

A non-profit, non-partisan corporation of public spirited leaders who have joined together to be catalysts for the economic well-being of the Inland Empire region of California – San Bernardino and Riverside counties.

Immediate Need for a Multi-Year Transportation Reauthorization Bill

The Inland Empire is an essential logistics and mobility corridor, moving the goods that power America's economy and supporting millions of jobs. Every federal dollar invested here delivers **outsized national benefits** by strengthening the supply chain, easing congestion, improving air quality and enhancing quality of life.



For decades, Inland Action has championed a stable, predictable federal transportation program, and our region has proven its value as a **self-help leader** that delivers projects faster, more efficiently and with strong local financial participation. Today, that momentum is accelerating through innovation, public-private partnerships and a project pipeline that turns policy into real-world results.

What we need now is federal certainty. Short-term extensions slow progress; a multi-year transportation reauthorization bill fuels it. Long-term authorization allows agencies, private partners and local governments to plan boldly, invest confidently and deliver infrastructure at the scale our nation requires.

A Population, Economic & Transportation Hub

The Inland Empire will see **household growth of more than 600,000 by 2050** – an increase of more than 40% – requiring more housing and putting additional strain on existing infrastructure.

Ontario International Airport has emerged as a major international gateway, serving more than 7 million passengers per year. ONT also is one of the Top 10 cargo airports in the U.S. **San Bernardino International Airport** is the 25th largest cargo airport in the U.S.

More than **200,000 workers in the Inland Empire** are employed in the logistics industry.

Proposed Solutions

1. **Enact a minimum 5-year transportation bill** – funding certainty and long-term planning stability.
2. **Increase formula-based funding** to ensure predictable and equitable distribution.
3. **Reduce over-reliance on competitive grant programs**, which delay project delivery.
4. Apply a **formula-driven approach to freight funding** to recognize national supply chain impacts.
5. **Incentivize self-help counties** that invest local dollars and accelerate project readiness.
6. Promote **one consistent U.S. DOT voice** to improve coordination and efficiency.
7. **Reconfigure TIFIA** to better support transformative infrastructure projects.

Anticipated Outcomes

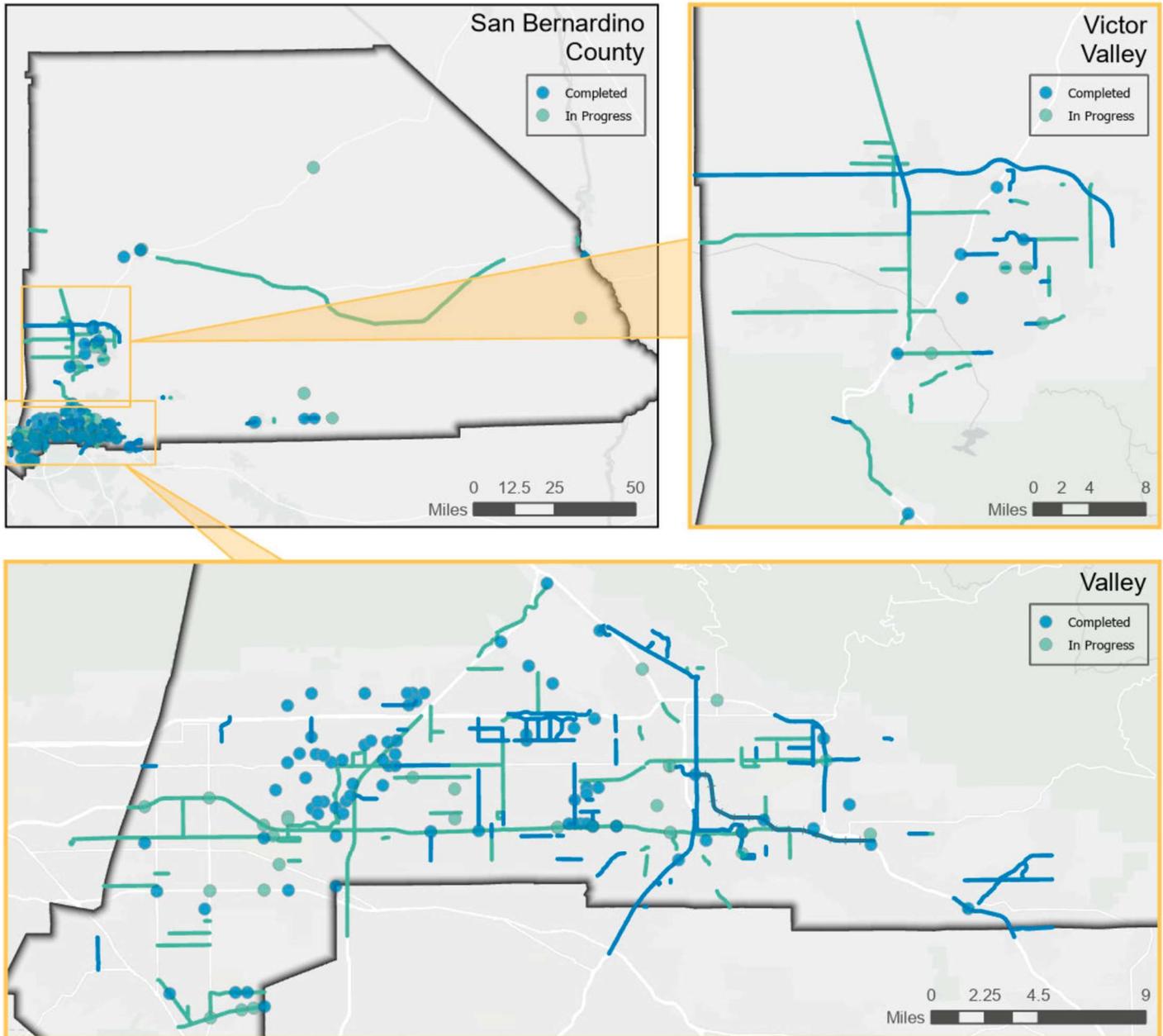
Strategic investment in the Inland Empire produces immediate and long-term benefits for Southern California and the U.S. supply chain. These priority projects will **ease congestion, strengthen goods movement and enhance economic resilience**:

- **Brightline West** – Private Activity Bond Funding (IRS, SEC)
- **US Route 395** – Phase II
- Build out of **connected express lanes network**
- **Cajon Pass Truck Climbing Lane**

Funding delivered here means projects are built faster, smarter and with greater accountability. It means America's logistics backbone becomes stronger. It means people and goods move more efficiently, safely and reliably. With a multi-year transportation bill, we can continue to deliver results that benefit the entire nation.

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SBCTA Delivers Transportation Projects \$682M in Measure I Secures \$2.9B in Other Funding



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

