

## **Support Material Agenda Item No. 7**

### **Board of Directors Meeting**

**February 5, 2025**

**10:00 AM**

**Location:**

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

### **DISCUSSION ITEMS**

#### **Administrative Matters**

##### **7. SBCTA Measure I Workshop**

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

- A. Receive a presentation regarding the development of a future Measure I ordinance and expenditure plan and provide direction in preparation for public review.
- B. Receive a presentation from Paul Granillo, President of the Inland Empire Economic Partnership, on the private sector's support of renewing Measure I.
- C. Note the dissolution of the Transportation Investment Plan Ad Hoc Committee.

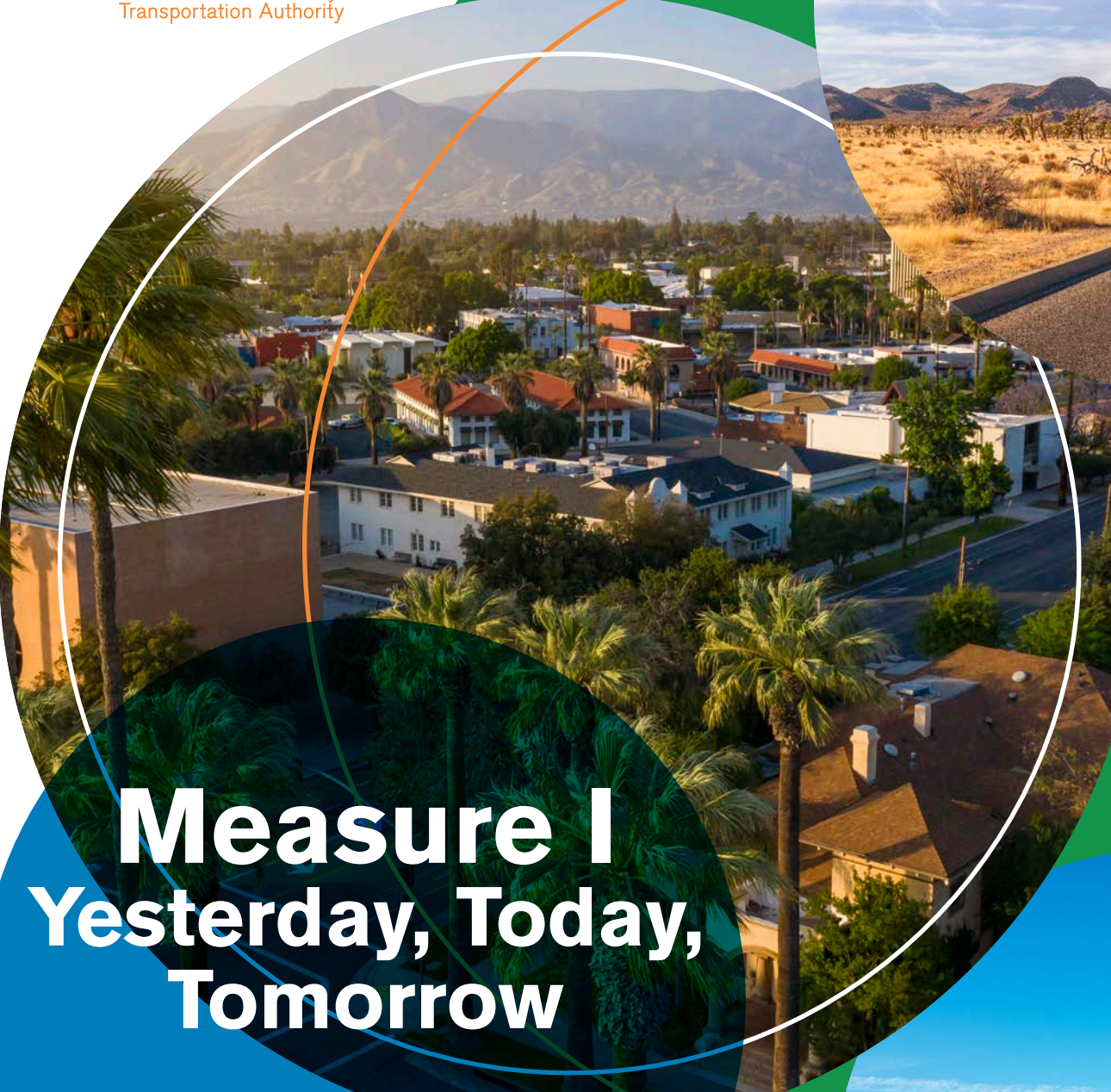
**The following Measure I materials are being distributed separately from the agenda.**

- **Summary of Measure I Yesterday, Today, Tomorrow**
- **Measure "I" Draft Ordinance No. 26-1**



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San Bernardino County  
Transportation Authority



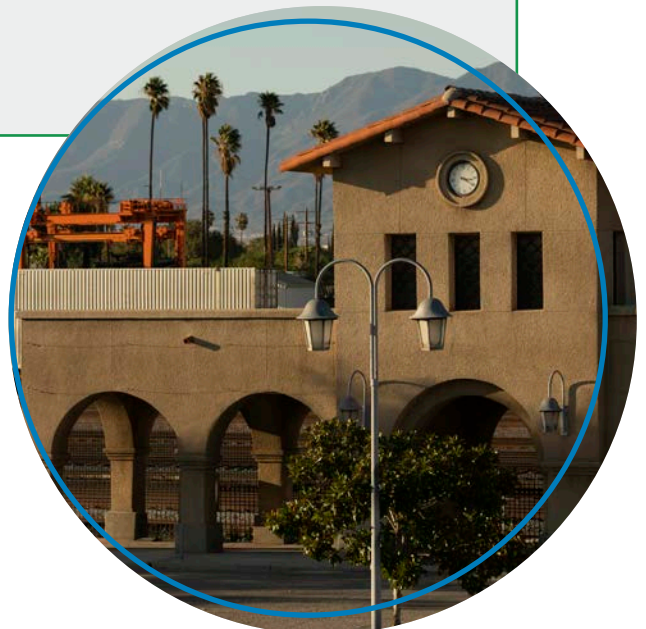
# Measure I Yesterday, Today, Tomorrow

Making the Choice  
for Transportation



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## Overview

### Making the Choice for Transportation

The quality of life in San Bernardino County has long been predicated on the ability to choose what matters to us most. From housing to education, healthcare to recreation, and everything in between, we are afforded a variety of options to help us live the life we have worked hard to achieve. When it comes to transportation, having a choice for how we move is as important as every other aspect of our lives. So whether we walk, ride a bike, take a bus or train, drive a car, or any combination thereof, we still desire a say in how we do it. Fortunately, the choice for transportation is yours.

San Bernardino County is a large and diverse county, both geographically and demographically. It is the largest county by land area in the United States, and at 20,000 square miles, it is as large as the five nearest counties combined. San Bernardino County's combination of geographic location and well-connected network of freeways, arterials, freight rail lines, airports, and transit routes has provided it with many economic opportunities now and in the future. However, these opportunities must be managed well, and transportation challenges must be addressed if the county continues to benefit from its strategic locational advantages.

The San Bernardino County Transportation Authority (SBCTA), formerly known as the San Bernardino Associated Governments (SANBAG), is responsible for the regional planning and delivery of an efficient countywide multimodal transportation system. SBCTA's vision for the future includes using all means of transportation for people and goods moving throughout the county. We envision an increasingly connected system recognizing the county's role as a regional player in a large Southern California economy.



# MEASURE I

## Measure I

Funding for transportation infrastructure comes from many sources. The most significant is Measure I, the countywide half-cent sales tax approved by the voters in 1989 and renewed by the voters in 2004 through 2040. Measure I is a critical funding source for leveraging state and federal funds for transportation projects and has been the driving force behind the resources used to keep people and goods moving through the county. Since 2010, SBCTA has leveraged approximately \$2.7 billion in federal and state funds with a mere \$652 million in Measure I investment and has led to the creation of more than 31,000 jobs.

The resources derived from Measure I are managed by the SBCTA Board, composed of elected representatives from the county's 24 cities and 5 Supervisorial Districts, who set the vision and direct staff in completing essential transportation projects.

Measure I is dedicated to transportation planning, design, construction, operation, and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards to ensure that Measure I funding is used following the specified voter-approved transportation project improvements and programs. These safeguards include:

- An Independent Taxpayer Oversight Committee to provide for citizen review to ensure that all Measure I funds are appropriately spent.
- Only one percent (1%) of Measure I can be used for administrative overhead.
- New transportation funds will not supplant existing general revenue spending on streets and roads.
- Private developments will be required to contribute a fair share toward the transportation improvements around their projects.
- Measure I funds are regionally allocated based on a “return to source” model.

## Building Upon Success

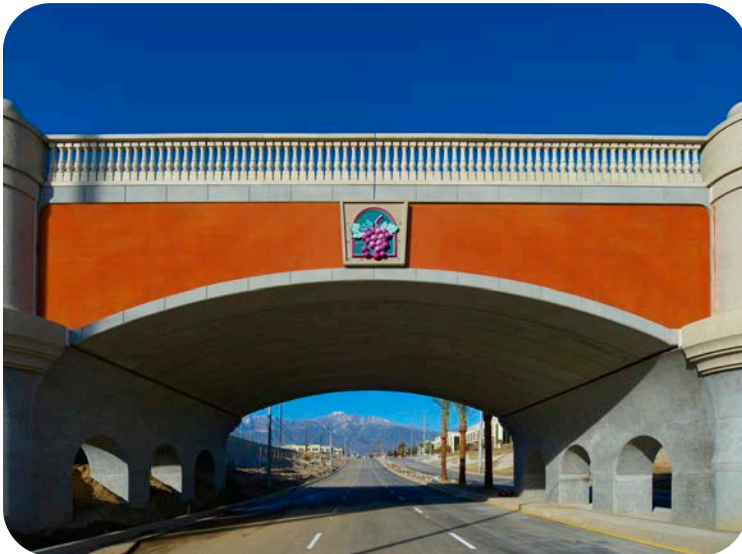
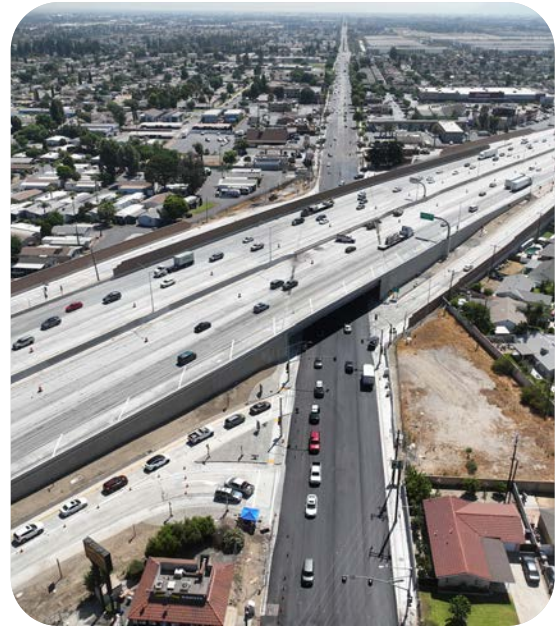
Much of the success of Measure I can be attributed to the continued focus on congestion relief and safety, but with greater emphasis on fixing localized problems, such as freeway interchanges and arterial streets. The list of accomplishments during the initial Measure is extensive and includes initiation of Metrolink commuter rail service, construction of the State Route (SR) 71 and SR 210 freeways; widening of Interstate (I)-10, SR 60, and I-215, the widening and maintenance of various arterial roadways and local streets throughout San Bernardino County. The following is a list of the regional Measure I project accomplishments.



## Project Accomplishments:

### Freeways

- I-10 Eastbound Truck Climbing Lane in Yucaipa
- I-10 Express Lanes – Montclair, Ontario, Rancho Cucamonga
- I-10 Express Lanes Contract 2
- I-10 High Occupancy Vehicle (HOV) Lanes
- I-15 Express Lanes – SR-60 to Foothill Blvd.
- SR 60 Widening/HOV Lanes
- SR 62 Safety Improvements - location
- SR 71 Realignment – Chino and Chino Hills
- SR 210 – San Bernardino, Rialto, Fontana, Rancho Cucamonga and Upland
- SR 210 Widening – San Bernardino, Highland, and Redlands
- I-215 Bi-County HOV
- I-215 Widening San Bernardino
- US 395 Widening – SR-18 to Chamberlaine Way
- US 395 Widening – I-15 to SR-18



### Rail/Highway Grade Separations

- Glen Helen Parkway Grade Separation
- Hunts Lane Grade Separation
- Laurel Street Grade Separation
- Lenwood Road Grade Separation
- Monte Vista Grade Separation
- North Milliken Ave. Grade Separation
- North Vineyard Grade Separation
- Palm Ave. Grade Separation
- South Milliken Grade Separation
- State Street Grade Separation
- Haven Ave. Grade Separation
- Milliken Ave. Grade Separation
- Mt. Vernon Viaduct



# MEASURE I ACCOMPLISHMENTS

## Project Accomplishments:

### Interchanges

- I-10/Alabama Interchange
- I-10/Cedar Ave. Interchange
- I-10/Cherry Ave. Interchange
- I-10/Citrus Ave. Interchange
- I-10/Euclid Interchange
- I-10/Fourth Street Bridge UC
- I-10/Live Oak Canyon
- I-10/Monte Vista Interchange
- I-10/Mt. Vernon Interchange
- I-10/Pepper Ave. Interchange
- I-10/Riverside Ave. Interchange Phase 1
- I-10/Tippecanoe Interchange
- I-10/University Interchange
- I-10/Vineyard Interchange
- I-15/Baseline Ave. Interchange
- I-15/Duncan Canyon Road
- I-15/Sierra Ave. Signals
- I-15/ Rancho Road
- I-15/La Mesa-Nisqualli
- I-40 Connector (Needles)
- SR 60/Archibald Interchange
- SR 60/Central Ave. Interchange
- SR 60/Euclid Westbound Off Ramp
- SR 210/Baseline Interchange
- SR 210/Waterman Ave. Interchange
- I-215/Barton Road Interchange
- I-215/Mt. Vernon/Washington
- I-215/University Parkway Interchange
- La Mesa/Nisqualli Interchange



# MEASURE I ACCOMPLISHMENTS

## Local Street Projects

- Apple Valley Road
- Apple Valley Road Bridge
- Baker Blvd. Bridge Replacement
- Bear Valley Bridge
- Bear Valley Overhead
- Bear Valley Road
- Central Road Widening
- Dale Evans Parkway
- El Mirage Road
- Irwin Road Rehabilitation
- Johnson Road Widening
- La Cadena Drive
- Lake Gregory Drive Improvements
- Lenwood Road Bridge Widening
- Main Street Interchange (Hesperia)
- Main Street Widening
- Mariposa Road Widening
- Navajo Road Widening
- North 1st Ave. Bridge – BNSF
- North 1st Ave. Bridge – Mojave
- Phelan Road Widening
- Ranchoero/Econdidio Signal
- Ranchoero Road Corridor
- Rimrock Road Rehabilitation
- Rock Springs Bridge
- SR 62 Apache to Palm
- SR 62 Dumosa Signal
- SR 62 Encelia Signal
- SR 62 Encelia to Larrea
- SR 62 Lear Signal
- SR 62 Rotary Signal
- Stoddard Wells Road
- Valley Signal Synchronization
- Village L Project
- Yucca Loma Corridor



## Local Priorities

As part of Measure I's return-to-source model, funds are distributed to San Bernardino County cities via a formula for local priorities, such as sidewalks, potholes, bike lanes, or general road maintenance. In Fiscal Year 2025 more than \$65 million was allocated for use by local jurisdictions.



# MEASURE I ACCOMPLISHMENTS

## Transit Projects:

Measure I's investments in transit services demonstrate SBCTA's commitment to improving transit and passenger rail services available for San Bernardino County residents. The collaboration and partnership with state, federal, and private stakeholders have produced innovative projects that are being developed and delivered here in San Bernardino County.



### “Arrow” Passenger Rail from Redlands to San Bernardino

The Redlands Passenger Rail Project is an innovative nine-mile, 5-station regional rail project that provides additional transportation choices through the introduction of a new rail service known as Arrow. This system uses self-powered, low-emission trainsets that began service in 2022.

### Zero Emission Multiple Unit (ZEMU)

North America's first federally compliant self-powered, zero-emission passenger train arrived in San Bernardino County on June 20, 2024 and is scheduled to begin operating in the summer of 2025. The train's arrival at the San Bernardino Depot Train Station marks a significant milestone on its incredible journey from concept to reality. The passenger train uses hybrid hydrogen and battery technology to propel it and power onboard electrical systems. Water vapor is the only emission generated from the propulsion system, making this a clean transit alternative.



### Upgrades in Metrolink Service

Metrolink is evaluating scenarios to add significant train service on the Metrolink San Bernardino Line (SBL), as part of a regional expansion plan. This would facilitate improved access to ONT and allow cities along the line in the San Bernardino and San Gabriel Valleys to better encourage transit-oriented development. This is an investment in the future of all these cities. This increase in Metrolink service could then match the frequencies of Arrow service from downtown San Bernardino to Redlands.

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### Additional Transit Improvements

- Downtown San Bernardino Transit Center
- Arrow Maintenance Facility (Arrow)
- Eastern Maintenance Facility (Metrolink)
- E Street Bus Rapid Transit

# MEASURE I ACCOMPLISHMENTS

## West Valley Connector Bus Rapid Transit (BRT)

The 19-mile Zero-Emission bus service will connect four cities (Pomona, Montclair, Ontario, and Rancho Cucamonga), Ontario International Airport (ONT), and two different Metrolink lines (Riverside and San Bernardino lines), with partially dedicated lanes for BRT on Holt Blvd. in Ontario (service scheduled to begin fall 2026).

## Brightline West from Rancho Cucamonga to Las Vegas

A 100% privately-funded zero-emission high speed train service to and from Las Vegas is proceeding toward implementation. Brightline West (which currently runs passenger rail service between Fort Lauderdale and Miami) is planning to fund this multi-billion dollar project to initiate service between the Victor Valley and Las Vegas, and in collaboration with Caltrans and SBCTA will extend the line down the Cajon Pass to the Metrolink station in Rancho Cucamonga. This will reduce congestion on I-15 and open up a new opportunity for zero-emission transit travel to/from the LA Basin from/to Las Vegas (service scheduled to begin fall 2028).

SBCTA will build on this success to continue meeting the transportation needs of residents, businesses, and stakeholders into the future.



## Active Transportation

- Points of Interest Pedestrian Plan
- Comprehensive Pedestrian Sidewalk Connectivity Plan – Phases I and II
- Safe Routes to School – Phases I through IV (currently in progress)
- Highland/Redlands Regional Connector
- Metrolink Accessibility Project – Phases I and II
- Construction of the Pacific Electric Trail
- Regional Early Action Planning Complete Streets Projects
- Active Transportation Improvements around Arrowhead Grove Affordable Housing Project
- Transportation Improvements with Affordable Housing and Sustainable Communities



# Moving into the Future... with Measure I





Innovation and technology continue to evolve at lightning speed, and SBCTA appreciates that it needs to keep pace to maximize the value of public investment. But technology is not the only factor in our need to be creative with future planning efforts. State and federal policies on transportation continue to change as well, and not always in a way that aligns with the lifestyle we've created in our county. An expenditure plan for future transportation funding has to remain effective while the pendulum of politics swings back and forth.

So, what does that look like for the choice of transportation? Essentially, it is a plan built upon three primary pillars of responsibility: Local Mobility, Regional Mobility, and Operations.

## LOCAL MOBILITY

Local priorities focused on local roadways, bikeways, and sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Local Street Widening, Railroad Quiet Zones (minimizing the use of train horns), Local Active Transportation Projects (i.e., bicycle and pedestrian projects), and Safe Routes to Schools.

## REGIONAL MOBILITY

Regional priorities focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Expanding the Managed Lane Network, Bus Rapid Transit Projects, Freeway Interchanges, Double-Tracking Rail Lines, Signal Synchronization, and Innovative Mobility Solutions.

## OPERATIONS

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including expanding Vanpool Services, enhancing Omnitrans services, increasing frequency on the Metrolink San Bernardino Line, and implementing new communication technologies.



## A Multimodal Approach

### Congestion Relief and Economic Competitiveness

Although the statewide emphasis has shifted to sustainability, the need for congestion relief cannot be ignored. We live in a globally competitive environment where the speed and cost of doing business still matter greatly. It is essential that San Bernardino County maintain the transportation advantages that we currently enjoy with our robust freeway and interchange network to support the logistics industry. About one-third of our jobs are now related to logistics in one way or another, and logistics hubs will continue to play a significant role in bringing business, employment, and tax revenue to our county. A robust economy is needed to make progress on multiple fronts: sustainability, air quality, health, equity, and quality of life issues among them. Because several major highway facilities are also nationally significant freight corridors (e.g., I-10, I-15, and SR 60) with significant existing freight bottlenecks, state and federal funding participation is critical.

### Importance of Funding for Transit Operations

Most of the new state funding from Senate Bill 1 is focused on constructing transit projects but not on the cost of operating and maintaining them once they are built. While great strides are being made in building the transit network, we do not want to build systems that we cannot also operate. Providing safe and efficient transit services that are sufficiently funded into the future is critical.

### System Preservation and Operations

Tens of billions of dollars in street and highway infrastructure investment must be preserved.. Caltrans and our local jurisdictions own and operate our freeways, highways, streets, and roads. SBCTA seeks to address the challenges of any aging infrastructure by investing in a capital improvement strategy that enhances the system they maintain and operate.

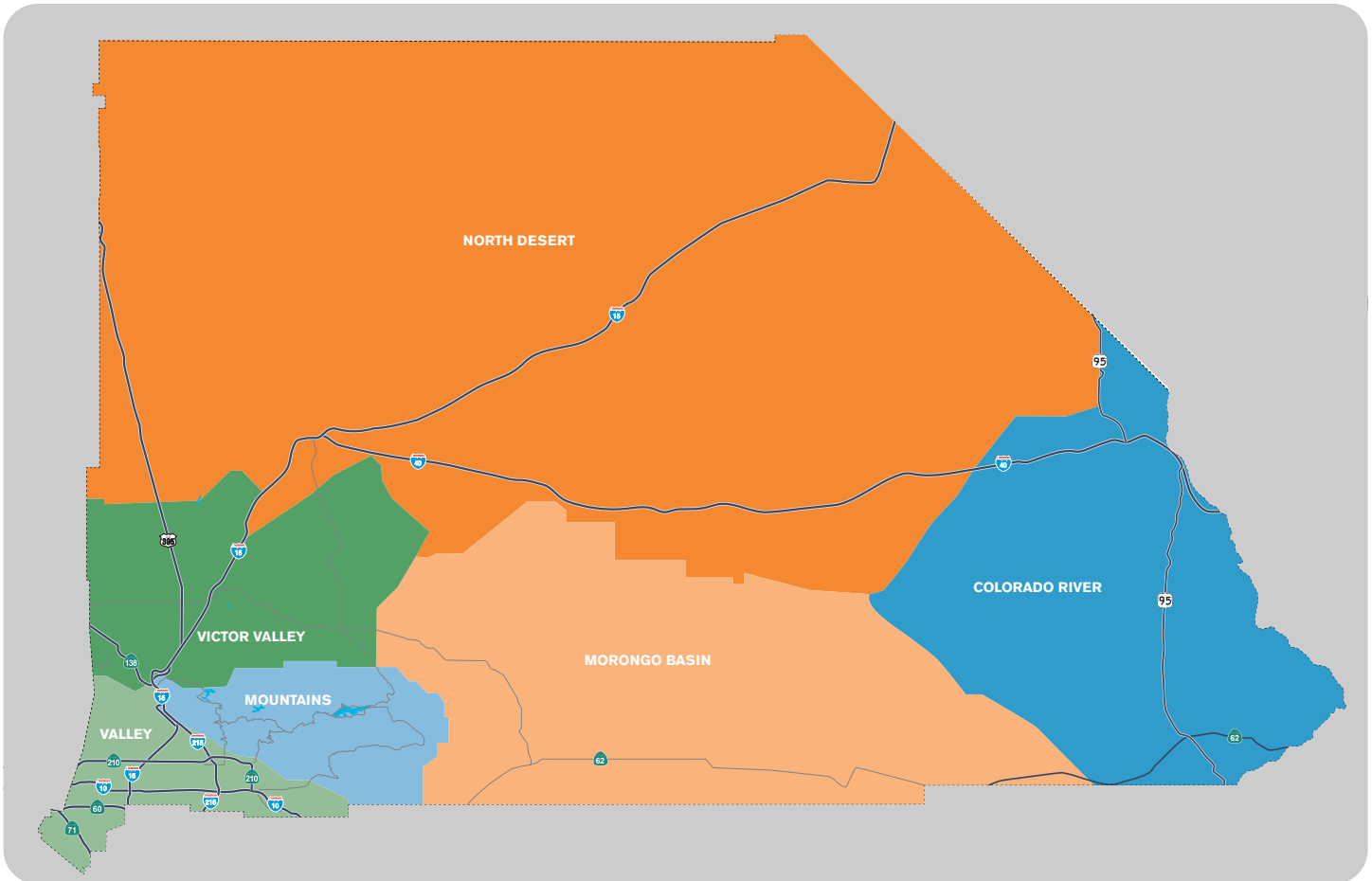
### Encourage Transit-oriented Development (TOD)

SBCTA works with local agencies and the private sector to encourage transit-oriented development in transit station areas and incentivize TOD development where practical, in partnership with local governments.

### Goals of SBCTA's Transportation Plan

- Focus on the transportation customer by building a multimodal network for San Bernardino County
- Promote economic competitiveness through effective planning and delivery of transportation projects
- Promote stewardship of the public resources entrusted to SBCTA
- Collaborate with local, regional, state and federal agencies to establish effective funding streams for projects and operations
- Evaluate and assess the effectiveness of programs to appropriately resource transportation improvements
- Invest in technology to optimize mobility and transportation choices for San Bernardino County

# SAN BERNARDINO COUNTY REGIONS



## Regions

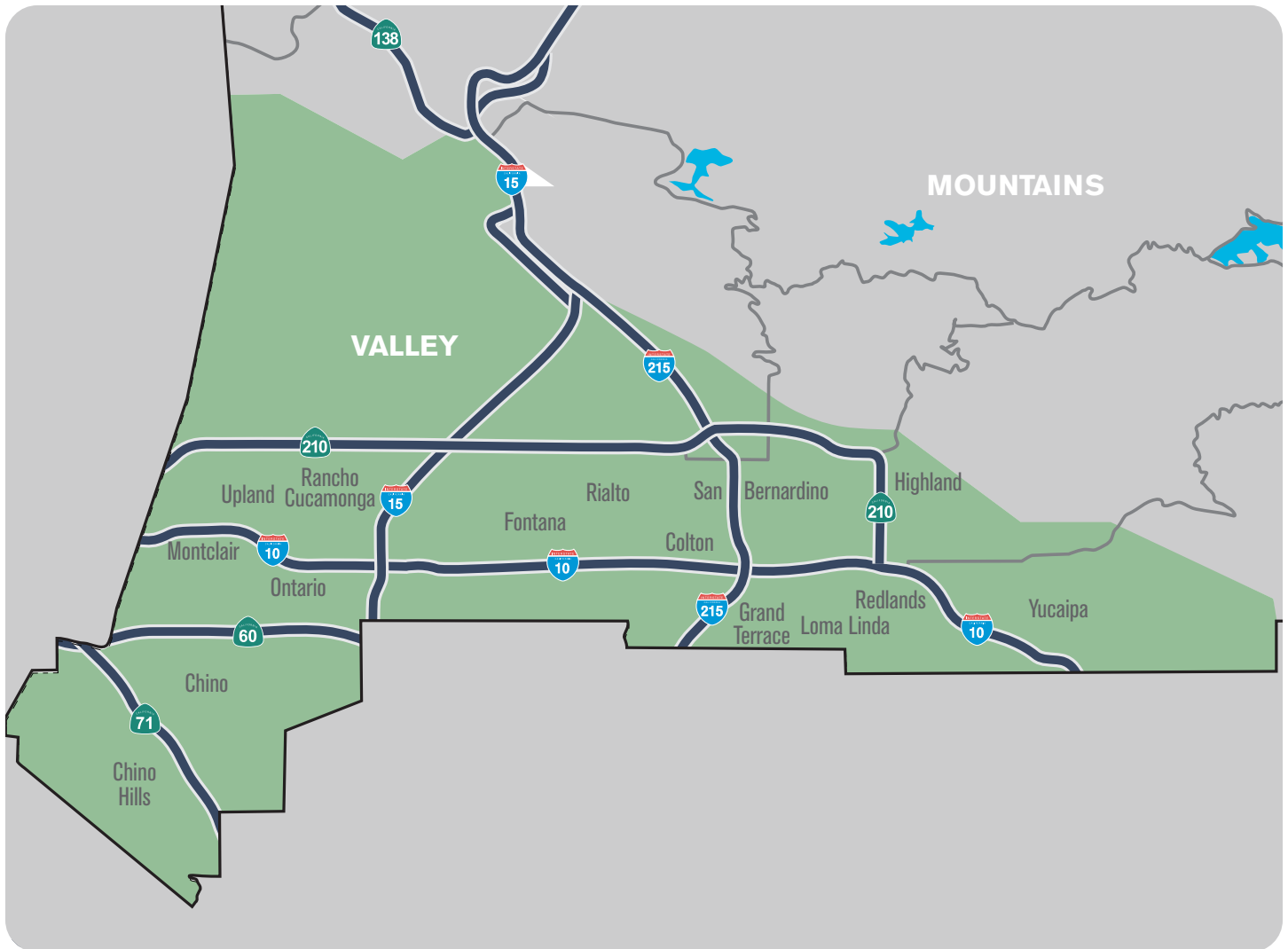
**San Bernardino Valley Area** includes the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, as well as unincorporated areas in the east and west portions of the San Bernardino Valley urbanized area.

**Mountain-Desert Subareas** — include the following:

- The North Desert Subarea includes the City of Barstow and surrounding unincorporated areas.
- The Colorado River Subarea includes the City of Needles and the surrounding unincorporated areas of the East Desert.
- The Morongo Basin Subarea includes the City of Twentynine Palms, the Town of Yucca Valley, and surrounding unincorporated areas.
- The Mountains Subarea includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains.
- The Victor Valley Subarea includes the cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas, including Wrightwood.

**Cajon Pass** — Cajon Pass serves as the primary transportation corridor connecting the two urbanized areas within San Bernardino County.



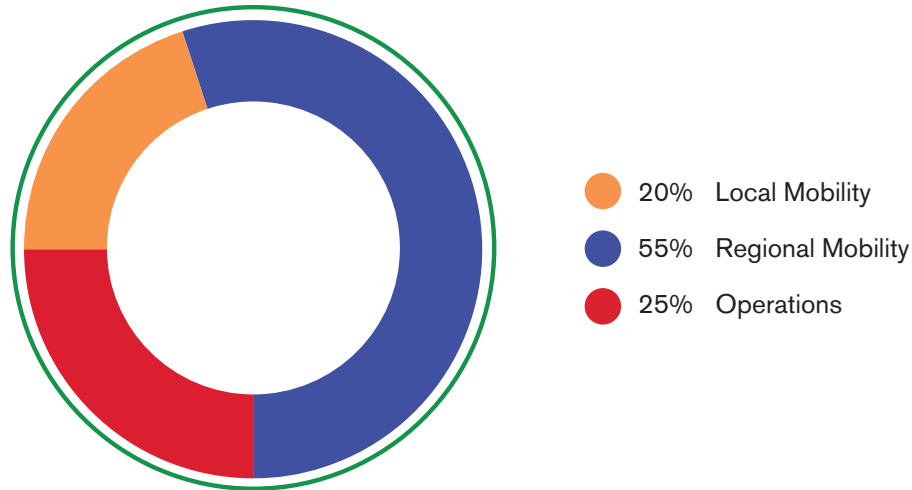


### Measure I Investment Needs—San Bernardino Valley



The San Bernardino Valley is the most populated region in San Bernardino County. Continued growth and success rely heavily on a well-connected network that provides safe and efficient movement of all modes. The new Measure I expenditure plan will provide the flexibility needed to support local, regional, and operational priorities.

## Distribution of Measure I Revenue for the San Bernardino Valley Area



### Local Mobility 20%

Local priorities will focus on roadways, bikeways, sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Street Widening, Railroad Quiet Zones, Local Active Transportation Projects, and Safe Routes to Schools.

### Regional Mobility 55%

Regional priorities will focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Highway Improvements, Expanding the Managed Lane Network, Bus and Rail Capital Projects, BRT Projects, Freeway Interchanges, Double-Tracking Rail Lines, Signal Synchronization, Active Transportation, and Innovative Mobility Solutions.

### Operations 25%

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including Expanding Vanpool Services, Optimizing Omnitrans Services, Increasing Frequency on the Metrolink SB Line, and Implementing New Communication Technologies.

### Regional Priorities within the San Bernardino Valley Area

- SR 60 LA County Line to Milliken Ave. - Freeway Improvements (auxiliary lane program)
- SR 210 from County Line to 215 - Freeway Improvements
- I-15 Express Lanes from Duncan Canyon Road to I-215
- I-15 Express Lanes Contract 2 (Foothill Blvd. to Duncan Canyon Road)
- I-10 Express Lanes Contract 3A (Pepper Ave. to Ford Street)
- I-10 Express Lanes Contract 3B (I-15 to California Ave.)
- I-10/I-15 Express Lane Connectors
- Gold Line Extension from Pomona to Montclair
- I-15 from Riverside County Line to I-215 - Smart Corridor
- Quiet Zones (minimizing the use of train horns)
- ONT Connector - transit connection between the Rancho Cucamonga Metrolink Station and ONT terminals
- Increase Metrolink San Bernardino Line to 30 minute frequency
- Rapid Bus/BRT Projects

### City Project Priorities within the San Bernardino Valley Area

#### Chino

- Pine Ave. connector to SR 71
- Euclid Ave. bridge south of Pine Ave.
- Mountain and Euclid Ave. at SR 60 Interchanges
- SR 71 & Ramona Ave. Interchange
- Construction of a northbound SR 71 ramp to eastbound SR 60

#### Chino Hills

- Widening of SR 71 from SR 60 to SR 91 freeways
- Implementation of projects identified in the City's Local Roadway Safety Plan
- Extension of Peyton Ave. from Woodview Road to Soquel Canyon Parkway
- Flashing beacons at all uncontrolled crosswalks citywide
- Expansion of bike lanes with green-colored pavement markings
- Development of a Traffic Signal Synchronization Program to improve traffic and pedestrian mobility throughout the City

#### Colton

- I-10/Rancho Ave. Interchange Improvement, including Valley Blvd. Intersection
- Valley Blvd./BNSF Track Grade Separation Project
- Fogg Street Underpass Grade Separation Improvement Project
- Reche Canyon Road Traffic Improvement
- Truck/Freight Corridor Project
- Agua Mansa Road Improvements from Rancho Ave. to Riverside Ave.
- Fairway Drive Improvements from Mt. Vernon Ave. to I-215 Freeway
- Widening of Mt. Vernon Ave. Bridge over Santa Ana River







## Fontana

- Foothill Blvd. (Hemlock Ave. to Almeria Ave.) Street Improvement Project (Malaga Bridge)
- Victoria Street and Cherry Ave. Improvements
- Cypress Storm Drain
- Citrus Ave. Widening at SR 210 Project

## Grand Terrace

- Truck traffic on Barton Road
- Truck traffic on Mt Vernon Ave. slope
- Commerce Way extension

## Highland

- SR 210/5th Street Interchange
- SR 210/Victoria Street Interchange
- Highland/Redlands Regional Connector on Orange Street
- Base Line Bridge over City Creek
- Highland/San Bernardino 5th Street Corridor Improvements

## Loma Linda

- A multi-modal transportation project along the Barton Road corridor
- A major widening of I-10 Freeway and Mountain View Ave. interchange

## Montclair

- Central Ave. Bridge Widening at Union Pacific Railroad Tracks
- Monte Vista Ave. Street Widening – Holt Blvd. to I-10 Freeway
- Holt and Mission Blvd. Improvements
- Central Ave. and Monte Vista Ave. Improvements
- San Antonio Channel Corridor Improvements from Pacific Electric Trail to Holt Blvd.

## Ontario

- I-10/Grove Ave. Interchange
- SR 60/Euclid Ave. Interchange
- Multimodal Transportation Center
- Grove Ave. Corridor Widening Truck Traffic Improvements

## Rancho Cucamonga

- Automated Traffic Management System
- Etiwanda Ave. Grade Separation
- Quiet Zone Improvements
- Milliken Ave. Widening (Foothill to 4th)
- SR 210 Freeway Improvements

### Redlands

- Intersection Improvements Project at University Street & Colton Ave.
- Traffic Signal Synchronization - Traffic Signal Timing Update at all City's Traffic Signals (75)
- Signalized Intersection Safety Improvements – Traffic Signal Modifications
- Orange Street Widening Project from Pioneer Ave. to North City limit
- Traffic Signal Installation Project at Dearborn Ave. & Colton Ave.
- Traffic Signal Installation Project at Wabash Ave. & Colton Ave.

### Rialto

- I-10/Riverside Ave. Phase 2 completion
- Rialto Double Track/Underpass Project completion at Metrolink station
- Complete streets/multimodal access throughout downtown

### San Bernardino

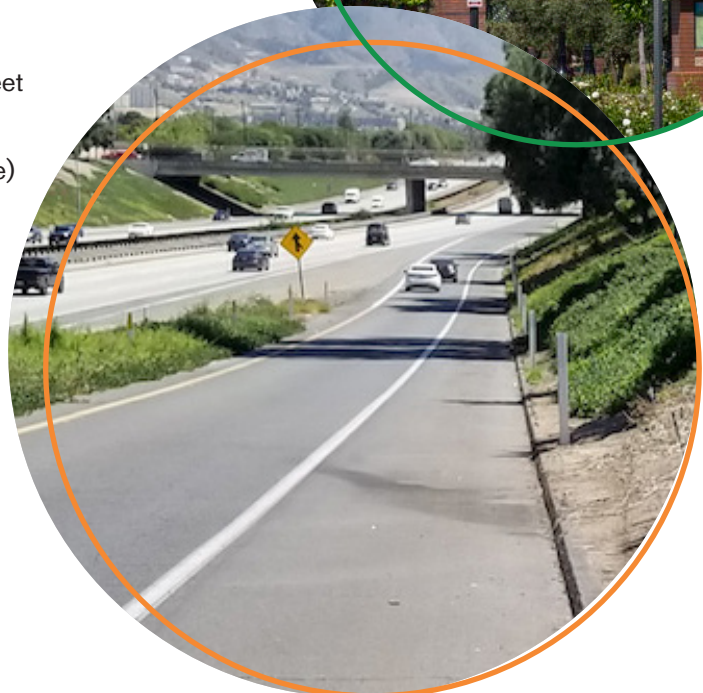
- I-215/Palm Ave. - Interchange Reconstruction
- I-215/Campus Parkway - New Interchange
- I-210/Del Rosa Ave. - Operational Improvements
- I-215 from University Parkway to I-15 – Freeway Improvements
- H Street Widening from Kendall Drive to 40th Street
- Citywide Pavement Management Program
- SR 210 at Waterman Ave. Lane Addition (at bridge)
- 35th Street Segment Rehab

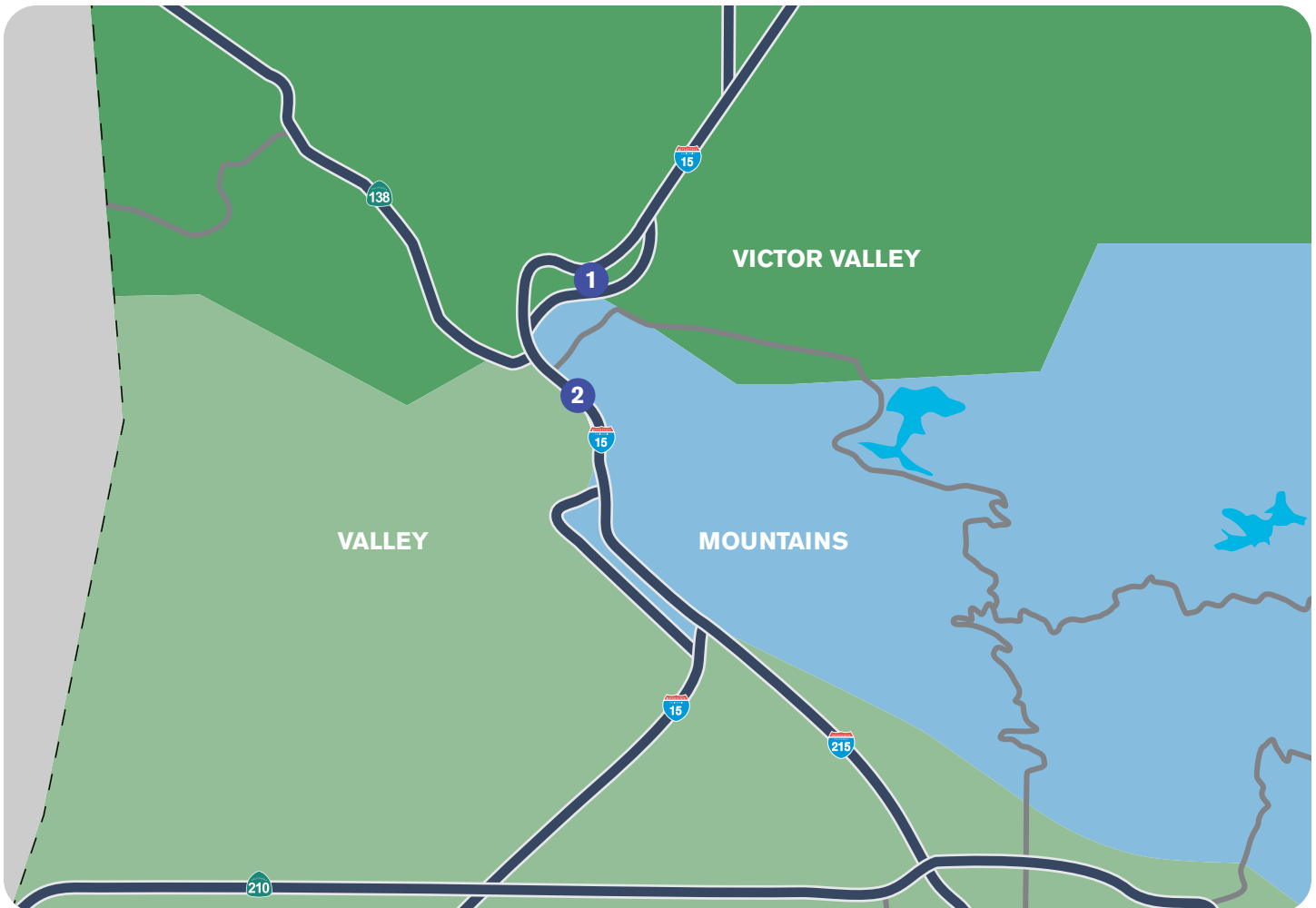
### Upland

- Paving local streets - Foothill Blvd., Euclid Ave., Campus Ave.
- Eastbound SR 210 Underpass Improvements prior to Euclid Ave.

### Yucaipa

- Wildwood Canyon Road Interchange
- I-10 Corridor Improvements





## Measure I Investment Needs— Cajon Pass



### Cajon Pass

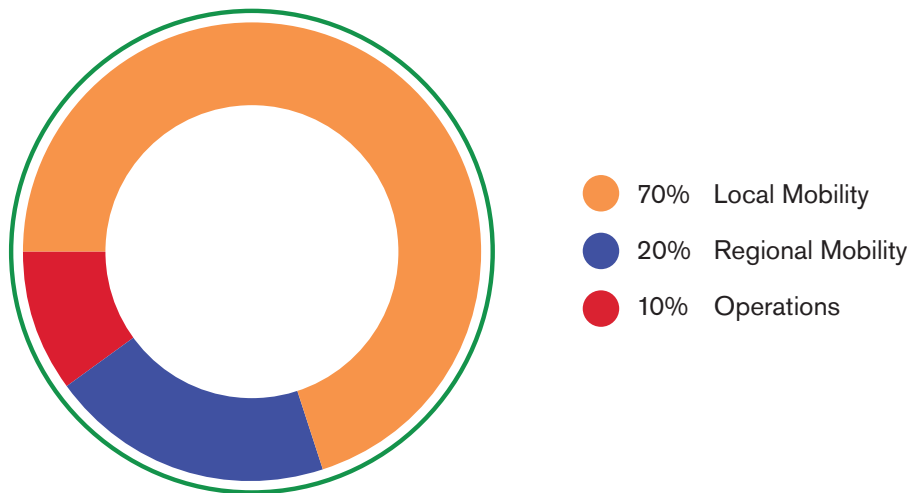
Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of I-15 widening through Cajon Pass and truck lane development. Cajon Pass serves as the primary transportation corridor connecting the two urbanized areas within San Bernardino County and requires the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan include:

- 1 I-15 from I-215 to Oak Hill Road (Cajon Pass Express Lanes)
- 2 I-15 north of Kenwood to SR 138 - Truck Climbing Lane



The Mountain/Desert Area represents the largest geographic region of the county, which continues to attract residents, businesses, and tourism. The new Measure I Expenditure Plan will provide the various sub-areas with a proportional share of projected state and federal transportation funds, which shall be reserved for use solely within the Mountain/Desert subareas. The SBCTA Mountain/Desert Committee shall remain in effect and provide oversight to implementing the Mountain/Desert Expenditure Plan.

### Distribution of Measure I Revenue for the Mountain/Desert Area



#### Local Mobility 70%

Local priorities focused on local roadways, bikeways, and sidewalk construction, as well as repair and maintenance for improved localized movement. Each city or town determines investments based on its priorities, which include projects such as Local Street Paving, Pothole Repair, Local Street Widening, Local Active Transportation Projects (i.e., bicycle and pedestrian projects), and Safe Routes to Schools.

#### Regional Mobility 20%

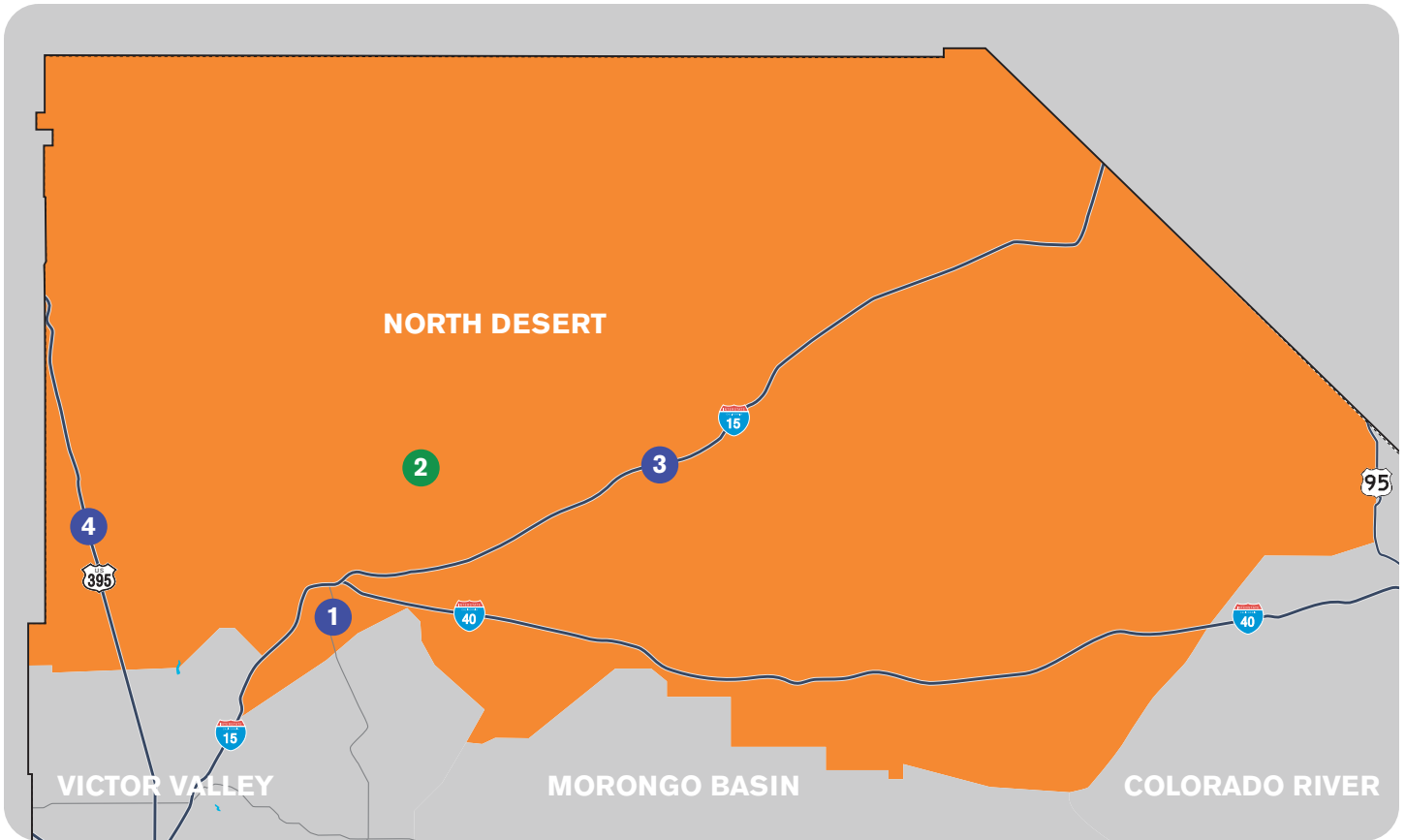
Regional priorities will focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement. The SBCTA Board of Directors determines investments in regional mobility, which include projects such as Highway Improvements, Expanding the Managed Lane Network, Bus and Rail Capital Projects, Freeway Interchanges, Signal Synchronization, Active Transportation, and Innovative Mobility Solutions.

#### Operations 10%

Resources the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions. The SBCTA Board of Directors determines operational investments, including Expanding Vanpool Services, enhancing transit services, Increasing Frequency on Metrolink SB Line, and Implementing New Communication Technologies.

#### City Project Priorities within the Mountain/Desert Area

The city priorities within this area are listed in more detail in the following pages, based on subarea.

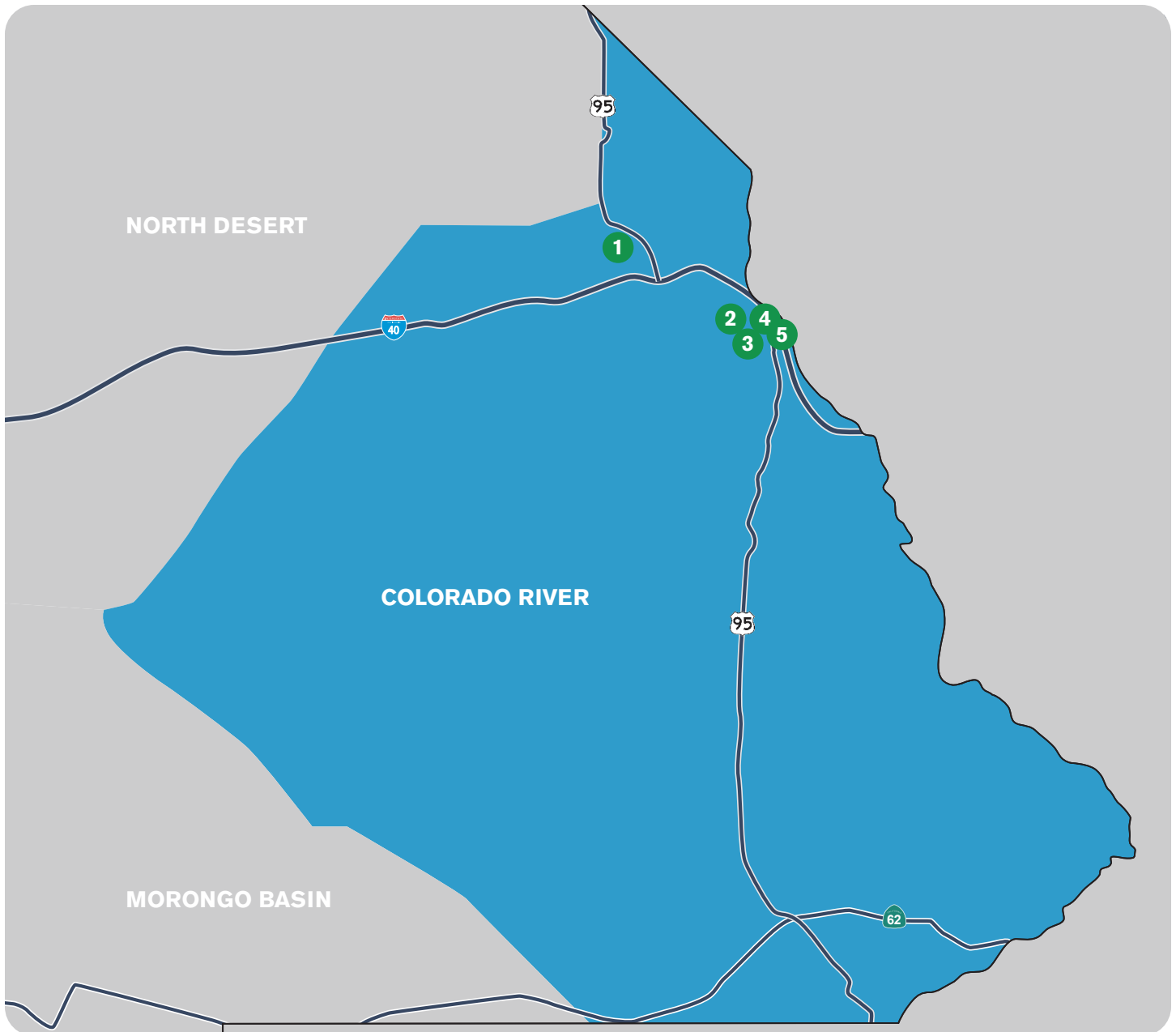


## Measure I Investment Needs—North Desert



### City Project Priorities within the North Desert Subarea

- 1 SR 247 (I-15 Bypass)
- 2 Fort Irwin Road Improvements
- 3 I-15 Improvements
- 4 US-395 Improvements
- 5 I-15 @ Delores Interchange



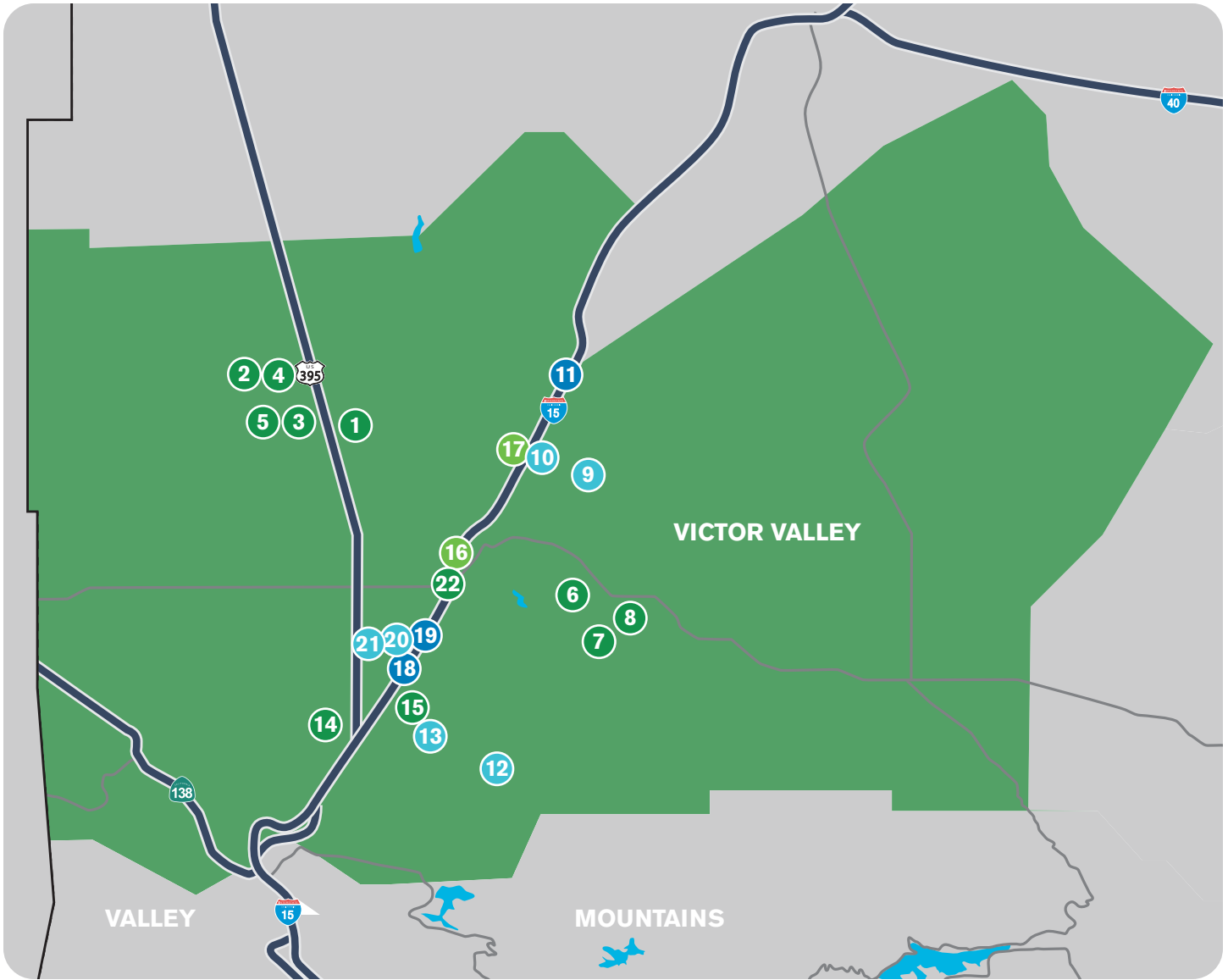
### Measure I Investment Needs— Colorado River



#### City Project Priorities within the Colorado River Subarea Needs

- 1 River Road/River Street Rehabilitation
- 2 Street Improvements
- 3 City Sidewalk/ADA Improvements
- 4 J Street Improvements
- 5 Broadway Street Improvements





## Measure I Investment Needs—Victor Valley



## Regional Priorities within the Victor Valley Subarea

- I-15 from Oak Hill Road to US 395
- SR 18 from Central Ave. to Bear Valley Road
- SR 18 from D Street to Central Ave. - Operational Improvements/Signal Interconnection
- SR 18 from Custer Ave. to El Dorado Drive, continuous median (left turn lane)
- SR 18 (leveling and center turn lane) from/to LA County Line
- SR 138 Widening between I-15 and SR 173
- SR 247 from SR 18 to SR 62 Operational Improvements

## City Project Priorities within the Victor Valley Subarea

### Adelanto

- 1 Bartlett Ave. Rehabilitation between Adelanto Road and El Mirage Road
- 2 Koala Drive Rehabilitation between Adelanto Road and El Mirage Road
- 3 Bellflower Street Rehabilitation between Chamberlaine Way and Air Expressway
- 4 El Mirage Road Rehabilitation between US 395 and Koala Drive
- 5 Chamberlaine Way Rehabilitation between Adelanto Road and Koala Drive

### Town of Apple Valley

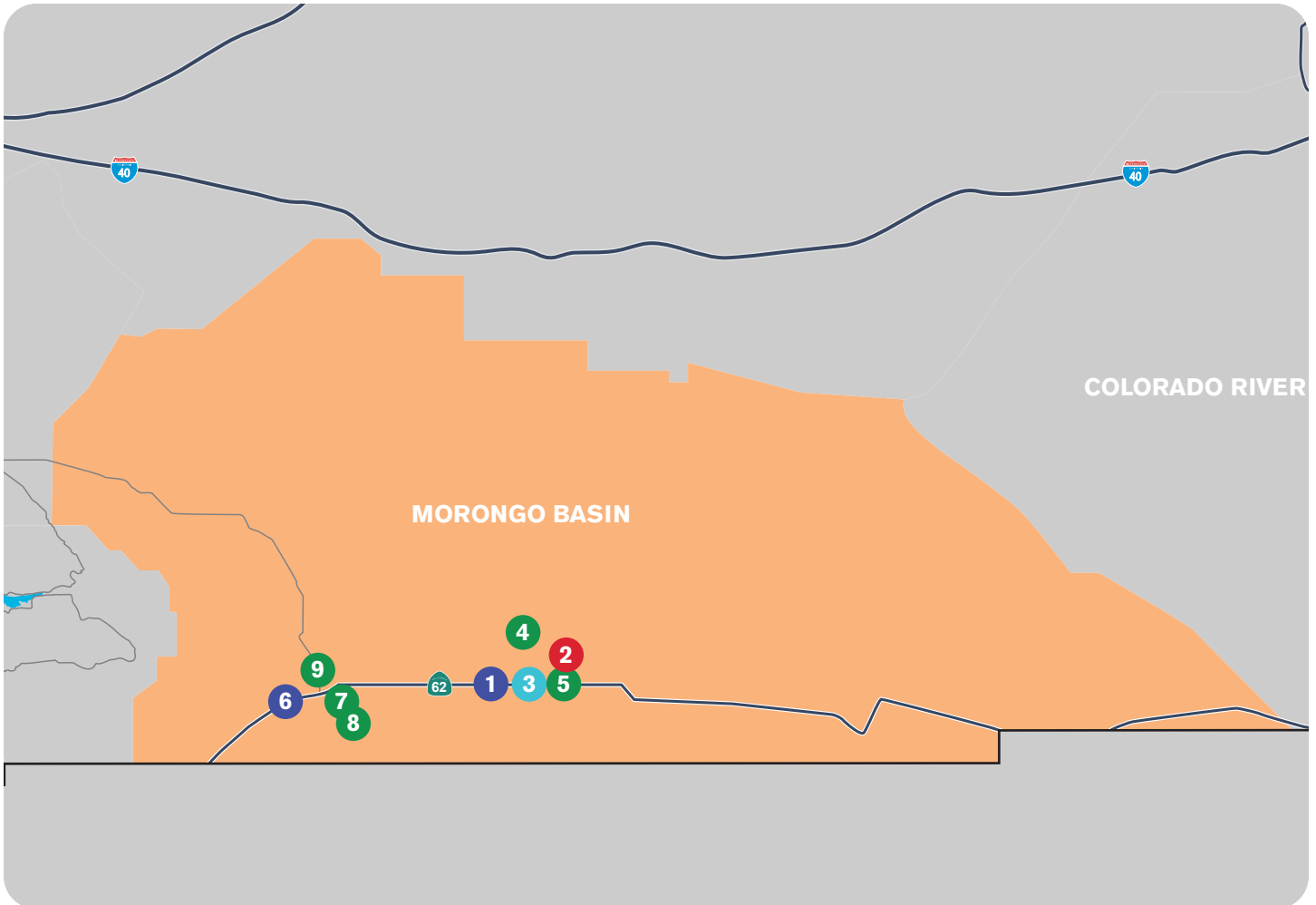
- 6 Widen Yucca Loma Road from 2 to 4 lanes between Apple Valley Road and SR 18
- 7 Widen Bear Valley Road from 4 to 6 lanes between Apple Valley Road and Central Road
- 8 Widen Central Road from 2 to 4 lanes between Bear Valley Road and Johnson Road
- 9 Widen Dale Evans Parkway from 2 to 4 lanes between Thunderbird Road and I-15
- 10 Widen Stoddard Wells Road Bridge at I-15 from 2 to 6 lanes and provide new ramps
- 11 Widen Dale Evans Bridge at I-15 from 2 to 6 lanes and provide new ramps

### Hesperia

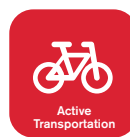
- 12 Ranchero Corridor Street Improvements – Phase 4; Widens and realigns between Danbury and I Ave.
- 13 Maple Ave. Street Improvements: widens between Main Street and Ranchero Road and provides rehabilitation to major arterial
- 14 Cedar Street Roadway Improvements; roadway infrastructure improvements on Cedar west of Escondido
- 15 Main Street Widening and aqueduct bridge replacement project, phases 1-3, with priority given to Phase 1:
  - Phase I: I-15 to Fuente
  - Phase II: Fuente to 11th
  - Phase III: US 395 to I-15
- 16 I-15/Joshua Street - Ramp Improvements (Brightline West)
- 17 I-15/Stoddard Wells Road - Interchange Reconstruction (Brightline West)

### Victorville

- 18 I-15/Eucalyptus Interchange
- 19 I-15/Bear Valley Road Interchange modification
- 20 Amethyst Road (Eucalyptus Street to Sycamore Street) New 6-lane road across Oro Grande Wash
- 21 Eucalyptus Street (I-15 to Topaz Road) New 6-lane road across Oro Grande Wash
- 22 I-15/Palmdale Road (SR-18) - Operational Improvements



## Measure I Investment Needs—Morongo Basin



### City Project Priorities within the Morongo Basin Subarea

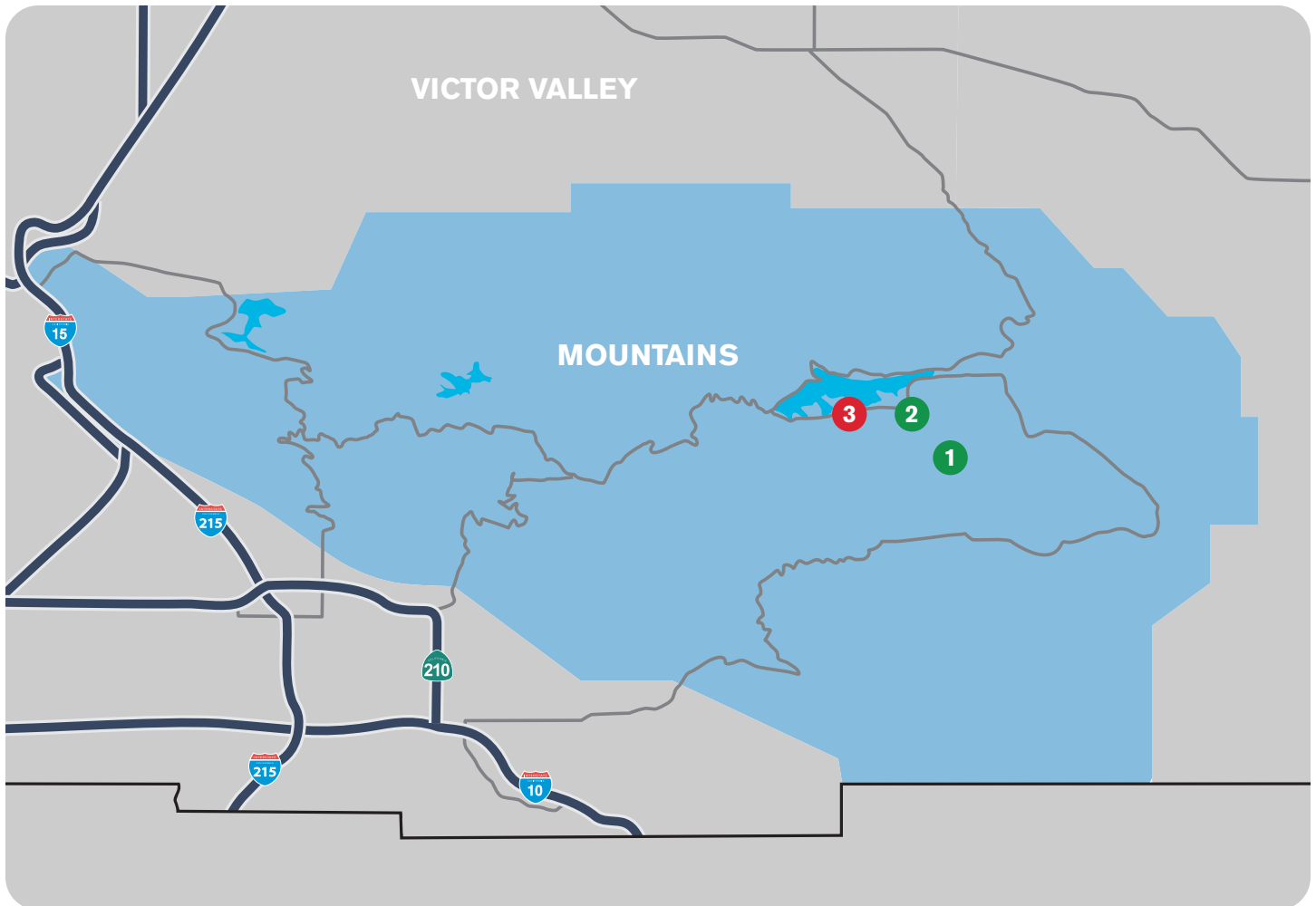
#### Twentynine Palms

- 1 Highway 62 Expansion
- 2 Construction of future phases of the City-wide Channel Multi-use Trail System
- 3 Construction of future phases of the SR 62 Street Improvement Project from Larrea Ave. to Split Rock Ave.
- 4 Lear Ave. to the Marine Corps Base access via Pole Line Road
- 5 Traffic Signal at SR 62 and Mesquite Springs Road

#### Yucca Valley

- 6 SR 62 Widening
- 7 Yucca Trail Widening from Sage Ave. to La Contenta Road
- 8 Continued improvements of Onaga Trail
- 9 Improvements of Sunnyslope Drive





Measure I Investment Needs—Mountains



City Project Priorities within the Mountains Subarea

Big Bear Lake

- 1 Arterial Street Improvements/ongoing maintenance of arterial streets
  - Moonridge Road, Clubview Drive, Fox Farm Road, Summit Blvd., and Lakeview Drive
- 2 Lower Moonridge Road Streetscape Improvements
- 3 Implementation of the Local Roadway Safety Plan (LRSP)

## Measure I Investment Needs— San Bernardino County Unincorporated Areas



### Unincorporated San Bernardino County

Within San Bernardino County's 24 cities and townships, many communities in the valley and mountain/desert regions are not part of any official city or town and are known as unincorporated areas. These communities are governed by the San Bernardino County Board of Supervisors, which functions similarly to a city council. Measure I will continue to support important projects throughout the county's unincorporated communities.

- Rock Springs Road Widening
- Reche Canyon Road Widening
- Cherry Ave. Bridge Widening
- Locust Ave. Widening
- Summit Valley Road Widening
  - Valley Blvd. to Randall Ave.
- State Street Widening
  - SR 138 to Rancho Road. This is a joint effort with the City of Hesperia.
- I-10/Alder Ave. Interchange
  - Highland Ave. to Cajon Blvd.
- Bloomington Cedar Ave. Corridor Improvements
  - 7th Ave. to Bloomington Ave. Signal improvements for adaptive timing through the corridor to address overcapacity and trucking impacts.
- Improvements to SR 38 (Mentone)
- Helendale Grade Separation
- Duncan Road (Bear Valley) paving





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Transportation Authority

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**MEASURE "I"**  
**ORDINANCE NO. 26-1**

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

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

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

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

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

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

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

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

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

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

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

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

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

**ARTICLE II. AUTHORITY ADOPTION OF A TRANSPORTATION RETAIL TRANSACTIONS AND USE TAX (TUT) AND TRANSPORTATION EXPENDITURE PLAN.** By a two-thirds (2/3) vote, the San Bernardino County Transportation Authority and the People of San Bernardino County hereby adopt the following Measure:

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

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

- A. “Authority” means the San Bernardino County Transportation Authority. The Legislature created the Authority, effective January 1, 2017 (Public Utilities Code Sections 130800 *et seq.*), consolidating the San Bernardino County Transportation Commission and other transportation-related entities into one agency, which shall be known as the Authority. In 1989, the San Bernardino County Transportation Commission was designated by the San Bernardino County Board of Supervisors to serve as the Local Transportation Authority pursuant to the provisions of Public Utilities Code §§ 180050 *et seq.*
- B. “Bonds” means bonds, notes, contracts or other forms of indebtedness issued or entered into in accordance with this Measure.
- C. “Committee” means the Independent Taxpayer Oversight Committee established herein.
- D. “County” means San Bernardino County
- E. “Existing Tax” means the current ½% TUT levied by the Authority, as the successor



agency to the San Bernardino County Transportation Commission, pursuant to Ordinance No. 89-01, Ordinance No. 90-01, and Ordinance No. 04-01.

F. "Expenditure Plan" or "Transportation Expenditure Plan" means the San Bernardino County Transportation Authority Transportation Expenditure Plan (attached as Exhibit "A" and incorporated herein by this reference) outlining transportation improvements, programs and services for which tax revenues may be expended, which is hereby expressly adopted as part of this Measure pursuant to California Public Utilities Code section 180206, including any future amendments thereto which are authorized by law.

G. "Local Jurisdiction" means a city or town in the County or the County.

H. "Measure" or "Ordinance" means this ordinance/ballot measure presented to voters seeking authorization to levy the tax and the approval of the Expenditure Plan.

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

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

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

A. Pursuant to Public Utilities Code §§180205 and 180206, revenues from this tax shall be used for transportation purposes only and may include, but are not limited to, administration of the tax and its revenues, including legal actions related thereto and costs of the initial preparation of this Ordinance and the election thereon; the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways; the construction, maintenance, improvements, and operation of public transit systems including rail and bus facilities and service; transportation technologies; and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with the issuance of bonds. The Authority shall allocate revenues from this tax in accordance with the Expenditure Plan adopted herein and for any other purposes authorized by law.

B. Commencing in 2050 and at least every ten years thereafter, the Authority shall review and, where necessary, propose revisions to the Expenditure Plan. Such proposed revisions shall be submitted for approval according to the procedures set forth in this Subsection. Until approved, the then existing Expenditure Plan shall remain in full force and effect.

1. Such review shall consider recommendations from local jurisdictions, transportation agencies and interest groups, and the general public.
2. The Authority shall notify all local jurisdictions and the Board of Supervisors in writing of the proposed revision, reciting reasons and findings for the revision.
3. The revision(s) to the Expenditure Plan shall become effective 45 days after the notice referenced in 2, above, is given.
4. The boundaries of Subareas shall be revised only by unanimous approval of all local jurisdictions in the Subareas whose boundaries would be revised.

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

**SECTION 7. MAINTENANCE OF EFFORT.** The Authority, by enactment of this Ordinance, intends that the additional funds provided to local jurisdictions and transit agencies pursuant to this Measure shall supplement existing federal, state, and local revenues used for street, highway, and public transit purposes. Transactions and use tax revenue shall not be used to replace requirements for new development to provide for its own transportation facilities. Under this Measure, funding priorities should be given to addressing road and transit needs, easing congestion, improving roadway safety, increasing mobility services, and implementing active transportation solutions where feasible. Local jurisdictions and transit operators shall maintain their existing commitment of transportation funds for street, highway, and public transit purposes pursuant to this Measure, and the Authority shall enforce this Section by appropriate actions including fiscal audits of the local jurisdictions and adoption of implementing policies.

**SECTION 8. CONTRIBUTIONS FROM NEW DEVELOPMENT.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must maintain a development financing mechanism that will:

- A. Require all new development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code Section 66000 et seq. and as determined by the Authority.
- B. Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

The Authority shall require fair share mitigation for regional transportation facilities through the Congestion Management Program.

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

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

**SECTION 11. ANNUAL APPROPRIATIONS LIMIT.** Pursuant to Article XIII B §4 of the California Constitution and Public Utilities Code §180202, the appropriations limit for the Authority will be increased by the maximum projected aggregate collection authorized by the levy

of this tax, as indicated in Section 3, in each of the years covered by this Measure plus the amount, if any, by which the appropriation limit is decreased by law as a result of the levy of the tax set forth in this Measure. The appropriations limit has and shall be subject to adjustment as provided by law.

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

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

**SECTION 14. TECHNICAL PROVISIONS FOR COLLECTION AND ADMINISTRATION OF TAX.** By their adoption of this Ordinance, the Authority and the voters of San Bernardino County hereby expressly incorporate the technical provisions for the collection and administration of this tax by the CDTFA, which are required by State law and are specifically set forth in Ordinance No. 26- , which was adopted by the Authority on , 2026.

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

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

**ARTICLE III. CEQA COMPLIANCE.** The Authority finds that the approval of this Ordinance is not a “project” and, alternatively, is exempt from the California Environmental Quality Act (“CEQA”). The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Authority’s provision of transportation services. The Ordinance does not commit the Authority to any particular project, program, or capital improvement. Accordingly, the Authority finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely “[t]he creation of [a] government funding mechanism[] or other government fiscal activit[y], which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.” (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and



numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 130350, approving the Ordinance is not an approval that commits the Authority to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also be seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

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

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

**PASSED AND ADOPTED** by the San Bernardino County Transportation Authority this \_\_\_ day of \_\_\_\_\_, 202\_\_ by the following vote of the Authority Board and approved by a two-thirds vote of San Bernardino County voters at a Special Election consolidated with the Statewide General Election held on November 3, 2026:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

ATTEST:

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

APPROVED AS TO FORM:

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General Counsel

DRAFT

## Exhibit “A”

# Transportation Expenditure Plan

**Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. 26-1 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in Schedule A – Transportation Improvement Program. The estimated revenue is based upon 2026 value of money and is not binding or controlling.

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

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

**Contribution from New Development.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development.

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

**Cajon Pass Expenditure Plan.** Upon initial collection of revenue, 3% of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding transportation improvements in the area of Cajon Pass. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of improvements that are critical components to intra-county travel for residents of both the San Bernardino Valley and Victor Valley Subareas. The Authority Board of Directors, based upon recommendation of Valley and Victor Valley Subarea representatives, may provide additional funding beyond 3% upon a finding that such increase is required to address transportation improvements in the area of the Cajon Pass. If after at least ten years of revenue collection the Authority Board of Directors makes a finding that Cajon Pass Expenditure Plan funds are not required for improvements of benefit to the Cajon Pass, then revenue will cease to be reserved in advance of other allocations in the San Bernardino Valley and Victor Valley Subareas. Representative projects to be constructed from the Cajon Pass Expenditure Plan are listed in Schedule C.

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

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley Subarea.

**B. Local Mobility 20%.** Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass through for local priorities such as: local street widening & rehabilitation, potholes, grade separations, sidewalks, bike lanes, streetlights, and quiet zones. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Upon initial collection of revenue, each local jurisdiction shall reserve 5% of allocated revenue in a special account to be expended on active transportation projects. Eligible active transportation projects may include, at the discretion of the local jurisdiction, bicycle and pedestrian projects and costs for associated studies or plans. If, after at least ten years of revenue collection, the local jurisdiction's governing body makes a finding that the reserve for active transportation projects is no longer necessary, and the Authority Board of Directors subsequently approves the finding, then all Local Mobility funds allocated to the local jurisdiction may be used for any eligible purpose.

Local Mobility projects are defined as local street and road construction, repair, and



maintenance and other eligible local transportation priorities. Except as set forth herein, Local Mobility funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Mobility funds shall be based upon a Five-Year Plan adopted annually by the governing body of each local jurisdiction after being made available for public review and comment. Local Mobility funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five-Year Plan. The locally adopted Five-Year Plan shall be consistent with local, regional, and state transportation plans.

**C. Regional Mobility 55%.** Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement and include: highway improvements, bus and passenger rail (capital and rehabilitation), corridors, interchanges, environmental mitigation, traffic management systems (freeway service patrol and air quality strategies), quiet zones, planning and project development, and emerging transportation technology.

Regional Mobility projects are defined as congestion relief and safety improvements to corridors that connect communities, serve major destinations, and provide freeway access. Decisions on how Regional Mobility funds are expended will be made by the Authority Board of Directors, based upon recommendation of local jurisdiction representatives. Funding priorities shall be given to improving roadway safety, relieving congestion, and street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program. Eligible projects also include, but are not limited to, signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects that contribute to environmental enhancement associated with transportation facilities.

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

**Mountain/Desert Expenditure Plan.** In that area described as the Mountain/Desert area, the following Expenditure Plan requirements shall apply. Schedules E, F, G, H, and I illustrate estimated revenue and projects to be constructed in each Mountain/Desert Subarea.

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert Subareas.

**B. Local Mobility 70%.** Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass through for local priorities such as: local street widening & rehabilitation, potholes, grade separations, sidewalks, bike lanes, and streetlights. Allocations to local jurisdictions shall be based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon CDTF data.

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

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

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

Revenue collected within each Subarea shall be reserved in a special account to be expended on Regional Mobility projects of benefit to the Subarea. Regional Mobility projects are defined as major streets and highways serving as primary routes of travel within the Subarea, which may include State highways and freeways, where appropriate.

Regional Mobility Projects funds can be used to leverage state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Regional Mobility funds shall be approved by the Authority Board of Directors, based upon a recommendation of Subarea representatives and the Mountain/Desert Policy Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Policy Committee make a finding that Regional Mobility funds are not required for improvements of benefit to the Subarea, then revenue in the Regional Mobility category may be returned to local jurisdictions within the Subarea. Such return shall be allocated and expended based upon the formula and requirements established in the Local Mobility category.

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

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

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

## **Exhibit “B”**

### **Independent Taxpayer Oversight Committee (ITOC)**

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

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

**Audit Requirement.** A bi-annual fiscal and compliance audit shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the Authority as defined by the Governmental Accounting Standards Board and the financial and compliance audits of the member jurisdictions.

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

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

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

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



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

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

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

**ITOC Operation Protocols.**

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

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

## **Exhibit C (Ballot Question)**

### **Measure "I" Local Transportation Improvement Program**

Without raising tax rates, shall an ordinance keeping local roads in good condition; repairing potholes; improving freeways'/highways' traffic flow/safety; creating local jobs; keeping students/seniors/veterans/the disabled bus fares low; upgrading structurally declining bridges/overpasses; adding streetlights/sidewalks where needed; be adopted, continuing the voter-approved transportation ½¢

sales tax, providing approximately \$240,000,000 annually, until ended by voters, requiring audits and public spending disclosure?

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