie-Norris \(D\)](#)
[HTML](#)
[PDF](#)

**Clean Energy Reliability Investment Plan.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** Would appropriate \$900,000,000 from the General Fund to the State Energy Resources Conservation and Development Commission for the 2025–26 fiscal year to be allocated for the Clean Energy Reliability Investment Plan for local incentive grants to increase investment in clean energy infrastructure. (Based on 02/19/2025 text)

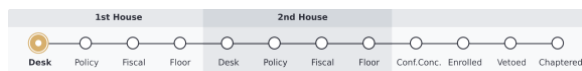
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 920](#)
[Caloza \(D\)](#)
[HTML](#)
[PDF](#)

**Permit Streamlining Act: housing development projects.**

**Progress bar**



**Bill information**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** Would state the intent of the Legislature to enact legislation that would require the Department of Housing and Community Development to develop a standardized housing development project application that all jurisdictions across the state would be required to adopt. The bill would make related findings and declarations. (Based on 02/19/2025 text)

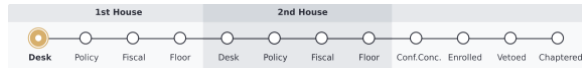
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 939](#)
[Schultz \(D\)](#)
[HTML](#)
[PDF](#)

**The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Summary:** Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. (Based on 02/19/2025 text)

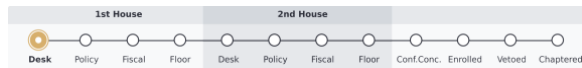
**Location:** 02/19/2025 - Assembly PRINT

**Current Text:** 02/19/2025 - Introduced

[AB 956](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

**Regional housing need allocation process.**

**Progress bar**



**Bill information**

**Status:** 02/21/2025 - From printer. May be heard in committee March 23.

**Summary:** Current law establishes the intent of the Legislature to revamp the existing regional housing need allocation process to accomplish specified objectives, including creating a fair, transparent, and objective process for identifying housing needs across the state. Current law requires the Department of Housing and Community Development, in collaboration with the Office of Land Use and Climate Innovation and after engaging in stakeholder participation, to develop a recommended improved regional housing need allocation process and methodology that promotes and streamlines housing development and substantially addresses California's housing shortage. This bill would make nonsubstantive changes to those provisions. (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Assembly PRINT

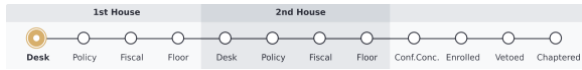
**Current Text:** 02/20/2025 - Introduced

[AB 975](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

**California Environmental Quality Act: exemptions: culverts and bridges.**

**Progress bar**



**Bill information**

**Status:** 02/21/2025 - From printer. May be heard in committee March 23.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less. (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Assembly PRINT

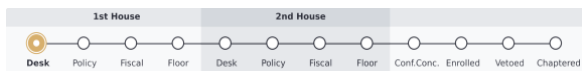
**Current Text:** 02/20/2025 - Introduced

AB 1089

Carrillo (D)

HTML

PDF

**Western Joshua Tree Conservation Act: reports.****Progress bar****Bill information**

**Status:** 02/21/2025 - From printer. May be heard in committee March 23.

**Summary:** Existing law, the Western Joshua Tree Conservation Act, requires the Department of Fish and Wildlife to submit an annual report to the Fish and Game Commission and the Legislature assessing the conservation status of the western Joshua tree, as provided. This bill would make a nonsubstantive change to that law. (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Assembly PRINT

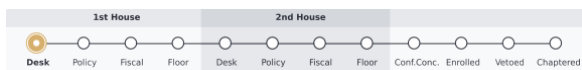
**Current Text:** 02/20/2025 - Introduced

AB 1114

Ávila Farías (D)

HTML

PDF

**Emergency vehicles: fee and toll exemptions.****Progress bar****Bill information**

**Status:** 02/21/2025 - From printer. May be heard in committee March 23.

**Summary:** Current provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and emergency identification, including, but not limited to, "Ambulance." (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Assembly PRINT

**Current Text:** 02/20/2025 - Introduced

AB 1132

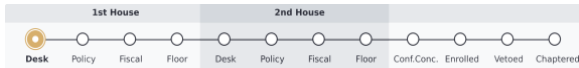
Schiavo (D)

HTML

PDF

Department of Transportation: climate change vulnerability assessment: community resilience assessment.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified. (Based on 02/20/2025 text)

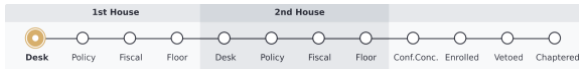
Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

AB 1154 Carrillo (D) [HTML](#) [PDF](#)

Accessory dwelling units: junior accessory dwelling units.

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Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Existing law prohibits a local agency from imposing parking standards for an accessory dwelling unit under certain circumstances, whether or not the local agency has adopted a local ordinance pursuant to the above provisions. Under existing law, those circumstances include, among others, if the accessory dwelling unit is located within 1/2 of one mile walking distance of public transit or there is a car share vehicle located within one block of the accessory dwelling unit. This bill would additionally prohibit a local agency from imposing any parking standards if the accessory dwelling unit is 500 square feet or smaller. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

AB 1165 Gipson (D) [HTML](#) [PDF](#)

Housing.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The Zenovich-Moscone-Chacon Housing and Home Finance Act states that the Legislature finds and declares that the subject of housing is of vital statewide importance to the health,

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

safety, and welfare of the residents of the state for specified reasons. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

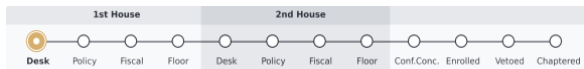
**Location:** 02/21/2025 - Assembly PRINT

**Current Text:** 02/21/2025 - Introduced

AB 1198
Haney (D)
HTML
PDF

**Public works: prevailing wages.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Read first time.

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under current law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. (Based on 02/21/2025 text)

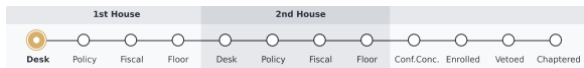
**Location:** 02/21/2025 - Assembly PRINT

**Current Text:** 02/21/2025 - Introduced

AB 1206
Harabedian (D)
HTML
PDF

**Single-family and multifamily housing units: preapproved plans.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Read first time.

**Summary:** The Planning and Zoning Law provides for the adoption and administration of zoning laws, ordinances, rules and regulations by counties and cities and the implementation of those general plans as may be in effect in those counties or cities. In that regard, current law requires each local agency, by January 1, 2025, to develop a program for the preapproval of accessory dwelling unit plans. This bill would require each local agency, by January 1, 2026, to develop a program for the preapproval of single-family and multifamily residential housing plans, whereby the local agency accepts single-family and multifamily plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of a single-family or multifamily residential housing plan, as specified. The bill would require the local agency to post preapproved single-family or multifamily residential housing plans and the contact information of the applicant on the local agency's internet website. The bill would require a

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

local agency to either approve or deny an application for a single-family or multifamily residential housing unit within 30 days that utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Assembly PRINT

**Current Text:** 02/21/2025 - Introduced

[AB 1207](#)
[Irwin \(D\)](#)
[HTML](#)
[PDF](#)

**Climate change: market-based compliance mechanism.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Read first time.

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Assembly PRINT

**Current Text:** 02/21/2025 - Introduced

[AB 1294](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: housing development: regulation.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - Read first time.

**Summary:** The Planning and Zoning Law requires a city, county, or city and county, in exercising its authority to regulate subdivisions, to, among other things, refrain from imposing criteria for design or improvements for the purpose of rendering infeasible the development of housing for any and all economic segments of the community. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Assembly PRINT

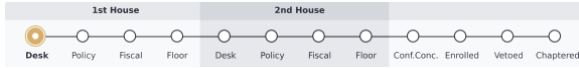
**Current Text:** 02/21/2025 - Introduced

[AB 1343](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

**California Transportation Commission: transportation programs.**

**Progress bar**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



Bill information

Status: 02/24/2025 - Read first time.

Summary: Current law requires the California Transportation Commission to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would make a nonsubstantive change to the above provision. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

[AB 1407](#)
[Wallis \(R\)](#)
[HTML](#)
[PDF](#)

Planning and Zoning Law: housing elements.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The Planning and Zoning Law requires that the housing element of a city's or county's general plan consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

[AB 1430](#)
[Bennett \(D\)](#)
[HTML](#)
[PDF](#)

Department of Transportation: state highways.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

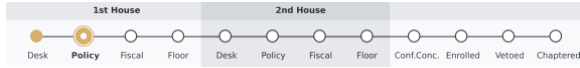
Current Text: 02/21/2025 - Introduced

[SB 2](#)
[Jones \(R\)](#)
[HTML](#)
[PDF](#)

Low-carbon fuel standard: regulations.

Progress bar

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on E.Q.

**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

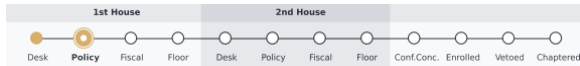
**Location:** 01/29/2025 - Senate E.Q.

**Current Text:** 12/02/2024 - Introduced

**SB 5** **Cabaldon (D)** [HTML](#) [PDF](#)

**Infrastructure financing districts: allocation of taxes: agricultural land exclusion.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on L. GOV.

**Summary:** The California Land Conservation Act of 1965, otherwise known as the Williamson Act, authorizes a city or county to enter into contracts with owners of agricultural land to preserve the land for agricultural use, as specified, in return for reduced property tax assessments. The act also authorizes a landowner of specified agricultural land to petition the city or county to cancel the Williamson Act contract in order to designate the land as a farmland security zone, whereby the land is eligible for a specified property tax valuation and taxed at a reduced rate for specified special taxes. This bill would exclude the taxes levied upon a parcel of land enrolled in or subject to a Williamson Act contract or a farmland security zone contract, as specified, from the above-described allocation to the district. (Based on 12/02/2024 text)

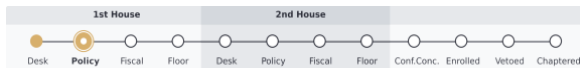
**Location:** 01/29/2025 - Senate L. GOV.

**Current Text:** 12/02/2024 - Introduced

**SB 9** **Arreguín (D)** [HTML](#) [PDF](#)

**Accessory Dwelling Units: owner-occupant requirements.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Coms. on HOUSING and L. GOV.

**Summary:** The Planning and Zoning Law provides for the creation of an accessory dwelling unit by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards. The law prohibits a local agency from imposing an owner-occupant requirement or any additional standards, except as specified, when evaluating a proposed accessory dwelling unit on a lot that includes a proposed or existing single-family dwelling. The law also prohibits a local agency from imposing parking standards for an accessory dwelling unit, as specified, whether or not the local agency has adopted a local ordinance pursuant to these provisions. This bill would additionally prohibit a local agency from imposing an owner-occupant requirement for a proposed or existing accessory

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

dwelling unit whether or not the local agency has adopted a local ordinance pursuant to these provisions. (Based on 12/02/2024 text)

**Location:** 01/29/2025 - Senate HOUSING

**Current Text:** 12/02/2024 - Introduced

SB 16
Blakespear (D)
HTML
PDF

**Homelessness.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on RLS.

**Summary:** Would declare the intent of the Legislature to enact legislation to address homelessness. (Based on 12/02/2024 text)

**Location:** 12/02/2024 - Senate RLS.

**Current Text:** 12/02/2024 - Introduced

SB 21
Durazo (D)
HTML
PDF

**Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on L., P.E. & R.

**Summary:** The California Workforce Innovation and Opportunity Act establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines “high road” for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define “job quality,” “quality jobs,” and “economic equity” for purposes of the act. (Based on 12/02/2024 text)

**Location:** 01/29/2025 - Senate L., P.E. & R.

**Current Text:** 12/02/2024 - Introduced

SB 30
Cortese (D)
HTML
PDF

**Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.**

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**Bill information**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

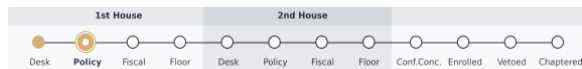
**Status:** 02/19/2025 - Re-referred to Coms. on TRANS. and E.Q.  
**Summary:** Current law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. (Based on 02/11/2025 text)

**Location:** 02/19/2025 - Senate TRANS. | **Current Text:** 02/11/2025 - Amended  
**Last Amend:** 02/11/2025

**SB 63** | **Wiener (D)** | [HTML](#) | [PDF](#)

**San Francisco Bay area: local revenue measure: transportation funding.**

**Progress bar**



**Bill information**

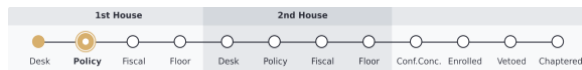
**Status:** 01/29/2025 - Referred to Com. on RLS.  
**Summary:** Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area. (Based on 01/09/2025 text)

**Location:** 01/09/2025 - Senate RLS. | **Current Text:** 01/09/2025 - Introduced

**SB 65** | **Wiener (D)** | [HTML](#) | [PDF](#)

**Budget Act of 2025.**

**Progress bar**



**Bill information**

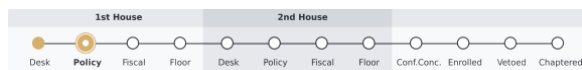
**Status:** 01/13/2025 - Read first time.  
**Summary:** Would make appropriations for the support of state government for the 2025–26 fiscal year. (Based on 01/10/2025 text)

**Location:** 01/10/2025 - Senate BUDGET & F.R. | **Current Text:** 01/10/2025 - Introduced

**SB 71** | **Wiener (D)** | [HTML](#) | [PDF](#)

**California Environmental Quality Act: exemptions: transit projects.**

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**Bill information**

**Status:** 01/29/2025 - Referred to Coms. on E.Q. and TRANS.  
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised,

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. (Based on 01/14/2025 text)

**Location:** 01/29/2025 - Senate E.Q.

**Current Text:** 01/14/2025 - Introduced

SB 73
Cervantes (D)
HTML
PDF

**California Environmental Quality Act: exemptions.**

**Progress bar**



**Bill information**

**Status:** 02/25/2025 - Set for hearing March 5.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. (Based on 01/15/2025 text)

**Location:** 01/29/2025 - Senate E.Q.

**Current Text:** 01/15/2025 - Introduced

SB 74
Seyarto (R)
HTML
PDF

**Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on L. GOV.

**Summary:** Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the Office of Land Use and Climate Innovation, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, subject to specified requirements, including,

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

among other things, that the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project's total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030. (Based on 01/15/2025 text)

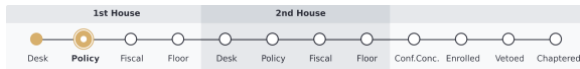
**Location:** 01/29/2025 - Senate L. GOV.

**Current Text:** 01/15/2025 - Introduced

[SB 78](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

**Department of Transportation: study: state highway system: road safety projects.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on TRANS.

**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027. (Based on 01/15/2025 text)

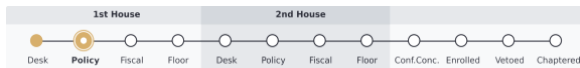
**Location:** 01/29/2025 - Senate TRANS.

**Current Text:** 01/15/2025 - Introduced

[SB 79](#)
[Wiener \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: housing development: transit-oriented development.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Com. on RLS.

**Summary:** Would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development. (Based on 01/15/2025 text)

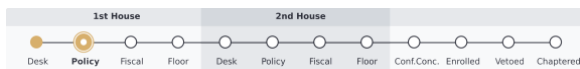
**Location:** 01/15/2025 - Senate RLS.

**Current Text:** 01/15/2025 - Introduced

[SB 90](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

**Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage.**

**Progress bar**



**Bill information**

**Status:** 02/25/2025 - Set for hearing March 11.

**Summary:** The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 makes \$135,000,000 available, upon appropriation by the Legislature, to the Office of Emergency Services for a wildfire mitigation grant program to provide, among other things,

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

loans, direct assistance, and matching funds for projects that prevent wildfires, increase resilience, maintain existing wildfire risk reduction projects, reduce the risk of wildfires to communities, or increase home or community hardening. The act provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters. (Based on 01/22/2025 text)

**Location:** 01/29/2025 - Senate G.O.

**Current Text:** 01/22/2025 - Introduced

[SB 92](#)
[Blakespear \(D\)](#)
[HTML](#)
[PDF](#)

**Housing development: density bonuses: mixed-use developments.**

**Progress bar**



**Bill information**

**Status:** 01/29/2025 - Referred to Coms. on HOUSING and L. GOV.

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income households or very low income households, and meets other requirements. Current law defines “housing development” to mean a development project for 5 or more residential units, including mixed-use developments, as specified. This bill would revise and recast the definition of “housing development” for purposes of the Density Bonus Law to instead mean a development project for 5 or more residential units, including mixed-use developments if at least two thirds of the square footage of the mixed-use development is designated for residential use, as specified. (Based on 01/22/2025 text)

**Location:** 01/29/2025 - Senate HOUSING

**Current Text:** 01/22/2025 - Introduced

[SB 220](#)
[Allen \(D\)](#)
[HTML](#)
[PDF](#)

**Los Angeles County Metropolitan Transportation Authority.**

**Progress bar**



**Bill information**

**Status:** 02/05/2025 - Referred to Com. on RLS.

**Summary:** The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. This bill would state the intent

of the Legislature to enact subsequent legislation to update and modernize the membership of the board of directors of the Los Angeles County Metropolitan Transportation Authority. (Based on 01/23/2025 text)

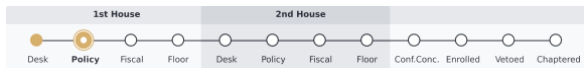
Location: 01/23/2025 - Senate RLS.

Current Text: 01/23/2025 - Introduced

SB 222
Wiener (D)
HTML
PDF

**Climate disasters: civil actions.**

**Progress bar**



**Bill information**

**Status:** 02/05/2025 - Referred to Coms. on JUD. and INS.

**Summary:** Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, current law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person to bring a civil action, if specified criteria are met, including damages of \$10,000 or more, against a party responsible for a climate disaster or extreme weather or other events attributable to climate change due to the responsible party’s misleading and deceptive practices or the provision of misinformation or disinformation about the connection between its fossil fuel products and climate change and extreme weather or other events attributable to climate change. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for the climate disaster or extreme weather or other events attributable to climate change. The bill would set forth venue requirements and prohibited defenses for that action, and would require the court to award a prevailing plaintiff the full extent of noneconomic, compensatory, and punitive damages allowable, as specified. The bill would provide that the connection of a climate disaster, extreme weather or other events attributable to climate change, or harms resulting from long-term changes to the climate system to alleged injuries are an injury in fact for all residents of the state harmed by the event and would give those persons standing to bring a civil action pursuant to the above-described provisions. (Based on 01/27/2025 text)

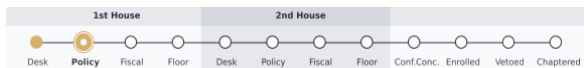
Location: 02/05/2025 - Senate JUD.

Current Text: 01/27/2025 - Introduced

SB 231
Seyarto (R)
HTML
PDF

**California Environmental Quality Act: guidelines.**

**Progress bar**



**Bill information**

**Status:** 02/05/2025 - Referred to Com. on E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to specifically include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment. This bill would require, on or before July 1, 2027, the Office of Land Use and

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Climate Innovation to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines in Appendix O of the CEQA guidelines to establish best practices for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment when completing Appendix G of the CEQA guidelines. The bill would require the best practices to consider, and include identifiable thresholds of significance based on, specified state and federal environmental laws. The bill would authorize the office, in developing those guidelines, to consult with local, regional, state, and federal agencies that have authority and expertise on those subjects. (Based on 01/28/2025 text)

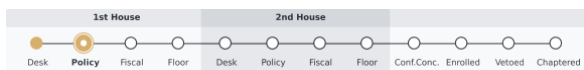
**Location:** 02/05/2025 - Senate E.Q.

**Current Text:** 01/28/2025 - Introduced

[SB 233](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

**Regional housing need: determination: consultation with councils of governments.**

**Progress bar**



**Bill information**

**Status:** 02/05/2025 - Referred to Com. on HOUSING.

**Summary:** Under the Planning and Zoning law, current law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development, in consultation with each council of governments, where applicable, to determine the existing and projected need for housing for each region, as prescribed. Current law requires, among other things, the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element and before developing the existing and projected housing need for a region. This bill would require the department to meet and consult with the council of governments, as described above, pursuant to prescribed deadlines. For the 7th revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision, except for specified councils of governments. For the 8th and subsequent revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision. (Based on 01/28/2025 text)

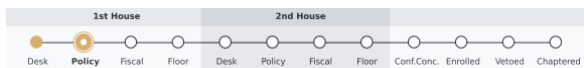
**Location:** 02/05/2025 - Senate HOUSING

**Current Text:** 01/28/2025 - Introduced

[SB 239](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

**Open meetings: teleconferencing: subsidiary body.**

**Progress bar**



**Bill information**

**Status:** 02/14/2025 - Referred to Coms. on L. GOV. and JUD.

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 01/30/2025 text)

**Location:** 02/14/2025 - Senate L. GOV.

**Current Text:** 01/30/2025 - Introduced

**SB 247**   **Smallwood-Cuevas (D)**   [HTML](#)   [PDF](#)

**Construction: workforce development: public contracts.**

**Progress bar**



**Bill information**

**Status:** 02/14/2025 - Referred to Com. on RLS.

**Summary:** Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions. (Based on 01/30/2025 text)

**Location:** 01/30/2025 - Senate RLS.

**Current Text:** 01/30/2025 - Introduced

**SB 262**   **Wahab (D)**   [HTML](#)   [PDF](#)

**Housing element: prohousing designations: prohousing local policies.**

**Progress bar**



**Bill information**

**Status:** 02/14/2025 - Referred to Com. on HOUSING.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Current law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with those provisions. Current law requires the department to designate jurisdictions as prohousing pursuant to emergency regulations adopted by the department, as prescribed. Current law requires that jurisdictions that are prohousing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines "prohousing policies" for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would additionally specify, as examples of prohousing policies under the above-described provisions, residential rent stabilization ordinances, safe parking and safe camping programs, as specified, and funding legal services for eviction defense and eviction prevention. (Based on 02/03/2025 text)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Location: 02/14/2025 - Senate HOUSING

Current Text: 02/03/2025 - Introduced

SB 285

Becker (D)

HTML

PDF

**Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.**

**Progress bar**



**Bill information**

**Status:** 02/14/2025 - Referred to Com. on E.Q.

**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Current law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. This bill would, for the purpose of meeting, or tracking progress against, any state requirement to achieve net zero emissions of greenhouse gases, or for the purpose of reporting offsets against any of a reporting entity's greenhouse gas emissions as part of reporting required pursuant the Climate Corporate Data Accountability Act, authorize only qualified carbon dioxide removal, as defined, to be used to reduce the state's or an entity's greenhouse gas emissions and would require qualified carbon dioxide removal used for those purposes to meet certain requirements, as specified. (Based on 02/05/2025 text)

Location: 02/14/2025 - Senate E.Q.

Current Text: 02/05/2025 - Introduced

SB 287

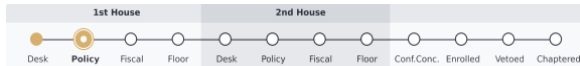
Arreguín (D)

HTML

PDF

**California Trails Conservancy.**

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**Bill information**

**Status:** 02/19/2025 - Referred to Com. on RLS.

**Summary:** Current law establishes the Natural Resources Agency, composed of departments, boards, conservancies, and commissions responsible for the restoration, protection, and management of the state's natural and cultural resources. This bill would provide that it is the intent of the Legislature to enact subsequent legislation to create the California Trails Conservancy within the Natural Resources Agency. (Based on 02/06/2025 text)

Location: 02/06/2025 - Senate RLS.

Current Text: 02/06/2025 - Introduced

SB 292

Cervantes (D)

HTML

PDF

**State Aeronautics Act: Department of Transportation.**

**Progress bar**



Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Bill information**

**Status:** 02/19/2025 - Referred to Com. on RLS.

**Summary:** The State Aeronautics Act governs the creation and operation of airports in this state for the purpose of protecting the public interest in aeronautics and aeronautical progress through identified means. Current law authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill would make nonsubstantive changes to that authorization. (Based on 02/06/2025 text)

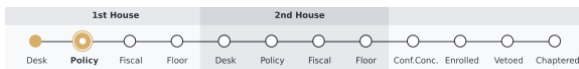
**Location:** 02/06/2025 - Senate RLS.

**Current Text:** 02/06/2025 - Introduced

[SB 299](#)
[Cabaldon \(D\)](#)
[HTML](#)
[PDF](#)

**Local government: ordinances.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - Referred to Coms. on L. GOV. and E.Q.

**Summary:** Current law prohibits a county or city from passing an ordinance within five days of introduction and requires the ordinance to be passed at a regular meeting or at an adjourned regular meeting, except that existing law authorizes an urgency ordinance to be passed immediately upon introduction at a regular or special meeting. Current law requires all ordinances to be read in full at the time of introduction or passage, as specified. Current law requires nonurgency ordinances that are altered after introduction to be passed at a regular or at an adjourned regular meeting at least five days after alteration, as specified. This bill would instead prohibit a county or city from passing an ordinance within five days of publication, as specified, except that the bill would authorize an urgency ordinance to be passed immediately upon introduction. (Based on 02/10/2025 text)

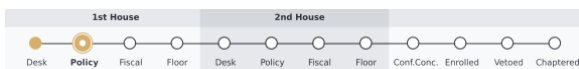
**Location:** 02/19/2025 - Senate L. GOV.

**Current Text:** 02/10/2025 - Introduced

[SB 340](#)
[Laird \(D\)](#)
[HTML](#)
[PDF](#)

**General plans: housing element.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - Referred to Com. on RLS.

**Summary:** Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. This bill would make nonsubstantive changes to those provisions. (Based on 02/12/2025 text)

**Location:** 02/12/2025 - Senate RLS.

**Current Text:** 02/12/2025 - Introduced

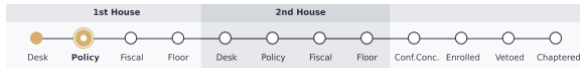
[SB 358](#)
[Becker \(D\)](#)
[HTML](#)
[PDF](#)

**Mitigation Fee Act: mitigating vehicular traffic impacts.**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Progress bar**



**Bill information**

**Status:** 02/19/2025 - Referred to Com. on L. GOV.

**Summary:** The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those specified characteristics. For purposes of these provisions, current law specifies one of those characteristics is that the housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units, whichever is less. For purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee, this bill would delete the provision about adopting findings after a public hearing and would, instead, require the rate for housing developments that satisfy those specified characteristics be at least 50% less than the rate for housing developments without all of those characteristics. With regard to the above-described characteristic, the bill would, instead, specify that the housing development provides no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units. (Based on 02/12/2025 text)

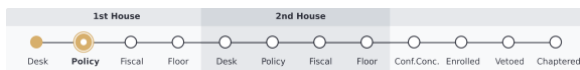
**Location:** 02/19/2025 - Senate L. GOV.

**Current Text:** 02/12/2025 - Introduced

[SB 359](#)
[Niello \(R\)](#)
[HTML](#)
[PDF](#)

**Diesel Fuel Tax Law: exempt bus operation.**

**Progress bar**



**Bill information**

**Status:** 02/14/2025 - From printer. May be acted upon on or after March 16.

**Summary:** The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 02/13/2025 text)

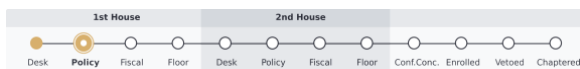
**Location:** 02/13/2025 - Senate RLS.

**Current Text:** 02/13/2025 - Introduced

[SB 360](#)
[Rubio \(D\)](#)
[HTML](#)
[PDF](#)

**Land conservation: California Wildlife, Coastal, and Park Land Conservation Act: County of San Bernardino.**

**Progress bar**



**Bill information**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Status:** 02/14/2025 - From printer. May be acted upon on or after March 16.

**Summary:** The California Wildlife, Coastal, and Park Land Conservation Act, an initiative measure approved by the voters in the June 7, 1988, statewide primary election, provided bond funds for wildlife, coastal, and parkland conservation. Current law requires an applicant receiving state funds under the act to maintain any property acquired in perpetuity, as specified, and use the property only for the purposes stated in the act and to make no other use, sale, or other disposition of the property except as authorized by a specific act of the Legislature. Current law authorizes the County of San Bernardino to sell or exchange property it owns within the Chino Agricultural Preserve that was purchased with grant funds if it meets certain conditions. Among those conditions, existing law requires the county to preserve all lands and conservation easements acquired or dedicated as authorized by the act in perpetuity for open-space conservation purposes or agricultural preservation, and specifies that open-space conservation includes community gardens, agricultural heritage projects, agricultural and wildlife education or wildlife habitat. This bill would additionally authorize preservation of those lands or easements for park and recreational purposes, and would explicitly include, to the extent they are consistent with the purposes of the act, playgrounds, recreational venues, sporting venues, amphitheaters, and preservation of historical resources as appropriate purposes. (Based on 02/13/2025 text)

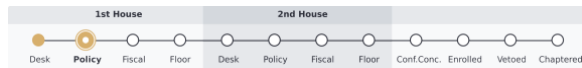
**Location:** 02/13/2025 - Senate RLS.

**Current Text:** 02/13/2025 - Introduced

[SB 410](#)
[Grayson \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: general plan: zoning ordinance.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - From printer. May be acted upon on or after March 17.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive general plan for the physical development of the county or city and of certain land outside its boundaries, and requires a county or city zoning ordinance to be consistent with the general plan if certain conditions are met. In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to the general plan, existing law requires the zoning ordinance to be amended within a reasonable time so that it is consistent with the general plan. This bill would make a nonsubstantive change to the latter provision. (Based on 02/14/2025 text)

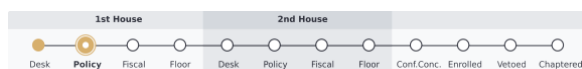
**Location:** 02/14/2025 - Senate RLS.

**Current Text:** 02/14/2025 - Introduced

[SB 415](#)
[Reyes \(D\)](#)
[HTML](#)
[PDF](#)

**Planning and zoning: logistics use: truck routes.**

**Progress bar**



**Bill information**

**Status:** 02/18/2025 - From printer. May be acted upon on or after March 17.

**Summary:** Assembly Bill 98 of the 2023–24 Regular Session, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, and prohibits a city, county, or city and county from approving development of a logistics use that does not meet or exceed those standards. A.B. 98 of the 2023–24 Regular Session also, among other things, requires a county or city, by January 1, 2028, except as provided, to update their circulation element to include truck

routes, and requires the South Coast Air Quality Management District, subject to an appropriation, and beginning on January 1, 2026, and until January 1, 2032, to deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments, and to submit reports on its findings to the Legislature, as specified. This bill would state the intent of the Legislature to enact legislation relating to the implementation of Assembly Bill 98 of the 2023–2024 Regular Session. (Based on 02/14/2025 text)

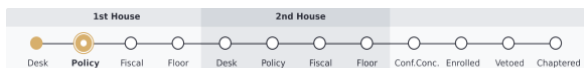
**Location:** 02/14/2025 - Senate RLS.

**Current Text:** 02/14/2025 - Introduced

[SB 417](#)
[Cabaldon \(D\)](#)
[HTML](#)
[PDF](#)

**The Affordable Housing Bond Act of 2026.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be acted upon on or after March 21.

**Summary:** Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 02/18/2025 text)

**Location:** 02/18/2025 - Senate RLS.

**Current Text:** 02/18/2025 - Introduced

[SB 419](#)
[Caballero \(D\)](#)
[HTML](#)
[PDF](#)

**Hydrogen fuel.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be acted upon on or after March 21.

**Summary:** Would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. (Based on 02/18/2025 text)

**Location:** 02/18/2025 - Senate RLS.

**Current Text:** 02/18/2025 - Introduced

[SB 424](#)
[Grove \(R\)](#)
[HTML](#)
[PDF](#)

**California Environmental Quality Act.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be acted upon on or after March 21.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage. This bill would make nonsubstantive changes to those findings and declarations, and to the statement of intent. (Based on 02/18/2025 text)

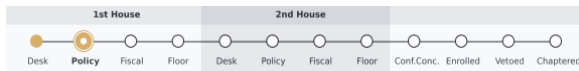
**Location:** 02/18/2025 - Senate RLS.

**Current Text:** 02/18/2025 - Introduced

[SB 445](#)
[Wiener \(D\)](#)
[HTML](#)
[PDF](#)

**Sustainable Transportation Project Permits and Cooperative Agreements.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be acted upon on or after March 21.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. (Based on 02/18/2025 text)

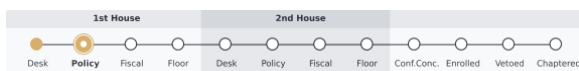
**Location:** 02/18/2025 - Senate RLS.

**Current Text:** 02/18/2025 - Introduced

[SB 448](#)
[Umberg \(D\)](#)
[HTML](#)
[PDF](#)

**Trespassing: removal of trespassers on residential property.**

**Progress bar**



**Bill information**

**Status:** 02/19/2025 - From printer. May be acted upon on or after March 21.

**Summary:** Current law prohibits the tenant of a property to remain on a property after the lawful termination of a lease agreement, as specified. Existing law prescribes a procedure for obtaining a judgment against such a tenant and for effecting the eviction of that tenant.

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Current law prohibits entering or occupying real property or structures without the consent of the owner. This bill would define a squatter as somebody who unlawfully enters and remains in a residential property and, upon request, refuses to leave or falsely claims a legal right of possession. This bill would prescribe a procedure for the notice and removal of a squatter by a local law enforcement agency. The bill would authorize a property owner or their agent to serve a demand to vacate, as specified, upon a squatter. The bill would authorize the owner or agent, after service of the demand, to submit a request, signed under penalty of perjury, to the local law enforcement agency with primary jurisdiction where the property is located, as specified. (Based on 02/18/2025 text)

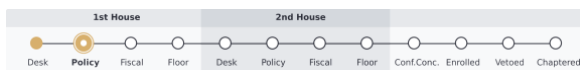
**Location:** 02/18/2025 - Senate RLS.

**Current Text:** 02/18/2025 - Introduced

SB 489
Arreguín (D)
HTML
PDF

**Permit Streamlining Act: housing development projects.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.

**Summary:** Would express the intent of the Legislature to enact legislation that would relate to clarifying the requirements of public agencies under the Permit Streamlining Act with respect to approvals issued in connection with housing development projects and clarifying the relationship of the Permit Streamlining Act to statutes governing postentitlement permits. (Based on 02/19/2025 text)

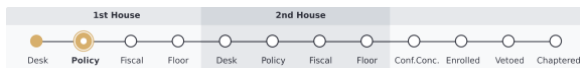
**Location:** 02/19/2025 - Senate RLS.

**Current Text:** 02/19/2025 - Introduced

SB 492
Menjivar (D)
HTML
PDF

**Youth Housing Bond Act of 2025.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.

**Summary:** Would enact the Youth Housing Bond Act of 2025 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$\_\_\_\_\_ pursuant to the State General Obligation Bond Law to finance the Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organizations, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election in accordance with specified law. (Based on 02/19/2025 text)

**Location:** 02/19/2025 - Senate RLS.

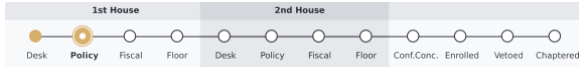
**Current Text:** 02/19/2025 - Introduced

SB 502
Arreguín (D)
HTML
PDF

**Building Homes and Jobs Trust Fund: allocations.**

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Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Bill information**

**Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.

**Summary:** This bill would reduce the continuous appropriation to the California Housing Finance Agency to 10% of the moneys deposited in the fund, and would require 5% of the moneys deposited in the fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for a zero-interest revolving loan fund to pay for development and predevelopment costs incurred by local education agencies to build low- to moderate-income multifamily workforce housing. (Based on 02/19/2025 text)

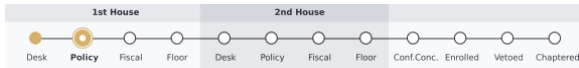
**Location:** 02/19/2025 - Senate RLS.

**Current Text:** 02/19/2025 - Introduced

**SB 506** **Committee on Transportation ( )** [HTML](#) [PDF](#)

**Transportation: omnibus bill.**

**Progress bar**



**Bill information**

**Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.

**Summary:** Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions. (Based on 02/19/2025 text)

**Location:** 02/19/2025 - Senate RLS.

**Current Text:** 02/19/2025 - Introduced

**SB 549** **Allen (D)** [HTML](#) [PDF](#)

**Second Neighborhood Infill Finance and Transit Improvements Act.**

**Progress bar**



**Bill information**

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

**Summary:** Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Senate RLS.

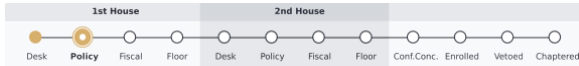
**Current Text:** 02/20/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

SB 569 Blakespear (D) HTML PDF

Department of Transportation: homeless encampments.

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Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: The bill would require the Department of Transportation to develop a joint action plan for each district of the department in which homeless encampments are located on department property in collaboration with local governments located in the district. The bill would require the department, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property. The bill would require the department to establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property. (Based on 02/20/2025 text)

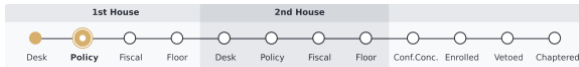
Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

SB 607 Wiener (D) HTML PDF

California Environmental Quality Act: categorical exemptions: infill projects.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a lead agency to limit the scope of an environmental impact report to the condition of a categorical exemption that the lead agency determines, after a preliminary review of the project, disqualifies the project from eligibility under the categorical exemption, if the lead agency determines that the project meets all other conditions of the categorical exemption except for the one condition that disqualifies it, as specified. The bill would require that a lead agency's determination to adopt a negative declaration or mitigated negative declaration be upheld if there is a fair argument that substantial evidence supports the determination. The bill would provide that these provisions do not apply to a project to construct or that is related to a distribution center or oil and gas infrastructure. The bill would exempt from the requirements of CEQA, except as provided, a rezoning that is consistent with an approved housing element. Because the bill would require a lead agency to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



SB 647

Hurtado (D)

HTML

PDF

**Low-income energy assistance programs: health and safety.**

**Progress bar**



**Bill information**

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

**Summary:** Current law states the intent of the Legislature to protect and strengthen the current network of community service providers by, among other things, directing that any evaluation of the effectiveness of the low-income energy efficiency programs be based not solely on cost criteria, but also on the degree to which the provision of services allows maximum program accessibility to quality programs to low-income communities by entities that have demonstrated performance in effectively delivering services to the communities. This bill would instead state that it is intent of the Legislature to protect and strengthen the current network of community service providers by directing that any evaluation of the effectiveness of the low-income energy efficiency programs be based not solely on cost criteria, but also on specified factors, including, among other things, whether the program combines energy upgrades, electrification, and health improvements or coordinates with other initiatives, the delivery of measurable cost reductions, improved health and safety outcomes, and equitable access for underserved communities, and the degree to which the provision of services allows maximum program accessibility to quality programs to low-income communities by entities that have demonstrated performance in effectively delivering services to the communities, as specified. (Based on 02/20/2025 text)

**Location:** 02/20/2025 - Senate RLS.

**Current Text:** 02/20/2025 - Introduced

SB 677

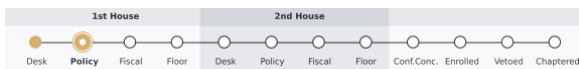
Wiener (D)

HTML

PDF

**Housing development: streamlined approvals.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

**Summary:** (1)Existing law, the Planning and Zoning Law, requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements. This bill would require ministerial approval for proposed housing developments containing no more than 2 residential units on any lot hosting a single-family home or zoned for 4 or fewer residential units, notwithstanding any covenant, condition, or restriction imposed by a common interest development association. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

SB 707

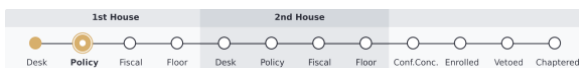
Durazo (D)

HTML

PDF

**Open meetings: meeting and teleconference requirements.**

**Progress bar**



**Bill information**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)



**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program. (Based on 02/21/2025 text)

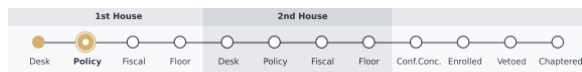
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

**SB 722**   **Wahab (D)**   [HTML](#)   [PDF](#)

**Multifamily Housing Program.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Existing law, the Multifamily Housing Program, is administered by the Department of Housing and Community Development to address renter housing needs through an omnibus multifamily housing program. The program includes related legislative findings and declarations. This bill would make nonsubstantive changes to those findings and declarations. (Based on 02/21/2025 text)

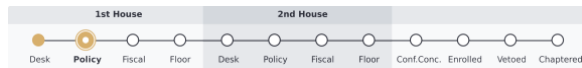
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

**SB 726**   **Gonzalez (D)**   [HTML](#)   [PDF](#)

**Public resources: state parks: Outdoor Equity Grants Program: applicants.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Current law requires the Outdoor Equity Grants Program to award grants to public organizations, including local governments and local educational agencies, joint power authorities, open-space authorities, regional open-space districts, other relevant public agencies or nonprofit organizations, as specified. Current law requires the Department of Parks and Recreation to gather information on applications following each award year to evaluate the effectiveness of outdoor environmental education programs in achieving the objectives of the grant program. This bill would make a nonsubstantive change to this provision. (Based on 02/21/2025 text)

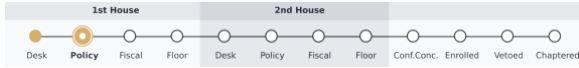
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

**SB 752**   **Richardson (D)**   [HTML](#)   [PDF](#)

**Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

**Summary:** Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. (Based on 02/21/2025 text)

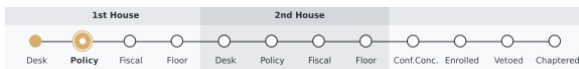
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

[SB 772](#)
[Cabaldon \(D\)](#)
[HTML](#)
[PDF](#)

**Infill Infrastructure Grant Program of 2019: applications: eligibility.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

**Summary:** Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department, in its review of applications, to rank affected qualifying infill projects and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services. This bill would revise these provisions to require the department to rank applications, as described above, based on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

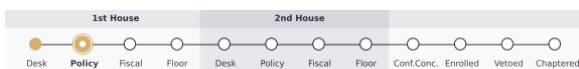
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

[SB 786](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

**Housing.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

**Summary:** Existing law, the Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law specifies the required contents of the housing element but also specifies that in so doing, nothing in those provisions requires a city, county, or city and county to expend local revenues on the construction of housing, housing subsidies, or land acquisition, or to disapprove any residential development that is consistent with the general plan. This bill would make nonsubstantive changes to the provision described above. (Based on 02/21/2025 text)

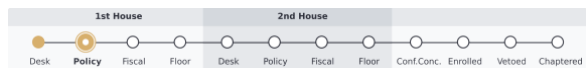
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

[SB 797](#)
[Choi \(R\)](#)
[HTML](#)
[PDF](#)

**Local government: land use: general plans.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

**Summary:** Existing law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city, as specified. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

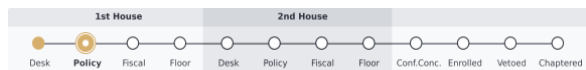
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

[SB 799](#)
[Allen \(D\)](#)
[HTML](#)
[PDF](#)

**State government: local costs.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

**Summary:** Current law provides for the reimbursement of local agencies and school districts for costs mandated by the state, as provided, and requires the Commission on State Mandates to hear and decide upon a claim by a local agency or school district that the local agency or school district is entitled to be reimbursed for those costs. Current law declares that these provisions provides the sole and exclusive procedure by which a local agency or school district may claim reimbursement for costs mandated by the state. This bill would make a nonsubstantive change to the provision that makes the declaration described above. (Based on 02/21/2025 text)

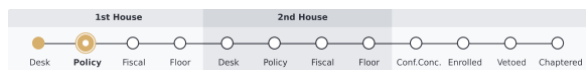
**Location:** 02/21/2025 - Senate RLS.

**Current Text:** 02/21/2025 - Introduced

[SB 800](#)
[Reyes \(D\)](#)
[HTML](#)
[PDF](#)

**State highways: overpasses: pilot program: suicide prevention.**

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**Bill information**

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

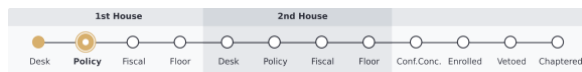
**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Would require the Department of Transportation to establish and administer a pilot program to install suicide deterrents on 10 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

**SB 801** | **Hurtado (D)** | [HTML](#) | [PDF](#)

**Greenhouse gases: reduction.**

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**Bill information**

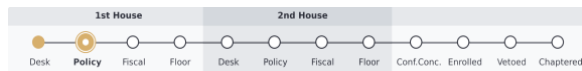
**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act declares the policy of the state to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would require the state to consider any potential cost burden to Californians as it works on achieving its climate goals, including its greenhouse gas emissions goals and standards under the California Global Warming Solutions Act of 2006. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

**SB 802** | **Ashby (D)** | [HTML](#) | [PDF](#)

**Housing authorities.**

**Progress bar**



**Bill information**

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Existing law, the Housing Authorities Law, establishes a housing authority within each county and city to undertake specified activities relating to housing for persons of low income, subject to the adoption of a resolution by the governing body of the county or city declaring the need for an authority. This bill would make nonsubstantive changes to the provisions specifying the title of the law. (Based on 02/21/2025 text)

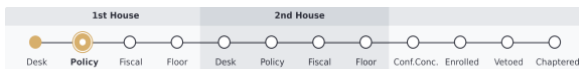
**Location:** 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

**SB 827** | **Gonzalez (D)** | [HTML](#) | [PDF](#)

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Office of Land Use and Climate Innovation: State Environmental Goals and Policy Report.

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Bill information

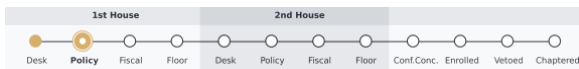
**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Existing law establishes the Office of Land Use and Climate Innovation within the Governor’s office to provide long-range planning and research and to serve as the comprehensive state planning agency. Existing law requires the Governor to prepare and maintain a comprehensive State Environmental Goals and Policy Report, consistent with specified state planning priorities. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

**SB 828** **Cabaldon (D)** [HTML](#) [PDF](#)

Planning and Zoning Law: general plan: land use element.

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Bill information

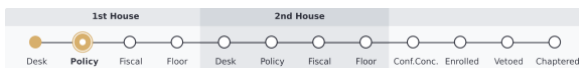
**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, and other categories of public and private uses of land, as prescribed. This bill would make nonsubstantive changes to the provision describing the required land use element. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

**SB 840** **Limón (D)** [HTML](#) [PDF](#)

Greenhouse gases: market-based compliance mechanism.

Progress bar



Bill information

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
**Summary:** Existing law authorizes the State Air Resources Board to establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that is applicable from January 1, 2021, to December 31, 2030, inclusive, and that meets certain requirements (market-based compliance mechanism). This bill would state the intent of the Legislature to enact subsequent legislation to reform, and extend the operation of, the market-based compliance mechanism. (Based on 02/21/2025 text)

**Location:** 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

Attachment: Bill Report March 2025 (11468 : State Legislative Update)

Total Measures: 144  
Total Tracking Forms: 188

## *Minute Action*

AGENDA ITEM: 22

***Date:*** April 2, 2025

***Subject:***

Federal Legislative Update

***Recommendation:***

Receive and file the March 2025 Federal Legislative Update, relating to the following:

- Transportation; and
- Council of Governments.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with a representative from federal advocates, Potomac Partners DC, LLC, updated the Legislative Policy Committee on March 12, 2025, on the ongoing Fiscal Year 2025 Appropriations Process, potential Continuing Resolution through September 31, 2025, and upcoming Budget Reconciliation process.

**Federal Appropriations Process**

On December 20, 2024, Congress passed a Continuing Resolution (CR) to keep the federal government funded until March 14, 2025. President Joe Biden signed the bill on December 21, 2024. Congress must pass all 12 Appropriations bills for Fiscal Year 2025 (FY25), or pass another CR, prior to the March 14, 2025 deadline to avoid a government shutdown.

As of late February 2025, Members in Congress had not passed any Appropriations bills for FY25 and members were discussing passing another CR that would extend to the end of the fiscal year and preserve funding at current levels.

**Budget Reconciliation**

Congress is also looking to the Budget Reconciliation process to fund domestic policy priorities of the Trump Administration.

On February 20, 2025, Senate Republicans passed a budget bill that addressed boarder security, defense and energy, while on February 25, 2025, House Republicans passed their budget bill that addressed the same issues, but also extends the 2017 Trump Tax Cuts and addresses the debt ceiling.

Senate Republicans prefer to address the tax cuts in a separate bill, but President Donald Trump indicated he believes a one bill approach would be best.

House and Senate Republicans will now have to negotiate to merge their bills, likely in a one bill approach.

Bills passed through the reconciliation process need only a simple majority to pass, avoiding any possible attempts by Senate Democrats to filibuster the bills.

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

Board of Directors Agenda Item

April 2, 2025

Page 2

### **Congressional Funding Requests**

House and Senate offices began releasing their appropriations request forms for the Fiscal Year 2026 appropriations process, with tentative deadlines in March and April 2025.

San Bernardino County Transportation Authority staff is identifying projects that would benefit from submitting requests for House Community Project Funding and Senate Congressionally Directed Spending, as well as also working with local jurisdictions and transit partners on submitting requests for their projects.

### **California High-Speed Rail Review**

The Secretary of Transportation announced that the Federal Railroad Administration (FRA) is initiating a review of the California High-Speed Rail Authority (CHSRA). This review will help determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project to build high-speed rail in the California Central Valley between Merced and Bakersfield. In March of 2023, the CHSRA Peer Review Group, charged with evaluating CHSRA's funding plans, reported an "unfunded gap of \$92.6 billion to \$103.1 billion between estimated costs and known State and Federal funding" for the San Francisco-to-Los Angeles connection. Given the red flags raised about this project, FRA will investigate the delays and cost overruns through a compliance and performance review.

This review is expected to be one of the many audits that the United States Department of Transportation and other agencies will conduct, at the behest of President Trump, to unravel Biden-era funding commitments.

#### ***Financial Impact:***

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

#### ***Reviewed By:***

This item was received by the General Policy Committee on March 12, 2025.

#### ***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority



## *Minute Action*

AGENDA ITEM: 23

***Date:*** April 2, 2025

***Subject:***

Report of Bill Positions

***Recommendation:***

Receive and file report of action taken by the Legislative Policy Committee on March 12, 2025.

***Background:***

**In accordance with San Bernardino County Transportation Authority (SBCTA) Policy No. 10000, III.D., the Legislative Policy Committee (LPC) is authorized to, “Consistent with the Board-adopted platform, take official positions of support or opposition to State and Federal legislation or regulations on behalf of the Board of Directors (Board) and report all positions taken to the Board in a timely manner.”**

**At their March 12, 2025 meeting, the LPC on behalf of the SBCTA Board, directed staff to proceed with taking support positions on AB 334 (Petrie-Norris) and AB 394 (Wilson).**

**Assembly Bill 334 (Petrie-Norris) – Toll Facility Interoperability**

**Summary:**

Interoperability allows tolling agencies to exchange information in order for customers to use their transponder on other tolled facilities. The federal transportation reauthorization bill of 2012 included a mandate requiring tolling agencies across the United States to become interoperable with each other.

Since 1995, toll agencies throughout California have been interoperable, meaning customers can use their FasTrak<sup>®</sup> transponder on all tolled bridges, lanes and roads throughout the State. Due to legislative restrictions, customer tolling data is only shared within California – making full national interoperability not feasible at this time.

In working towards national interoperability, tolling agencies have focused on regional hubs across the US which are interoperable. Currently, the US is divided into four geographic regions and a recent effort was completed to review and update business rules that govern how interoperability works.

Current state law (State Highways Code § 27565) restricts the information California toll agencies can share with out of state toll operators for toll processing.

**This bill:**

AB 334 by Assembly member Cottie Petrie-Norris would allow California tolling agencies to share all necessary toll information with out-of-state tolling agencies for national interoperability.

**Staff Recommendation:**

Staff recommends that SBCTA take a support position on AB 334. Per the SBCTA 2025-2026 State Legislative Platform, the agency supports efforts to “Protect toll operating agencies from lawsuits associated with the use of personal information for collecting toll fees and citations.”

AB 334 bill text can be found in Attachment A.

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item

April 2, 2025

Page 2

## **Assembly Bill 394 (Wilson) – Public Transit Security**

### **Summary:**

California’s public transit systems serve millions of riders daily and are integral to the State’s economy and quality of life for many residents. In recent years, there has been a troubling increase in assaults and harmful and disruptive behavior targeting transit workers and passengers. Transit employees (e.g. operators, station agents, and enforcement officers) are essential for the smooth operation of these systems. Unfortunately, they often face threats of violence and disruptions that endanger their safety and undermine confidence in public transportation. Current laws do not adequately address these challenges or provide sufficient deterrents to harmful behavior. As a result, incidences of violence on public transit have risen steadily over the past few years.

Without stronger protections, these challenges will cause further declines in ridership, increased costs, and diminished public trust in transit services.

### **This bill:**

AB 394 by Assembly member Lori Wilson expands existing protections under Penal Code Sections 243.3 and 369i to:

- Broaden coverage of the existing transit assault statute for operators to all transit employees.
- Broaden the ability to enforce trespassing violations on public transit systems.
- Authorize courts to issue prohibition orders restricting individuals convicted of the above from accessing transit facilities for a limited period.
- Require a court hearing, notice, and an opportunity for individuals to contest or seek modification of the prohibition orders, while also allowing periodic review and adjustment of the orders.

This bill empowers transit agencies and courts with additional tools to deter harmful behavior and enhance safety across California’s public transportation systems.

### **Staff Recommendation:**

Staff recommends that SBCTA take a support position on AB 394. Per the SBCTA 2025-2026 State Legislative Platform, the agency supports efforts to “Pass legislation that increases operator and rider safety within public transit agencies.”

AB 394 bill text can be found in Attachment B.

### **Financial Impact:**

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

### **Reviewed By:**

This item was reviewed and unanimously approved by the Legislative Policy Committee on March 12, 2025. SBCTA General Counsel has reviewed this item.

### **Responsible Staff:**

Otis Greer, Director of Legislative and Public Affairs

Board of Directors Agenda Item  
April 2, 2025  
Page 3

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Approved  
Board of Directors  
Date: April 2, 2025  
Witnessed By:

San Bernardino County Transportation Authority

**ATTACHMENT A**

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

**ASSEMBLY BILL****No. 334****Introduced by Assembly Member Petrie-Norris**

January 28, 2025

An act to amend Section 27565 of the Streets and Highways Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

AB 334, as introduced, Petrie-Norris. Operators of toll facilities: interoperability programs: vehicle information.

Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility.

This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 27565 of the Streets and Highways Code  
2 is amended to read:

3 27565. (a) The department, in cooperation with the district  
4 and all known entities planning to implement a toll facility in this  
5 state, shall develop and adopt functional specifications and  
6 standards for an automatic vehicle identification system, in  
7 compliance with all of the following objectives:

8 (1) In order to be detected, ~~the a~~ driver shall not be required to  
9 reduce speed below the applicable speed for the type of facility  
10 being used.

11 (2) ~~The A~~ vehicle owner shall not be required to purchase or  
12 install more than one device to use on all toll facilities, but may  
13 be required to have a separate account or financial arrangement  
14 for the use of these facilities.

15 (3) ~~The A~~ facility ~~operators~~ operator shall have the ability to  
16 select from different manufacturers and vendors. The specifications  
17 and standards shall encourage multiple bidders, and shall not have  
18 the effect of limiting ~~the a~~ facility ~~operators~~ operator to choosing  
19 a system that is able to be supplied by only one manufacturer or  
20 vendor.

21 (b) Except as provided in subdivision (c), ~~any an~~ automatic  
22 vehicle identification system purchased or installed after January  
23 1, 1991, shall comply with the specifications and standards adopted  
24 pursuant to subdivision (a).

25 (c) Subdivision (b) does not apply to an interim automatic  
26 vehicle identification system for which a contract is entered into  
27 between an entity planning to implement a toll facility and the  
28 supplier of the interim system ~~prior to~~ before January 1, 1994, if  
29 both of the following requirements are met:

30 (1) The department has made a written determination that the  
31 installation and operation of the interim system will expedite the  
32 completion of the toll facility and its opening to public use.

33 (2) The entity planning to implement the toll facility has entered  
34 into an agreement with the department to install, within five years  
35 after any portion of the toll facility is opened for public use, an  
36 automatic vehicle identification system meeting the specifications  
37 and standards adopted pursuant to subdivision (a).

1 (d) The automated vehicle identification system developed by  
2 the department pursuant to subdivision (a) shall be capable of  
3 identifying various types of vehicles, including, but not limited to,  
4 commercial vehicles.

5 (e) On and after the date specified in the federal Moving Ahead  
6 for Progress in the 21st Century Act (*Public Law 112-141*) for  
7 implementation of interoperability of electronic toll collection on  
8 federal-aid highways, operators of toll facilities on federal-aid  
9 highways may fully implement technologies or business practices  
10 that provide for the interoperability of electronic toll collection  
11 programs consistent with federal law. Operators of toll facilities  
12 on federal-aid highways engaged in an *interstate* interoperability  
13 program may provide only the following information regarding a  
14 vehicle's use of the toll facility, *facility that is intended to*  
15 *implement interstate interoperability*, and shall otherwise comply  
16 with all federal and state privacy protection laws, including, but  
17 not limited to, Section ~~31490~~: 31490.

- 18 ~~(1) License plate number.~~  
19 ~~(2) Transponder identification number.~~  
20 ~~(3) Date and time of transaction.~~  
21 ~~(4) Identity of the agency operating the toll facility.~~

**ATTACHMENT B**

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

**ASSEMBLY BILL****No. 394****Introduced by Assembly Member Wilson**

February 3, 2025

An act to amend Sections 243.3 and 369i of the Penal Code, relating to crimes.

## LEGISLATIVE COUNSEL'S DIGEST

AB 394, as introduced, Wilson. Crimes: public transportation providers.

Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment.

This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By

expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program.

Under existing law, any person who enters or remains upon any transit-related property without permission or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility is guilty of a misdemeanor. Existing law defines “transit-related property” for this purpose as any land, facilities, or vehicles owned, leased, or possessed by a county transportation commission, transportation authority, or transit district, as defined, that are used to provide public transportation by rail or passenger bus or are directly related to that use, or any property, facilities, or vehicles upon which the San Francisco Bay Area Rapid Transit District owes policing responsibilities to a local government, as specified.

This bill would expand that definition to include any properties, facilities, ferries, or vehicles, upon which a county transportation commission, transportation authority, joint powers authority, or operator, as defined, owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would authorize state and local law enforcement officers or transit enforcement officers, as specified, to enforce the above-described provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 243.3 of the Penal Code is amended to
- 2 read:
- 3 243.3. ~~When~~ (a) If a battery is committed against the person
- 4 of an operator, driver, or passenger on a bus, taxicab, streetcar,
- 5 cable car, trackless trolley, or other motor vehicle, including a
- 6 vehicle operated on stationary rails or on a track or rail suspended
- 7 in the air, used for the transportation of persons for hire, or against



1 a schoolbus driver, or against the person of a station agent or ticket  
 2 agent for the entity providing the transportation, *or against an*  
 3 *employee or contractor of a public transportation provider, as*  
 4 *defined in Section 243.35, and the person who commits the offense*  
 5 *knows or reasonably should know that the victim, in the case of*  
 6 *an operator, driver, or agent, employee, or contractor, is engaged*  
 7 *in the performance of his or her their duties, or is a passenger the*  
 8 *offense shall be punished by a fine not exceeding ten thousand*  
 9 *dollars (\$10,000), or by imprisonment in a county jail not*  
 10 *exceeding one year, or by both that fine and imprisonment. If an*  
 11 *injury is inflicted on that victim, the offense shall be punished by*  
 12 *a fine not exceeding ten thousand dollars (\$10,000), or by*  
 13 *imprisonment in a county jail not exceeding one year or in the*  
 14 *state prison for 16 months, or two or three years, or by both that*  
 15 *fine and imprisonment.*

16 *(b) A person convicted of violating this section or Section 369i*  
 17 *may be subject to a prohibition order barring reentry to public*  
 18 *transit property as follows:*

19 *(1) Upon conviction, the prosecuting authority, transit agency,*  
 20 *or its legal representative may petition the court for a prohibition*  
 21 *order to restrict the individual's access to public transit property.*  
 22 *The petition shall include all of the following:*

23 *(A) Evidence of the conviction pursuant to this section or Section*  
 24 *369i.*

25 *(B) A statement of facts demonstrating the need for the*  
 26 *prohibition to protect public safety and transit operations.*

27 *(C) The proposed duration and scope of the prohibition order,*  
 28 *not to exceed a period of 18 months.*

29 *(2) The court shall hold a hearing within 30 days of receiving*  
 30 *the petition to determine whether to issue the prohibition order.*  
 31 *The individual subject to the order shall be provided notice and*  
 32 *an opportunity to be heard.*

33 *(3) The court may issue a prohibition order if it finds by a*  
 34 *preponderance of the evidence both of the following:*

35 *(A) The individual poses a continuing threat to public safety or*  
 36 *transit operations.*

37 *(B) The order is necessary to prevent future violations or*  
 38 *disruptions.*

39 *(4) The scope of the prohibition order may do both of the*  
 40 *following:*

1 (A) Bar the individual from entering specified transit properties  
2 or facilities.

3 (B) Limit access to transit services for a duration determined  
4 by the court, not to exceed 18 months, subject to review.

5 (5) Prohibition orders issued pursuant to this subdivision shall  
6 be consistent with state and federal laws protecting civil rights  
7 and public access.

8 (c) (1) A violation of a prohibition order issued pursuant to  
9 this section constitutes a misdemeanor.

10 (2) The individual subject to the prohibition order may petition  
11 the court for modification or termination of the order after  
12 demonstrating compliance and rehabilitation.

13 (3) Transit agencies shall maintain records of issued prohibition  
14 orders and provide periodic reviews to ensure proportionality and  
15 fairness.

16 SEC. 2. Section 369i of the Penal Code is amended to read:

17 369i. (a) (1) Any person who enters or remains upon the  
18 property of any railroad without the permission of the owner of  
19 the land, the owner's agent, or the person in lawful possession and  
20 whose entry, presence, or conduct upon the property interferes  
21 with, interrupts, or hinders, or which, if allowed to continue, would  
22 interfere with, interrupt, or hinder the safe and efficient operation  
23 of any locomotive, railway car, or train is guilty of a misdemeanor.

24 (2) As used in this subdivision, "property of any railroad" means  
25 any land owned, leased, or possessed by a railroad upon which is  
26 placed a railroad track and the land immediately adjacent thereto,  
27 to the distance of 20 feet on either side of the track, that is owned,  
28 leased, or possessed by a railroad.

29 (b) (1) Any person who enters or remains upon any  
30 transit-related property without permission or whose entry,  
31 presence, or conduct upon the property interferes with, interrupts,  
32 or hinders the safe and efficient operation of the transit-related  
33 facility is guilty of a misdemeanor.

34 (2) This subdivision may be enforced by both of the following:

35 (A) State and local law enforcement officers.

36 (B) Transit enforcement officers designated by a public transit  
37 agency, if they have completed the requisite training for issuing  
38 citations and enforcing trespass violations.

1 (3) *Transit enforcement officers may detain individuals for*  
 2 *violations of this subdivision until law enforcement arrives or as*  
 3 *authorized pursuant to state law.*

4 (4) *This subdivision does not apply to individuals performing*  
 5 *official duties with lawful authority, including, but not limited to,*  
 6 *public transit agency employees, emergency responders, and*  
 7 *individuals granted special permission by the transit agency.*

8 (5) *Public transit agencies shall provide clear signage at*  
 9 *restricted access points to inform the public of trespassing*  
 10 *prohibitions and potential penalties.*

11 (2)

12 (6) As used in this subdivision, “transit-related property” means  
 13 any land, facilities, or vehicles owned, leased, or possessed by a  
 14 county transportation commission, transportation authority, *joint*  
 15 *powers authority, or transit district, operator, as defined in Section*  
 16 *99170 99210 of the Public Utilities Code, that are used to provide*  
 17 *public transportation by rail or passenger bus rail, passenger bus,*  
 18 *or ferry, or are directly related to that use, or any property,*  
 19 *facilities, or vehicles upon which the San Francisco Bay Area*  
 20 *Rapid Transit District a county transportation commission,*  
 21 *transportation authority, joint powers authority, or operator, as*  
 22 *defined in Section 99210 of the Public Utilities Code, owes policing*  
 23 *responsibilities to a local government pursuant to an operations*  
 24 *and maintenance agreement or similar interagency agreement.*

25 (7) *As used in this subdivision, “transit enforcement officer”*  
 26 *means an individual designated by a public transit agency to*  
 27 *enforce rules and regulations on transit property, including*  
 28 *security personnel authorized to issue citations.*

29 (c) This section does not prohibit picketing in the immediately  
 30 adjacent area of the property of any railroad or transit-related  
 31 property or any lawful activity by which the public is informed of  
 32 the existence of an alleged labor dispute.

33 SEC. 3. No reimbursement is required by this act pursuant to  
 34 Section 6 of Article XIII B of the California Constitution because  
 35 the only costs that may be incurred by a local agency or school  
 36 district will be incurred because this act creates a new crime or  
 37 infraction, eliminates a crime or infraction, or changes the penalty  
 38 for a crime or infraction, within the meaning of Section 17556 of  
 39 the Government Code, or changes the definition of a crime within

**AB 394**

— 6 —

- 1 the meaning of Section 6 of Article XIII B of the California
- 2 Constitution.

## *Minute Action*

AGENDA ITEM: 24

**Date:** April 2, 2025

**Subject:**

Fiscal Year 2024/2025 Low Carbon Transit Operations Program - Population Share

**Recommendation:**

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

A. Allocate \$5,638,394 of Low Carbon Transit Operations Program (LCTOP) - Population Share funding to the following projects:

- i. Basin Transit: Free Fare Subsidy – \$33,550; Bus Stop Improvements - \$150,999
- ii. Mountain Transit: Bus Stop Revitalization - \$128,386
- iii. Victor Valley Transit Authority: Fuel Cell Electric Buses - **\$1,040,042** ~~\$1,026,683~~; Fare Media Subsidy - \$40,000; Free Fares K-12 - \$120,000; Free Fares on Special Days - \$50,000; ~~City of Needles Transportation Reimbursement and Information Program – \$12,326~~
- iv. Omnitrans: Student Fare Subsidy Program – \$2,000,000; West Valley Connector Free Fares - \$20,000; West Valley Connector Weekend Service \$20,000
- v. SBCTA: Gold Line Extension to Montclair - \$1,134,775; Ontario International Airport Connector Project - \$901,675

B. Allocate \$1,033 of LCTOP - Operator Share funds from the City of Needles ~~to~~ **for** Victor Valley Transit Authority's **Fuel Cell Electric Buses Project**. ~~for the City of Needles Transportation Reimbursement and Information Program.~~

C. Adopt Resolution No. 25-062 authorizing the Executive Director, or his designee, to execute Certifications and Assurances for SBCTA projects for LCTOP and nomination of funding requests for listed transit projects.

**Background:**

The Low Carbon Transit Operations Program (LCTOP), established by the California Legislature in 2014 by Senate Bill 862, is one of several programs that is part of the Transit, Affordable Housing, and Sustainable Communities Program. The LCTOP was created to provide transit operating and capital assistance to eligible agencies in an effort to reduce greenhouse gas emissions and improve mobility, with an emphasis on serving disadvantaged communities. Auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which provides funding for a variety of programs designed to provide economic, environmental, and public health co-benefits. Five percent of the proceeds deposited into the GGRF are continually appropriated to fund the LCTOP.

Eligible projects funded by the LCTOP include new or expanded bus or rail services, expanded intermodal transit facilities, and free or reduced transit fares and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project required to reduce greenhouse gas emissions. For agencies whose service areas include a Disadvantaged Community (DAC), at least 50% of the total monies received shall be expended on projects that will benefit the DAC. Effective this cycle, legislative changes removed the *Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

April 2, 2025

Page 2

restriction that limited LCTOP for operations projects to five years from the date of implementation.

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies utilizing the State Transit Assistance (STA) program formula. The formula apportions 50% of LCTOP funds by population and the remaining 50% by operator revenues from the prior fiscal year in accordance with Public Utilities Code (PUC) Section 99313 and PUC Section 99314, respectively. The California State Controller's Office is responsible for determining the estimated funding levels for PUC Section 99313 (Population Share) and PUC Section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP funding include: San Bernardino County Transportation Authority (SBCTA), Basin Transit, Mountain Transit, Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). The transit operators eligible to receive LCTOP - Operator Share funds work directly with Caltrans to receive the funds.

In March 2025, the SBCTA Board of Directors (Board) approved the total Fiscal Year (FY) 2024/2025 LCTOP - Population Share apportionment in the amount of \$5,638,394 based on the auction proceeds resulting from CARB's Cap-and-Trade Program. The Board also approved apportioning the funds to the Valley and Mountain/Desert areas based on California Department of Finance Population Data and further apportioning the Mountain/Desert LCTOP - Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas. The total estimated amount of FY 2024/2025 LCTOP - Population Share funds available to the Valley and Mountain/Desert is \$4,076,450 and \$1,561,944, respectively. ~~With the intent of minimizing the administrative burden on the City of Needles, staff recommends allocating City of Needles LCTOP - Operator and Population Share funds in the total amount of \$13,359 to VVTA to operate the Travel Reimbursement Program for the City of Needles. After the March 13, 2025 Transit Committee meeting, it was determined that the City of Needles Travel Reimbursement Program would not be able to obtain the appropriate carbon reduction levels needed to use LCTOP funding. After a discussion with VVTA, they have agreed to continue the implementation of the Travel Reimbursement Program for the City of Needles with their Transportation Development Act funding in exchange for the \$13,359, which will be used towards their Fuel Cell Electric Buses.~~ The total FY 2024/2025 LCTOP allocation for the Valley totals \$4,076,450, and for the Mountain/Desert, including the City of Needles operator share totals \$1,562,977 for a total FY 2024/2025 allocation of \$5,639,427. The Board approved the final apportionments in March 2025 (shown in Table 1 below and on the following page).

**Table 1 – FY 2024/2025 LCTOP-Population Share Apportionment<sup>1</sup>**

Apportionment Area	Population <sup>2</sup>	Percentage	Total FY 2024/2025 Population Share <sup>3</sup>	City of Needles allocation to VVTA <sup>4</sup>	Total FY 2024/2025 Allocation <sup>3</sup>
Valley	1,577,134	72.30%	\$4,076,450		\$4,076,450
Mountain/Desert	604,299	27.70%	\$1,561,944		\$1,562,977
<i>Basin Transit</i>	<i>71,400</i>	<i>11.82%</i>	<i>\$ 184,549</i>		<i>\$ 184,549</i>

San Bernardino County Transportation Authority

## Board of Directors Agenda Item

April 2, 2025

Page 3

<i>Mountain Transit</i>	49,671	8.22%	\$ 128,386		\$ 128,386
<i>VVTA</i>	478,459	79.18%	\$1,236,683	\$13,359	\$1,250,042
<i>City of Needles</i>	4,769	0.79%	\$ 12,326	(\$ 12,326)	\$ 0

<sup>1</sup>Due to rounding, some totals may not correspond with the sum of the figures displayed.

<sup>2</sup>Population Source: California Department of Finance and County Demographic Research Unit July 2024.

<sup>3</sup>Total population share amount is determined by the State Controller's Office.

<sup>4</sup>Allocation to VVTA includes City of Needles Operator share of \$1,033

To guide staff with project selection, the LCTOP Allocation Principles approved by the Board in July 2015 recommend that staff take a balanced approach in recommending LCTOP fund allocations to capital projects and operating programs. Since each transit operator in the Mountain/Desert is guaranteed an LCTOP - Population Share allocation due to the use of a population formula to apportion funds, SBCTA staff recommends allowing the Mountain/Desert transit operators to determine their funding needs and project and program priorities. The Valley LCTOP - Population Share apportionment is available to SBCTA, Omnitrans, and SCRRA. Using the LCTOP Allocation Principles as guidance, staff recommends LCTOP fund allocations based on an annual determination of the San Bernardino Valley region's priorities and the critical needs of SBCTA, Omnitrans, and SCRRA. Based on staff review and operator discussions, staff is recommending \$5,639,427 be allocated to the following projects:

Free Fare Subsidy – \$33,550

Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.

Bus Stop Improvements – \$150,999

Basin Transit will enhance bus stops for Americans with Disabilities Act (ADA) accessibility.

San Bernardino Mountains Bus Stop Revitalization – \$ 128,386

Mountain Transit will improve existing bus stops that leave patrons exposed to inclement weather and fatigue, and bring the facilities up to current codes and standards, including lighting and ADA compliance.

Fuel Cell Electric Buses - ~~\$1,040,042~~ \$1,026,683

VVTA will purchase one new 40', Class H zero-emission fuel cell electric bus.

Fare Media Subsidy - \$40,000

VVTA will collaborate with non-profit human and social service agencies to provide subsidized transportation services to seniors, individuals with disabilities, and low-income populations.

Free Fares for K-12 - \$120,000

VVTA will offer free transit to students in grades K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.

Free Fare on Special Days - \$50,000

VVTA will offer free fare days on Cinco de Mayo, National Bike to Work Day, Juneteenth, a future free fare day, and for the months of October and December.

San Bernardino County Transportation Authority

## Board of Directors Agenda Item

April 2, 2025

Page 4

City of Needles Transportation Reimbursement and Information Program (TRIP) – \$13,359

~~VVTA's TRIP provides an incentive for volunteer drivers to assist eligible individuals who are unable to drive or access public transportation by providing necessary escorted transportation. This project will be specifically for the City of Needles residents.~~

Student Fare Subsidy Program – \$2,000,000

Omnitrans will provide free fares to students in grades K-12 in their service area.

West Valley Connector Free Fares – \$20,000

Omnitrans will provide free fares for the new Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

West Valley Connector Weekend Service – \$20,000

Omnitrans will provide weekend service for the Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Gold Line Extension to Montclair – \$1,134,775

Also known as Metro Gold Line Foothill Extension Project Phase 2B, this project includes the extension of the Gold Line from Azusa to the Montclair Metrolink Station in the City of Montclair. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued to FY 2027/2028 (four-year allocation) and will be used in FY 2028/2029.

Ontario International Airport (ONT) Connector – \$901,675

This proposed ONT Connector project will create an underground transit connection between the Cucamonga Metrolink Station and ONT terminals. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued with FY 2025/2026 (two-year allocation) and will be used in FY 2025/2026.

Caltrans requires that SBCTA submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, authorizes SBCTA to accept the LCTOP funds allocated to SBCTA, and authorizes SBCTA's Executive Director, or his designee, to execute the Certifications and Assurances and other relevant documents necessary for funding and completing the LCTOP funded projects. Additionally, SBCTA is required to submit nominations of funding requests for listed operators' transit projects and does so as part of the resolution. Each agency that receives LCTOP funding is also required to submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, which authorizes their agency to accept the LCTOP funds.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year (FY) 2024/2025. Any funds allocated to San Bernardino County Transportation Authority and approved by the California Department of Transportation will be received in FY 2025/2026.



Board of Directors Agenda Item  
April 2, 2025  
Page 5

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on March 13, 2025. SBCTA General Counsel has reviewed this item and draft resolution. **Changes were made to this item after the March Transit Committee meeting, which are reflected in the recommended action and background sections of this item.**

***Responsible Staff:***

Nicole Soto, Multimodal Mobility Programs Administrator

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

**RESOLUTION NO. 25-062**

**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION  
AUTHORITY AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND  
ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON  
TRANSIT OPERATIONS PROGRAM AND FOR THE PROJECTS FUNDED BY LOW  
CARBON TRANSIT OPERATIONS PROGRAM FUNDS**

**WHEREAS**, the San Bernardino County Transportation Authority (SBCTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Department's LCTOP guidelines require SBCTA to execute certain documents, including Certifications and Assurances and Authorized Agent documents for SBCTA projects; and

**WHEREAS**, SBCTA wishes to delegate authorization to execute these documents and any amendments thereto to the SBCTA Executive Director, or their designee; and

**WHEREAS**, SBCTA wishes to implement the LCTOP Projects listed below.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Bernardino County Transportation Authority, as follows:

Section 1. The fund recipient, SBCTA, agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and in applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

Section 2. The SBCTA Executive Director, or their designee, is authorized to execute all required documents of the LCTOP program, and any Amendments thereto with the Department.

Section 3. The submittal of the following project nominations and allocation requests to the Department in Fiscal Year (FY) 2024/2025 for LCTOP funds is hereby authorized:

Project Name: Free Fare Subsidy

Amount of LCTOP Funds Requested: \$33,550

Project Description: Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.

Contributing Sponsor: SBCTA

Project Lead: Basin Transit

Low Income Community Benefit: This project will benefit a low income community.

Project Name: Bus Stop Improvements

Amount of LCTOP Funds Requested: \$150,999

Project Description: Basin Transit will enhance bus stops for Americans with Disabilities Act (ADA) accessibility.

Contributing Sponsor: SBCTA

Project Lead: Basin Transit

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: San Bernardino Mountains Bus Stop Revitalization

Amount of LCTOP Funds Requested: \$128,386

Project Description: Mountain Transit will improve existing bus stops that leave patrons exposed to inclement weather and fatigue and bring the facilities up to current codes and standards including lighting and ADA compliance.

Contributing Sponsor: SBCTA

Project Lead: Mountain Transit

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Fuel Cell Electric Buses

Amount of LCTOP Funds Requested: \$1,040,042

Project Description: Victor Valley Transit Authority will purchase one new 40', Class H zero-emission fuel cell electric bus.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Fare Media Subsidy

Amount of LCTOP Funds Requested: \$40,000

Project Description: Victor Valley Transit Authority will collaborate with non-profit human and social service agencies to provide subsidized transportation services to seniors, individuals with disabilities, and low-income populations.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fares for K-12

Amount of LCTOP Funds Requested: \$120,000

Project Description: Victor Valley Transit Authority will offer free transit to students K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fare on Special Days

Amount of LCTOP Funds Requested: \$50,000

Project Description: Victor Valley Transit Authority will offer free fare days on Cinco de Mayo, National Bike to Work day, Juneteenth, a future free fare day, and for the months of October and December.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Student Fare Subsidy Program

Amount of LCTOP Funds Requested: \$2,000,000

Project Description: Omnitrans will provide free fares to students K-12 in their service area.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: West Valley Connector Free Fares

Amount of LCTOP Funds Requested: \$20,000

Project Description: Omnitrans will provide free fares for the new Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: West Valley Connector Weekend Service

Amount of LCTOP Funds Requested: \$20,000

Project Description: Omnitrans will provide weekend service for the Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Gold Line Extension to Montclair

Amount of LCTOP Funds Requested: \$1,134,775

Project Description: Also known as Metro Gold Line Foothill Extension Project Phase 2B, this project includes the extension of the Gold Line from Azusa to the Montclair Metrolink station in the City of Montclair. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued to FY 2027/2028 (four-year allocation) and will be used in FY 2028/2029.

Contributing Sponsor: SBCTA

Project Lead: SBCTA

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Ontario International Airport Connector

Amount of LCTOP Funds Requested: \$901,675

Project Description: This proposed Ontario International Airport (ONT) Connector project will create an underground transit connection between the Cucamonga Metrolink Station and ONT terminals. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued with FY 2025/2026 (two-year allocation) and will be used in FY 2025/2026.

Contributing Sponsor: SBCTA

Project Lead: SBCTA

Low-Income Community Benefit: This project will benefit a low-income community.

Section 4: This resolution shall take effect immediately upon its adoption.

**APPROVED AND ADOPTED** at a meeting of the San Bernardino County Transportation Authority held on April 2, 2025.

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Ray Marquez, President  
San Bernardino County Transportation Authority

ATTEST:

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Marleana Roman, Clerk of the Board  
San Bernardino County Transportation Authority



## FY 2024-2025 LCTOP Certifications and Assurances

**Lead Agency:** Lead Agency

**Project Title:** Project Title

**Prepared by:** \_\_\_\_\_

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

### A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).



## FY 2024-2025 LCTOP

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

### C. Reporting

#### 1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 27<sup>th</sup> each year.**
  - b. **A Close Out Report within six months of project completion.**
  - c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
  - d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
  - e. **Jobs Reporting as defined by CARB Funding Guidelines.**
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
  - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with





## FY 2024-2025 LCTOP

Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

### A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times





### FY 2024-2025 LCTOP

during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

- 3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

#### F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at Caltrans’ discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Print Authorized Agents Name.  
*(Print Authorized Agent)*

\_\_\_\_\_  
*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*



**FY 2021-2022 LCTOP  
Authorized Agent**

**AS THE Executive Director**

(Chief Executive Officer/Director/President/Secretary)

**OF THE San Bernardino County Transportation Authority**

(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Victor Lopez, Director of Transit and Rail Programs OR  
(Name and Title of Authorized Agent)

Carrie Schindler, Deputy Executive Director OR  
(Name and Title of Authorized Agent)

Andrea Zureick, Director of Fund Administration OR  
(Name and Title of Authorized Agent)

Dr. Raymond W. Wolfe Executive Director  
(Print Name) (Title)

  
(Signature)

Approved this 14th day of June, 2022

## ***Minute Action***

AGENDA ITEM: 25

***Date:*** April 2, 2025

***Subject:***

California Governor's Presentation for Proposition 1 and CARE Court

***Recommendation:***

Receive a presentation from the California Governor’s office about Proposition 1 and Community Assistance, Recovery and Empowerment Court.

***Background:***

Community Assistance, Recovery and Empowerment (CARE) Court is a first-in-the-nation approach to empower individuals suffering from untreated or undertreated schizophrenia and other psychotic disorders to get the treatment and housing they need to recover and thrive. CARE Court connects a person struggling with untreated mental illness, and often also substance use challenges, with a court-ordered Care Plan for up to 24 months. CARE Court is designed on the evidence that many people can stabilize, begin healing, and exit homelessness in less restrictive, community-based care settings. It's a long-term strategy to positively impact the individual in care and the community around them.

***Financial Impact:***

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

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board to inform all Board members of these services.

***Responsible Staff:***

Suzanne Peterson, COG and Equity Programs Manager

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Approved  
Board of Directors  
Date: April 2, 2025

Witnessed By:

*Entity: San Bernardino Council of Governments*

## ***Minute Action***

AGENDA ITEM: 26

***Date:*** April 2, 2025

***Subject:***

Presentation from SCAQMD on Amended Rules 1111 and 1121

***Recommendation:***

Receive a presentation on two proposed rules of the South Coast Air Quality Management District (SCAQMD): Proposed Amended Rule 1111 (*Reduction of nitrogen oxide (NOx) Emissions from Natural Gas-Fired Furnaces*) and Proposed Amended Rule 1121 (*Reduction of NOx Emissions from Small Natural Gas-Fired Water Heaters*).

***Background:***

One of the functions of the South Coast Air Quality Management District (SCAQMD) is to promulgate rules that assist the region in attaining federal air quality standards. Rule 1111 regulates emissions from residential and commercial furnaces and Rule 1121 regulates the emissions from residential water heaters. The proposed amendments to the rules seek to transition to zero-emission space and water heating appliances, based on future effective dates, when existing appliances need to be replaced.

On January 8, 2025, SCAQMD representative Michael Krause, Assistant Deputy Executive Officer for Planning, Rule Development & Implementation, provided the San Bernardino Council of Governments (SBCOG) Board of Directors (Board) with a presentation on the status of these rules and plans for SCAQMD Board consideration in 2025.

Due to the potential cost increases to homeowners, renters, and businesses associated with implementing Rules 1111 and 1121, the SBCOG Board adopted Resolution No. 25-059 (attached) opposing the proposed rules on January 8, 2025.

SCAQMD representative Michael Krause, Assistant Deputy Executive Officer for Planning, Rule Development & Implementation, will present an update on the proposed rule's changes and status.

***Financial Impact:***

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

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board to provide an update of SCAQMD Proposed Rules 1111 and 1121.

***Responsible Staff:***

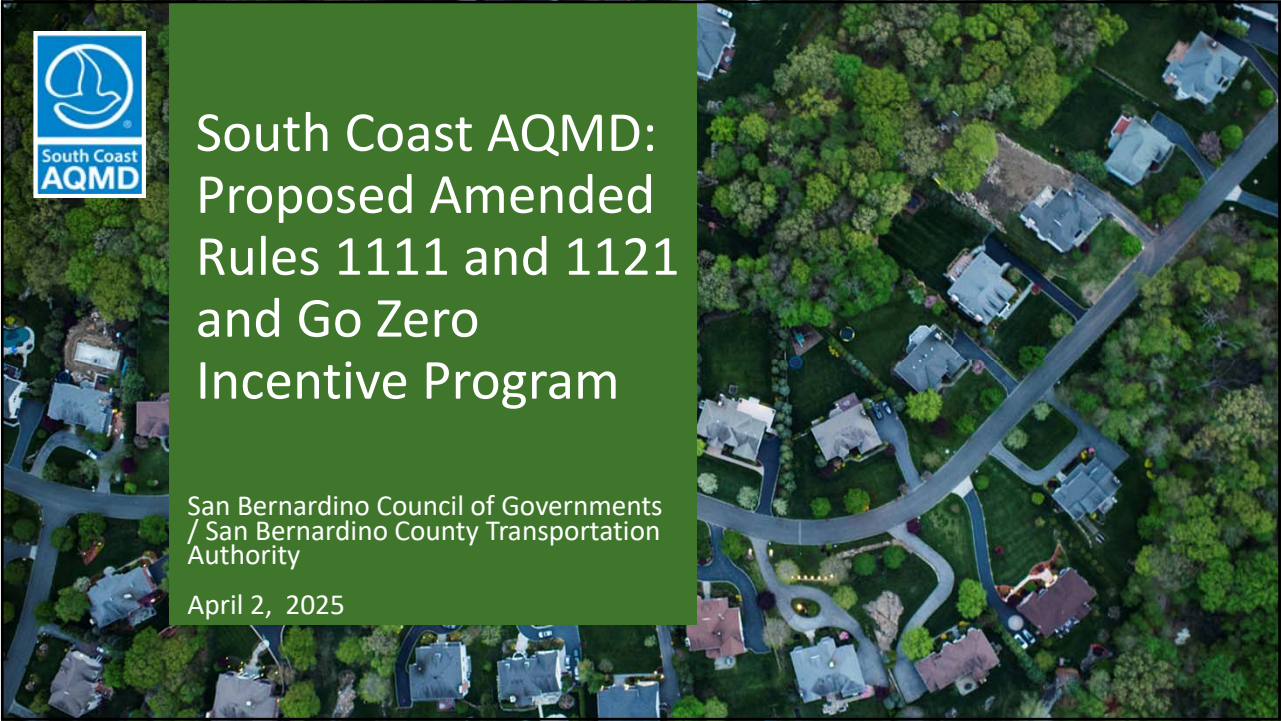
Otis Greer, Director of Legislative and Public Affairs

*Entity: San Bernardino Council of Governments*

Board of Directors Agenda Item  
April 2, 2025  
Page 2

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Approved  
Board of Directors  
Date: April 2, 2025  
Witnessed By:



## Proposed Amended Rules 1111 and 1121



Proposed Amended Rules 1111 and 1121 apply to gas-fired furnaces and water heaters – primarily residences



•Initial proposal required new and replaced furnaces and water heaters to meet a zero-emission limit



Received over 12,000 comment letters



Over 30 presentations to Cities, Councils of Governments, and other organizations



Based on input, made significant revisions to proposed rules

## Key Revision

### Previous Version

- Required all new and replaced units to meet zero-emission standard

### Revised Version

- Removed zero-emission mandate

3

## New Proposed Rule Concept

 Manufacturer Sales Targets	Target Dates	2027-2028	2029-2032	2033-2035	2036 and after
	NOx Emitting Units (e.g. gas)		70%	50%	25%
Zero-NOx Emission Units		30%	50%	75%	90%



Mitigation Fee to Encourage Transition to Zero and Fund Go Zero Incentive Program

4



### Proposed Mitigation Fee

- Mitigation fee for gas units sold within targets
  - \$100 per furnace
  - \$50 per water heater
- Mitigation fee for **increment** of gas units sold over target
  - \$500 for each unit sold over target\*

\* Increase annually to reflect consumer price index

- Lower mitigation fees represents about 1 percent of unit cost
- The \$500 mitigation fee applies only to the increment of units that are sold above the target
- Mitigation fee will be used to fund Go-Zero rebate program

## About Manufacturer Compliance Targets

- Compliance targets are separate for furnaces and water heaters
- Manufacturers can meet compliance targets through sales of units in new and existing homes
- Mitigation fee allows manufacturers to sell gas units above the compliance targets
- Mitigation fee will be assessed at the end of the year, to help deter pass through to homeowner

6



## How the New Rule Concept Addresses Comments

### Affordability, especially for low-income residents

- Individual decision as gas units will still be available

### Lack of consumer choice

- Homeowners will have a choice to purchase gas unit or zero-emission unit

### Concerns about zero-emission technology readiness

- Slower transition to zero-emission allows more technology development

### Concerns about electricity demand and grid sustainability

- Slower transition will slow demand increase and time to meet future demand

7

## Affordability and Choice



- Zero-NOx Emission Manufacturer Alternative Compliance Option allows NOx-emitting appliances to be installed with no incremental cost impact
- If consumer chooses to transition to zero-emission appliances, upfront costs will vary, but based on median costs:

Furnace + AC to Heat Pump

- Equivalent

Furnace Only to Heat Pump

- ~\$8,000 increased costs

Water Heater to Heat Pump

- ~\$2,000 increased costs

- Operational costs for heat pumps estimated to result in lifetime utility savings due to their high efficiency

8

## Need for Proposed Amended Rules 1111 and 1121

- South Coast Air Basin has the worst air quality in the nation for ozone
  - Gas furnaces and water heaters emit NOx emissions
  - NOx emissions contribute to ozone
  - South Coast AQMD is does not meet the National Ambient Air Quality Standards for ozone
  - South Coast AQMD required by law to take all feasible measures to meet air quality standards
- Residential space and water heating has been regulated since 1978
- Proposed rules cover over 10 million units emitting 6.8 tpd of NOx
  - Implementation of proposed rules will reduce 6 tpd of NOx emissions
  - Second largest reductions, next to refinery rule which will achieve 7 to 8 tons per day of NOx

### NOx Emissions from other Sources (2037)

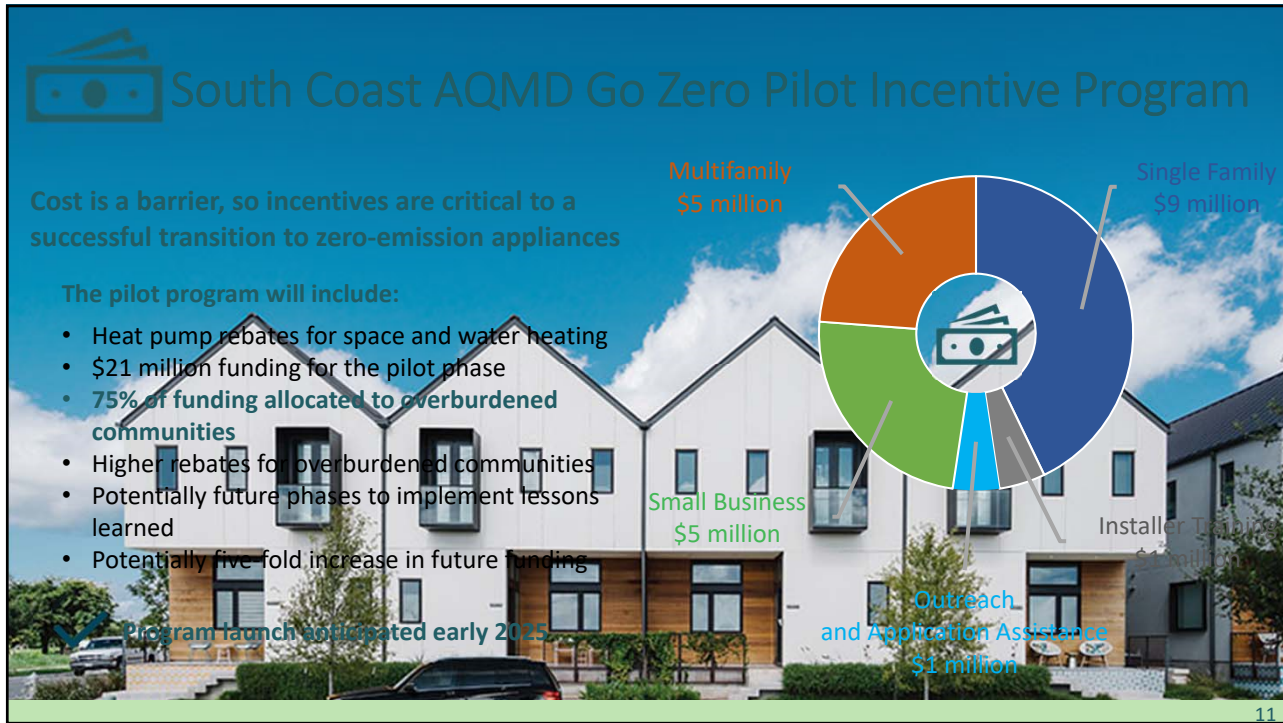
- All utilities: ~2 to 3 tpd
- All refineries: ~4 tpd
- All passenger vehicles: ~7 tpd

## Technology Check-in



Staff can provide rule update/technology check-in

- Manufacturers will submit their first annual report by March 2028
  - Reports will include sales data and progress in meeting rule targets
  - Mitigation fees collected
- Staff could provide update to Governing Board or Committee



**South Coast AQMD Go Zero Pilot Incentive Program**

Cost is a barrier, so incentives are critical to a successful transition to zero-emission appliances

The pilot program will include:

- Heat pump rebates for space and water heating
- \$21 million funding for the pilot phase
- 75% of funding allocated to overburdened communities
- Higher rebates for overburdened communities
- Potentially future phases to implement lessons learned
- Potentially five-fold increase in future funding

Program launch anticipated early 2025

**Funding Breakdown:**

- Multifamily: \$5 million
- Single Family: \$9 million
- Small Business: \$5 million
- Installer Training: \$1 million
- Outreach and Application Assistance: \$1 million

11



**South Coast AQMD Go Zero Pilot Incentive Program**

**Rebate Program Incentives**



Single Family Resident  
Rebate:  
\$1,000 - \$3,000  
per unit\*



Multi-Family Resident  
Rebate:  
\$1,000 - \$4,000  
per unit, up to  
\$300,000 cap\*



Small Business Rebate:  
\$4,000 per unit

\* Higher rebates for overburdened communities

12

Attachment: SBCTA Presentation April 3 2025 South Coast AQMD PARs 1111 1121 - PDF (11473 : Presentation from SCAQMD on Amended

## Next Steps for PAR 1111, PAR 1121, and Go Zero



### Release Draft Documents

- Draft rule language and supporting documents
  - April 1, 2025



### Public Hearing

- May 2, 2025 (subject to change)



### Launch Go Zero Incentive Program

- Spring 2025

## Links and Contact Information

### To receive future updates on rulemaking and incentives via email newsletter:

Subscribe by checking the **Building Appliances** check box located under Rule Updates: <http://www.aqmd.gov/sign-up>

### For more information on current projects:

Please check out the Residential Building Appliance Clearinghouse Webpage:

<https://www.aqmd.gov/home/rules-compliance/residential-and-commercial-building-appliances>



### For questions on building appliances rules and incentives:

Peter Campbell, Air Quality Specialist	Rule 1111	pcampbell@aqmd.gov
Jen Vinh, Air Quality Specialist	Rule 1121	jvinh@aqmd.gov
Emily Yen, Air Quality Specialist	Go Zero, Rule 1146.2	eyen@aqmd.gov
Yanrong Zhu, Program Supervisor	Rules and Incentives	yzhu1@aqmd.gov
Heather Farr, Planning and Rules Manager	Rules and Incentives	hfarr@aqmd.gov
Michael Krause, Assistant Deputy Executive Officer	Rules and Incentives	mkrause@aqmd.gov

**RESOLUTION NO. 25-059**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN BERNARDINO COUNCIL OF GOVERNMENTS (SBCOG) IN OPPOSITION TO SCAQMD RULES 1111 AND 1121.**

**WHEREAS**, The South Coast Air Quality District (SCAQMD) is a regional air pollution control agency representing Los Angeles, Orange, Riverside and San Bernardino counties with responsibility for regulating stationary sources of air pollution;

**WHEREAS**, The SCAQMD is considering two rules that would have a significant impact on up to 17 million South Coast homeowners, renters and businesses: Rule 1111 would regulate air emissions from gas-powered central furnaces; and Rule 1121 would regulate air emissions from residential-type, natural gas-powered water heaters;

**WHEREAS**, Rules 1111 and 1121 would impose high costs to consumers while providing limited measurable air quality benefits for the four-county SCAQMD service area;

**WHEREAS**, The two rules would ban the use of natural gas-powered furnaces and water heaters in new construction, taking effect in 2026. These rules would phase out existing natural gas furnaces and water heaters in existing single-family homes, multi-family housing, and businesses in 2027;

**WHEREAS**, Housing affordability is and will remain a top public policy priority for San Bernardino County for the foreseeable future. Local governments are being pressured to build more housing. Specifically, housing people can afford. Any regulations that increase these costs deserve scrutiny to ensure that the increased costs are met with an equal or more significant amount of benefit to the consumer;

**WHEREAS**, Unlike most SCAQMD rules that regulate large stationary sources of air pollution like oil refineries and warehouses, Rules 1111 and 1121 specifically target individual homeowners, apartment buildings, and businesses large and small, meaning that families and business owners will directly bear the costs of these two rules;

**WHEREAS**, Rules 1111 and 1121 would require retrofitting homes, apartments, and businesses with electrical panel upgrades, extensive new plumbing, and physical renovations to accommodate compliant units.

**WHEREAS**, For apartment owners, the cost to replace natural gas water heaters and furnaces with all-electric units will be passed down to tenants, leading to rent increases and placing additional financial pressure on renters in a region already struggling with housing affordability;

**WHEREAS**, Rules 1111 and 1121 will increase electricity demands. Transitioning to all-electric water heaters and furnaces means an increased demand on an electric grid that has not proven capable of consistently meeting existing demand. Water heaters and furnaces are essential elements in any house, apartment, or business. Millions of new electric water heaters and furnaces would draw power from the grid and raise the risk of power brownouts or outages.



**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of SBCOG:

1. Rules 1111 and 1121 will have a profound impact and impose significant costs on millions of Southern California homeowners, renters and businesses, and
2. SBCOG opposes Proposed Amended Rules 1111 and 1121 and urges the SCAQMD to indefinitely delay or cease consideration of these two anti-consumer regulations immediately.

PASSED AND ADOPTED at a meeting of the San Bernardino Council of Governments held on January 8, 2025.



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Ray Marquez, Board President  
San Bernardino Council of Governments

ATTEST:



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Marleana Roman, Clerk of the Board  
San Bernardino Council of Governments

# ADDITIONAL INFORMATION

**BOARD OF DIRECTORS ATTENDANCE RECORD – 2025**

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

**Communication: Attendance (Additional Information)**

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



**BOARD OF DIRECTORS ATTENDANCE RECORD – 2025**

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

**Communication: Attendance (Additional Information)**

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

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

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

**Acronym List**

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
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 <sup>st</sup> 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

# COMMITTEE MEMBERSHIP

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

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

Communication: Representatives on SCAG Committees (Committee Membership)

**Rules of Appointment**

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

**Terms of Appointment**

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

**Stipend Summary**

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

**Meeting Information**

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

**Policy Committees**

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

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

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

**SBCTA/SBCOG Appointments to External Agencies**

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

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

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors. On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	12/31/26
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$150 payment from Gold Line Authority for participation.	12/31/25 12/31/26
Inland Regional Energy Network (I-REN) Program Executive Committee	Curt Hagman, County Supervisor Art Bishop, Apple Valley Bill Hussey, Grand Terrace	President	The I-REN Executive Committee consists of three representative votes from SANBAG, WRCOG, and CVAG. The committee will meet quarterly and make executive decisions regarding the overall program. On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	12/31/26 12/31/26 12/31/25
Metro Gold Line Foothill Extension Construction Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and/or fourth Thursday of the month at 11:00 a.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/26 12/31/26
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Dutrey, Montclair, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/26 12/31/26

Communication: Appointments to External Agencies (Committee Membership)

**SBCTA/SBCOG Appointments to External Agencies**

Committee	Appointee	Appointing Authority	Purpose	Term
Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC)	Jarrod Manuel, Chino Hills	President	SBCTA is the appointing authority for a City employee from one of the 16 eligible cities, to serve as <i>“a representative of the cities from each county within the south coast district.”</i> On March 5, 2025 the Board delegated the process to occur at CCMTAC and appointing authority to the Board President. The term of this appointment is two-years. The duties of the MSRC-TAC are to assist the MSRC in the development of the work program, pursuant to section 44244(b), to present recommendations for approval to the MSRC, and to perform those additional duties as may be required by the MSRC.	03/31/27
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Daniel Ramos, Adelanto, Primary Vacant, Alternate	Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River. The term of the appointment is for four years for a city representative from San Bernardino County.  Officers leaving elected office after appointment are still eligible to serve. The OWOW meets on the 4 <sup>th</sup> Thursday of every quarter at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA). On April 5, 2023 the SBCOG Board approved one additional SBCOG stipend per month for any day attending to the business of SBCOG, not to exceed \$200 in any month.	12/31/28
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties.  On December 12, 2024 the Transit Committee approved four-year terms going forward. Members receive payment of \$100 per day from SCRRA for participation.	12/31/25 12/31/26 12/31/26 12/31/25
SR 91 Advisory Committee	Ray Marquez, Chino Hills, Ex-Officio Member	Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways.  SBCTA has not authorized payment of stipend for participation.	12/31/26
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	L. Dennis Michael, Rancho Cucamonga	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/26

Communication: Appointments to External Agencies (Committee Membership)



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

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>General Policy Committee</b>                      Membership consists of the following:                      SBCTA President, Vice President, and Immediate Past President                      4 East Valley (3 City, 1 County)*                      4 West Valley (3 City, 1 County)                      4 Mt/Desert (3 City, 1 County)</p> <p>City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea.</p> <p>Policy Committee and Board Study Session Chairs are members of this policy committee.</p> <p>All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives.</p> <p>The SBCTA Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and:</p> <ol style="list-style-type: none"> <li>(1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity;</li> <li>(2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization;</li> <li>(3) Serves as policy review committee for any program area that lacks active policy committee oversight.</li> </ol> <p>The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.</p> <p>(Brown Act)</p>	<p><u>West Valley</u>                      Ray Marquez, Chino Hills (Vice Chair/President)                      John Dutrey, Montclair (TC Chair)                      Alan Wapner, Ontario                      Jesse Armendarez, Supervisor</p> <p><u>East Valley</u>                      Frank Navarro, Colton                      Larry McCallon, Highland                      Helen Tran, San Bernardino (MVSS Chair)                      Joe Baca, Jr., Supervisor</p> <p><u>Mountain/Desert</u>                      Art Bishop, Apple Valley                      Debra Jones, Victorville                      Rick Denison, Yucca Valley (Chair/Vice President)                      Dawn Rowe, Supervisor (Past President)</p> <p>Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.</p>	<p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p>
<p><b>Transit Committee</b>                      Membership consists of 12 SBCTA Board Members:                      10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members.</p> <p>SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board.</p> <p>Other members are appointed by the SBCTA President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service.</p> <p>* SCRRA Primary Member                      ** SCRRA Alternate Member</p> <p>(Brown Act)</p>	<p>John Dutrey, Montclair** (Chair)                      Joe Baca, Jr., Supervisor (Vice Chair)                      Art Bishop, Town of Apple Valley                      Eunice Ulloa, Chino                      Ray Marquez, Chino Hills**                      Frank Navarro, Colton                      Acquanetta Warren, Fontana                      Bill Hussey, Grand Terrace                      Larry McCallon, Highland*                      Alan Wapner, Ontario*                      L. Dennis Michael, Rancho Cucamonga                      Rick Denison, Yucca Valley</p>	<p>Indeterminate (6/30/2025)</p> <p>12/31/2026 (6/30/2025)</p> <p>12/31/2026</p> <p>12/31/2026</p> <p>Indeterminate</p> <p>12/31/2025</p> <p>12/31/2025</p> <p>12/31/2026</p> <p>Indeterminate</p> <p>Indeterminate</p> <p>12/31/2025</p> <p>12/31/2026</p>

Communication: Committee Membership (Committee Membership)



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

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>Mountain/Desert Committee</b> Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> <p>(Brown Act)</p>	<p>Debra Jones, Victorville (Chair) Art Bishop, Apple Valley (Vice Chair) Daniel Ramos, Adelanto Timothy Silva, Barstow Rick Herrick, Big Bear Lake Josh Pullen, Hesperia Janet Jernigan, Needles Daniel Mintz, Sr., Twentynine Palms Rick Denison, Yucca Valley Paul Cook, Supervisor Dawn Rowe, Supervisor</p>	<p>Indeterminate (6/30/2026) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>
<p><b>Legislative Policy Committee</b> Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President.</p> <ul style="list-style-type: none"> <li>- 1 East Valley member</li> <li>- 1 West Valley member</li> <li>- 1 Mountain/Desert member</li> <li>- 1 County member</li> </ul> <p>Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.</p>	<p>Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.</p> <p>Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.</p> <p>(Brown Act)</p>	<p>Ray Marquez, Chino Hills (President) Rick Denison, Yucca Valley (Vice President) Dawn Rowe, Supervisor (Past President) Larry McCallon, Highland Paul Cook, Supervisor Art Bishop, Apple Valley</p>	<p>Indeterminate Indeterminate Indeterminate 12/31/2026 12/31/2026 12/31/2026</p>

<b><u>Policy Committee Meeting Times</u></b>	General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
	Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
	Transit Committee	Second Thursday, 9:00 a.m., SBCTA Office
	Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

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

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p> <p>(Brown Act)</p>	<p>Board of Directors Helen Tran, San Bernardino (Chair) Jesse Armendarez, Supervisor (Vice Chair)</p>	<p>6/30/2025 6/30/2025</p>

**Meeting Time:** Second Thursday, 9:30 a.m., SBCTA Office

Communication: Committee Membership (Committee Membership)

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

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

Communication: Committee Membership (Committee Membership)

**Meeting Dates and Time:** Bi monthly, beginning in January, 2<sup>nd</sup> Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

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

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <ul style="list-style-type: none"> <li>A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.</li> <li>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.</li> <li>C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</li> <li>D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</li> <li>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</li> </ul> <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A)  <i>Vacant</i> (B)                      Alex Artiaga (C)                      Chad Logan (D)                      Patrick Morris (E)                      Ray Marquez, Ex-Officio                      Ray Wolfe, Ex-Officio</p>	<p>10/31/2028                       06/30/2028                      06/30/2028                      03/01/2029</p>

Communication: Committee Membership (Committee Membership)

**SBCTA Ad Hoc Committees**

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

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Council of Governments Ad Hoc Committee</b>                      On May 1, 2024, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To provide guidance on the reviewing and updating the Bylaws and policies relating to SBCOG. At the November 6, 2024 Board meeting, staff was directed to work with the SBCOG Ad Hoc to complete the equity framework. This ad hoc has a term ending June 30, 2025.</p>	<p>Daniel Ramos, Adelanto                      Rick Herrick, Big Bear Lake                      Larry McCallon, Highland                      John Dutrey, Montclair                      L. Dennis Michael, Rancho Cucamonga                      Helen Tran, San Bernardino                      Rick Denison, Yucca Valley                      Joe Baca Jr., Supervisor</p>

<p><b>Housing Trust Ad Hoc Committee</b> On January 4, 2023, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President, for a term ending December 31, 2023. On December 6, 2023, the Board approved a 6-month extension, for a new term ending June 30, 2024. On February 7, 2024, the Board approved a 6-month extension, for a new term ending December 31, 2024. On November 6, 2024, the Board approved an extension for a new term ending December 31, 2025.</p>	<p>To take a broad look into the housing trust and how it interacts with the Council of Governments. This ad hoc has a term ending December 31, 2025.</p>	<p>Daniel Ramos, Adelanto Eunice Ulloa, Chino John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley Curt Hagman, Supervisor</p>
<p><b>Selection of Executive Director Ad Hoc Committee</b> On January 8, 2025 the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President, for a term ending June 30, 2025.</p>	<p>The Ad Hoc Committee for selection of the Executive Director will consider how to proceed and make recommendations to the Board.</p>	<p>Ray Marquez, Chino Hills Frank Navarro, Colton Alan Wapner, Ontario Debra Jones, Victorville Rick Denison, Yucca Valley Dawn Rowe, Supervisor Curt Hagman, Supervisor</p>

**SBCTA Technical Advisory Committees**

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p><b>Transportation Technical Advisory Committee (TTAC)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.</p>	<p>SBCTA’s Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors.  The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.</p>
<p><b>City/County Manager’s Technical Advisory Committee (CCM TAC)</b> The committee is composed of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SBCTA’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG’s member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.  The CCM TAC is a Brown Act Committee.</p>	<p>Meets bimonthly on the first Thursday of the month at 10:00 AM, at SBCTA.</p>
<p><b>Planning and Development Technical Forum (PDTF)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.  The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).</p>

Communication: Committee Membership (Committee Membership)

<b>Project Development Teams</b>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	Varies with the PDT.
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Communication: Committee Membership (Committee Membership)



## 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