



AGENDA

Transit Committee Meeting

September 15, 2022

9:00 AM

Location

San Bernardino County Transportation Authority

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

Transit Committee Membership

Chair

Mayor Ray Marquez
City of Chino Hills

Mayor Pro Tem Alan Wapner
City of Ontario

Vice Chair

Mayor David Avila
City of Yucaipa

Mayor L. Dennis Michael
City of Rancho Cucamonga

Mayor Frank Navarro
City of Colton

Mayor Deborah Robertson
City of Rialto

Mayor Acquanetta Warren
City of Fontana

Mayor John Valdivia
City of San Bernardino

Mayor Larry McCallon
City of Highland

Mayor Pro Tem Rick Denison
Town of Yucca Valley

Mayor John Dutrey
City of Montclair

Supervisor Dawn Rowe
County of San Bernardino

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

AGENDA

Transit Committee Meeting

**September 15, 2022
9:00 AM**

Location

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

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

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

CALL TO ORDER

(Meeting Chaired by Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Sandra Castro

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

Pg. 10

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

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

CONSENT CALENDAR

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

Consent - Transit

- 2. Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company** Pg. 12

Receive and file change order report.

Presenter: Victor Lopez

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

DISCUSSION ITEMS

Discussion - Transit

- 3. Amendment No. 4 to Contract No. 16-1001440 with AECOM for Construction Management Services for the Redlands Passenger Rail Project** Pg. 15

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

A. Approve Amendment No. 4 to Contract No. 16-1001440 with AECOM Technical Services, Inc., for Construction Management Services for the Redlands Passenger Rail Project (Project), increasing the contract amount by \$600,000, for a new not-to-exceed amount of \$21,863,064.

B. Approve contingency in an amount not-to-exceed \$60,000 for Contract No. 16-1001440 and authorize the Executive Director, or his designee, to release contingency as necessary for the Project.

C. Allocate \$660,000 of Measure I Valley Metrolink/Rail Service Program funds to the Redlands Passenger Rail Project for a new project budget of \$376,793,730.63.

D. Approve a budget amendment for the Fiscal Year 2022/2023 Budget for Task No. 0315 Transit Capital in the amount of \$660,000 to be funded with Measure I-Rail.

Presenter: Victor Lopez

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

- 4. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2022/2023 Arrow Service Operations** Pg. 21

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Arrow Service Operations for the remainder of Fiscal Year (FY) 2022/2023 beginning October 2022, for a total operating assistance allocation in the amount of \$8,328,848.

Agenda Item 4 (cont.)

B. Approve the funding allocation to support funding for Recommendation A, totaling \$8,328,848, to fund SBCTA's annual subsidy for Arrow Service operations to be funded with \$6,663,078 in Congestion Mitigation and Air Quality (CMAQ) funds and \$1,665,770 in Measure I Valley Metrolink/Rail Service Program (MSI Rail) funds.

C. Approve the use of up to \$6,663,078 of MSI Rail funds to meet SBCTA's subsidy obligation to SCRRA, to be offset by future invoice credits as a cash flow mechanism until CMAQ fund reimbursements occur.

Presenter: Rebekah Soto

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

5. West Valley Connector-Approve CEQA EIR Addendum

Pg. 24

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

A. Approve Addendum to the West Valley Connector Project Final Environmental Impact Report dated March 2020.

B. Find that the Addendum to the West Valley Connector Project Final Environmental Impact Report is appropriate and consistent with the Public Resources Code Section 21166 and California Environmental Quality Act Guidelines 15162 and 15164.

Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

6. Release Invitation for Bids and Update Funding Plan for West Valley Connector

Pg. 26

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

A. Authorize the Executive Director, or his designee, to release an Invitation for Bids for construction of the West Valley Connector Bus Rapid Transit Mainline Project, upon General Counsel's final approval as to form, and completion of the right-of-way certification.

B. Approve increasing the West Valley Connector Project budget by \$30.1 million, bringing the total project budget to \$317.6 million, and update the funding plan approved by the 2021 Update to the 10-Year Delivery Plan as shown under Table 1, contingent upon final risk assessment by the Federal Transit Administration (FTA).

C. Allocate \$12,908,659 of Federal Congestion Mitigation and Air Quality funds and an additional \$5,675,224 of Measure I Express Bus/Bus Rapid Transit Service Program (MSI BRT) funds to fund the estimated project cost increase, bringing the total MSI BRT allocation to \$59,351,284, contingent upon final risk assessment by the FTA.

D. Approve an amendment to the Fiscal Year 2022/2023 Budget for Task No. 0315 – Transit Capital to substitute \$50,582,155 Local (Omnitrans) funds with FTA 5309 funds in the amount of \$50,582,155, for a zero net increase to the fiscal year budget.

Presenter: Victor Lopez

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

Public Comment

Brief Comments from the General Public

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Transit Committee meeting is scheduled for October 13, 2022.

Meeting Procedures and Rules of Conduct

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

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

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

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

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

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

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

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

Attendance.

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

Basic Agenda Item Discussion.

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

The Vote as specified in the SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Minute Action

AGENDA ITEM: 1

Date: September 15, 2022

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

Item No.	Contract No.	Principals & Agents	Subcontractors
2	16-1001531	Stadler US, Inc. <i>Martin Ritter</i>	None
2	17-1001705	Flatiron West, Inc. <i>Dale A. Nelson</i>	All American Asphalt Hayward Baker, Inc. Pacific Steel Group Southwest V-Ditch, Inc. Schuff Steel Company Paramount Metal Supply Perimeter Security Group Alcorn Fence Company BC Traffic Specialist Select Electric, Inc. Mass Electric Const. Co. R. Dugan Construction, Inc. Rock Structures Advanced Geosolutions, Inc. Veolia Transportation Maintenance and Infrastructure
2	19-1002070	Granite Construction Company <i>Brad J. Williams</i>	Pacific Crane and Hoist, Inc. Facility Builders & Erectors, Inc. Beeson Masonry & Concrete, Inc. dba Pacific Pervious Coreslab Structures (LA), Inc. H. Wayne Lewis, Inc. dba Amber Steel Company Ken Curran Electric, Inc. PGC Construction, Inc. H & H Engineering Construction, Inc.

Entity: San Bernardino County Transportation Authority

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2 Cont'd			CL Coatings, Inc. Crown Fence Co. Air & Lube Systems, Inc. Wine Gardner Masonry, Inc. Meadows Sheet Metal & Air Conditioning, Inc. Dba Meadows Mechanical
3	16-1001440-04	AECOM Technical Services, Inc. Chris Mockus	None
4	Operating Allocation	SCRRA	None

Financial Impact:

This item has no direct impact on the annual budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: September 15, 2022

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: September 15, 2022

Subject:

Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company

Recommendation:

Receive and file change order report.

Background:

San Bernardino County Transportation Authority (SBCTA) has two ongoing construction contracts and one vehicle procurement contract related to the Transit and Rail Program. The following Construction Change Orders (CCO) were approved since the last reporting to the Transit Committee:

A. Contract No. 16-1001531 with Stadler US for Redlands Passenger Rail Project (RPRP) Diesel Multiple Units (DMU) procurement has had no CCOs executed since the last report.

B. Contract No. 17-1001705 with Flatiron West, Inc. (Flatiron) for the RPRP Mainline Construction has had the following CCO executed since the last report:

- 1) CCO 215: Diesel Multiple Unit (DMU) Testing Support (\$506,436.19)

C. Contract No. 19-1002070 with Granite Construction Company (Granite) for the Redlands Passenger Rail Project Arrow Maintenance Facility has had the following CCOs executed since the last report:

- 1) CCO 22.1: Extension of Site Security (\$68,000.00)
- 2) CCO 33.1: Wash Pad Equipment Shelter (\$31,492.39)
- 3) CCO 33.2: Wash Pad Electrical Design and Installation (\$215,500.00)
- 4) CCO 49: Floor Cracking, Filling Prior to Epoxy Flooring (\$32,376.60)
- 5) CCO 50: Additional Potholing/Exploration (\$8,185.45)

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: September 15, 2022
Witnessed By:

Rail and Transit Construction Contracts

RPRP- Mainline Construction Flatiron West, Inc (17-1001705)		
Executed Change Orders		
Number	Description	Amount
215	DMU Testing Support	\$506,436.19
CCO TOTAL		\$18,747,022.63
APPROVED CONTINGENCY		\$23,134,814.59
REMAINING CONTINGENCY		\$4,387,791.96
RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)		
Executed Change Orders		
Number	Description	Amount
22.1	Extension of Site Security	\$68,000.00
33.1	Wash Pad Equipment Shelter	\$31,492.39
33.2	Wash Pad Electrical Design and Installation	\$215,500.00
49	Floor Cracking, Filling Prior to Epoxy Flooring	\$32,376.60
50	Additional Potholing/Exploration	\$8,185.45
CCO TOTAL		\$5,881,139.71
APPROVED CONTINGENCY		\$8,363,400.00
REMAINING CONTINGENCY		\$2,482,260.29
RPRP- Vehicle Procurement From Stadler US (16-1001531)		
Executed Change Orders		
Number	Description	Amount
CCO TOTAL		\$783,961.83
APPROVED CONTINGENCY		\$3,390,508.00
REMAINING CONTINGENCY		\$2,606,546.17

Minute Action

AGENDA ITEM: 3

Date: September 15, 2022

Subject:

Amendment No. 4 to Contract No. 16-1001440 with AECOM for Construction Management Services for the Redlands Passenger Rail Project

Recommendation:

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

A. Approve Amendment No. 4 to Contract No. 16-1001440 with AECOM Technical Services, Inc., for Construction Management Services for the Redlands Passenger Rail Project (Project), increasing the contract amount by \$600,000, for a new not-to-exceed amount of \$21,863,064.

B. Approve contingency in an amount not-to-exceed \$60,000 for Contract No. 16-1001440 and authorize the Executive Director, or his designee, to release contingency as necessary for the Project.

C. Allocate \$660,000 of Measure I Valley Metrolink/Rail Service Program funds to the Redlands Passenger Rail Project for a new project budget of \$376,793,730.63.

D. Approve a budget amendment for the Fiscal Year 2022/2023 Budget for Task No. 0315 Transit Capital in the amount of \$660,000 to be funded with Measure I-Rail.

Background:

On October 4, 2016, Contract No. 16-1001440 was awarded to AECOM Technical Services, Inc., (AECOM) for Construction Management Services for the Redlands Passenger Rail Project (RPRP), as the first construction contracts were getting ready to advance to construction. Contract No. 16-1001440 includes Construction Management Services for the demolition of the building at 133 E. Street, San Bernardino, the early utility relocation contract, and the nine-mile mainline construction contract.

On May 5, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Amendment No. 3 which added an additional \$750,000 in contract funds bringing the total contract value to \$21,188,064. At the time of Amendment No. 3, the mainline contractor was in the process of completing all necessary infrastructure testing with the Diesel Multiple Units (DMUs), and it was anticipated that all punch list items would be completed by the end of June 2022. Project closeout was anticipated to occur at the end of September 2022. To meet this goal, construction management staffing was projected to be gradually reduced and the estimated monthly staffing would reduce from approximately \$352,000 in March 2022 to approximately \$55,000 in September 2022.

Vehicle infrastructure testing was completed at the end of April 2022, but numerous extenuating circumstances have delayed the mainline project's closeout. Between April 2022 and August 2022, an additional 448 punch list items have been added to the project. This represents 24% of the entire punch list items. The leading cause of the additional punch list items were trespasser vandalism, encampments, trash and graffiti. Additional factors were long-lead procurement items, such as replacement bridge ties at the Twin Creek bridge due to a vagrant

Entity: San Bernardino County Transportation Authority

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fire, and grade crossing warning device equipment necessary due to obstructed signals. In spite of these immense challenges, the project team completed all punch list items by the end of August 2022 and turned over Maintenance-of-Way responsibility to Southern Californian Regional Rail Authority (SCRRA) on September 1, 2022, and expects project closeout to occur in late October 2022.

Per Policy No. 11000 V.C.3.a, an amendment can increase the cost of an established scope of work when there are factors generally beyond the consultant's control and not anticipated during the initial cost proposal. Therefore, Amendment No. 4 is needed to increase the total contract authority for Contract No. 16-1001440 as AECOM is providing services for longer than expected and at a higher level of effort. The increase is recommended to be funded with Measure I Valley Metrolink/Rail Service Program funds increasing the project budget by \$660,000 to \$376,793,730.63.

Financial Impact:

This item is not consistent with the Fiscal Year 2022/2023 Budget. Recommendation D supports a budget amendment increase in the amount of \$660,000 to be funded with Measure I Valley Metrolink/Rail Service Program.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: September 15, 2022

Witnessed By:

Contract Summary Sheet

3.a

General Contract Information

Contract No: 16-1001440 Amendment No.: 4Contract Class: Payable Department: TransitVendor No.: 00091 Vendor Name: AECOM Technical Services, Inc.Description: CM Services for RPRP Demo, EU, and Mainline Construction

Dollar Amount

Original Contract	\$	17,380,058.00	Original Contingency	\$	1,738,006.00
Prior Amendments	\$	1,950,000.00	Prior Amendments	\$	195,000.00
Prior Contingency Released	\$	1,933,006.00	Prior Contingency Released (-)	\$	(1,933,006.00)
Current Amendment	\$	600,000.00	Current Amendment	\$	60,000.00
Total/Revised Contract Value	\$	21,863,064.00	Total Contingency Value	\$	60,000.00
Total Dollar Authority (Contract Value and Contingency)				\$	21,923,064.00

Contract Authorization

Board of Directors _____ Date: 10/5/2022 _____ Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No _____ Board Approved Budget Adjustment _____

Federal/State/Local _____ Construction Management _____ N/A _____

Accounts Payable

Estimated Start Date:		10/4/2016		Expiration Date:		9/30/2023		Revised Expiration Date:			
NHS:		N/A		QMP/QAP:		N/A		Prevailing Wage: Yes			
								Total Contract Funding:		Total Contingency:	
Fund		Prog		Task		Sub-Task		Object		Revenue	
								PA Level		Revenue Code Name	
										\$ 21,863,064.00	
GL:		4150		30		0315		0324		52005 41100000 MSI 2,634,892.75 -	
GL:		1050		30		0315		0324		52005 42218001 STA 4,215,809.25 -	
GL:		2090		30		0315		0324		52005 42106852 TIGER 145,041.76 -	
GL:		2120		30		0315		0324		52005 42107022 FTA 5307 12,122,320.24 -	
GL:		4150		30		0315		0324		52005 41100000 MSI 1,320,000.00 -	
GL:		4150		30		0315		0324		52005 41100000 MSI 825,000.00 -	
GL:		4150		30		0315		0324		52005 41100000 MSI 600,000.00 60,000.00	
GL:											
GL:											
GL:											

Victor Lopez

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: 16-1001440-04_1_CSS_[Revision 1] (8919 : RPRP - Amendment No. 4 to Contract No. 16-1001440 CM Services)

AMENDMENT NO. 4 TO CONTRACT NO. 16-1001440

FOR

REDLANDS PASSENGER RAIL PROJECT (RPRP)

CONSTRUCTION MANAGEMENT SERVICES

This AMENDMENT No. 4 to Contract No. 16-1001440 is made by and between the San Bernardino County Transportation Authority ("SBCTA") and AECOM Technical Services, Inc. ("CONSULTANT"). SBCTA and CONSULTANT are each a "Party" and collectively the "Parties" herein.

RECITALS:

- A. The Parties entered into Contract No. 16-1001440 on October 4, 2016, setting forth the terms and conditions for construction management services ("Contract"); and
- B. Amendment No. 1 set a new contract expiration date of September 30, 2022, with one remaining one-year extension available, and was signed May 13, 2021; and
- C. Amendment No. 2 increased contract value by \$1,200,000, added \$120,000 in new contingency, and was effective February 4, 2022; and
- D. Amendment No. 3 increased contract value by \$750,000, added \$75,000 in new contingency, extended the contract term to September 30, 2023, and was effective May 5, 2022; and
- E. SBCTA and CONSULTANT desire to further amend the Contract to increase the contract amount by \$600,000.

NOW, THEREFORE, the Parties agree to amend the Contract as follows:

1. Article 3. COMPENSATION, sub-paragraph 3.2 shall be deleted and replaced in its entirety to read as follows:

“3.2 The total Contract Not-To-Exceed Amount is Twenty-One Million, Eight Hundred Sixty-Three Thousand, Sixty-Four Dollars (\$21,863,064.00). 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 “Price Form”. The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract except for the annual escalation referenced below and include CONSULTANT’s direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibit B. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibit B or agreed to and approved by SBCTA as required under this Contract.

Escalation shall be at three percent (3%). Escalation shall commence as of October 1, 2017, and shall be applied each October 1st for the term of the Contract.”

2. Except as amended by this Amendment No. 4, all other provisions of the Contract and amendments thereto shall remain in full force and effect and are incorporated herein by this reference.
3. The Recitals set forth above are incorporated herein by this reference.
4. This Amendment No. 4 is effective upon execution by SBCTA.

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

DRAFT

Attachment: 16-1001440-04 (8919 : RPRP - Amendment No. 4 to Contract No. 16-1001440 CM Services)

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 4 below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

AECOM TECHNICAL SERVICES INC.

By: _____
Art Bishop
President, Board of Directors

By: _____
Matthew Gollan
Vice President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE:

By: _____
Shaneka M. Morris
Procurement Manager

DRAFT

Attachment: 16-1001440-04 (8919 : RPRP - Amendment No. 4 to Contract No. 16-1001440 CM Services)

Minute Action

AGENDA ITEM: 4

Date: September 15, 2022

Subject:

Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2022/2023 Arrow Service Operations

Recommendation:

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Arrow Service Operations for the remainder of Fiscal Year (FY) 2022/2023 beginning October 2022, for a total operating assistance allocation in the amount of \$8,328,848.

B. Approve the funding allocation to support funding for Recommendation A, totaling \$8,328,848, to fund SBCTA's annual subsidy for Arrow Service operations to be funded with \$6,663,078 in Congestion Mitigation and Air Quality (CMAQ) funds and \$1,665,770 in Measure I Valley Metrolink/Rail Service Program (MSI Rail) funds.

C. Approve the use of up to \$6,663,078 of MSI Rail funds to meet SBCTA's subsidy obligation to SCRRA, to be offset by future invoice credits as a cash flow mechanism until CMAQ fund reimbursements occur.

Background:

On June 1, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) received, and subsequently approved, the preliminary budget request from the Southern California Regional Rail Authority (SCRRA) for Fiscal Year 2022/2023 Operations, New Capital and Rehabilitation programs. The total operating assistance allocation at the time did not include operation expenses for Arrow Service, which is anticipated to begin in October 2022. However, as additional funding was required to allow for continued pre-revenue activities and to allow additional time for SBCTA and SCRRA staff to finalize the total cost estimate for revenue service operations through the end of Fiscal Year 2022/2023; staff included a recommendation to allocate funding in the amount of \$4,237,902 to cover remaining testing and pre-revenue service costs through October 2022, which was approved.

SBCTA and SCRRA staff are still in the process of finalizing the total cost estimate for operations. However, based on current costs and anticipated expenses, staff have agreed to a preliminary cost estimate for revenue service operations for the period beginning October 2022 through June 2023 in the amount of \$8,328,848, to be funded by \$6,663,078 in Congestion Mitigation and Air Quality (CMAQ) funds and \$1,665,770 in Measure I Valley Metrolink/Rail Service Program (MSI Rail) funds. This is based on a total operating cost estimate for the full fiscal year in the amount of \$12,566,750, with the CMAQ funds paying for 80% of the cost and MSI Rail paying the required 20% match. Due to the potential delay in processing the CMAQ grant that is necessary for SCRRA to receive federal reimbursement, staff recommends providing up to \$6,663,078 in MSI Rail to SCRRA for interim cash flow as necessary, which will be offset by future invoice credits. The cost estimate and commencement of revenue service is contingent upon project readiness and receipt of all Federal Railroad Administration (FRA)

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

September 15, 2022

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approvals. Attachment A provides the preliminary operating statement for Fiscal Year 2022/2023.

While discussions between SBCTA and SCRRA are still ongoing and costs are being finalized, approval of this allocation is necessary in order to avoid delays in the commencement of Arrow revenue service operations and to provide funding to the SCRRA for operations in a timely manner. As the cost estimate is refined, an updated operating statement reflecting the final cost estimate for Fiscal Year 2022/2023 will be provided to the Board on October 7, 2022.

Financial Impact:

This item is not consistent with the Fiscal Year 2022/2023 Budget. An administrative budget adjustment will be processed to accommodate the Arrow Service Operations.

Reviewed By:

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

Responsible Staff:

Rebekah Soto, Multimodal Mobility Programs Administrator

Approved
Transit Committee
Date: September 15, 2022

Witnessed By:

Attachment A

Arrow Operating Cost Estimate	
Category	FY23 Arrow Service Operations
<u>TRACK MILES</u>	9
<u>NUMBER OF STATIONS</u>	4
<u>REVENUE MILES</u>	9
<u>OPERATIONS & SERVICES</u>	
Train Operations	\$ 4,180,166
Equipment Maintenance	\$ 2,779,574
Fuel	\$ 284,933
Non-Scheduled Rolling Stock Repairs	\$ -
Operating Facilities Maintenance	\$ 194,800
Other Operating Train Services	\$ 40,000
Rolling Stock Lease	\$ -
Security	\$ 841,127
Public Safety Program	
Passenger Relations	\$ 45,797
TVM Maintenance/Revenue Collection	\$ 168,100
Marketing	\$ 225,000
Media & External Communicationns	\$ 15,000
Utilities/Leases	\$ 241,000
Transfers to Other Operators	\$ -
Amtrak Transfers	\$ -
Station Maintenance	\$ -
Rail Agreements	\$ -
Holiday Trains	\$ -
Special Trains	\$ -
<u>Subtotal Operations & Services</u>	\$ 9,015,497
MOW - Line Segments	\$ 1,581,740
MOW Extraordinary Maintenance	\$ -
<u>Subtotal Maintenance of Way</u>	\$ 1,581,740
<u>ADMINISTRATION & SERVICES</u>	
Ops Salaries & Fringe Benefits	\$ 920,083
Ops Non-Labor Expenses	\$ 5,000
Indirect Administrative Expenses	\$ 800,000
Ops Professional Services	\$ -
<u>Subtotal Administration & Services</u>	\$ 1,725,083
<u>Contingency</u>	\$ -
<u>Subtotal Operating Expenses</u>	\$ 12,322,320
<u>INSURANCE EXPENSE (RECOVERIES)</u>	
Liability/Property/Auto/Misc.	\$ 228,930
Net Claims/SI	\$ 10,000
Claims Administration	\$ 5,500
<u>Subtotal Insurance Expense (Recoveries)</u>	\$ 244,430
<u>TOTAL OPERATING EXPENSES</u>	\$ 12,566,750

Minute Action

AGENDA ITEM: 5

Date: September 15, 2022

Subject:

West Valley Connector-Approve CEQA EIR Addendum

Recommendation:

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

A. Approve Addendum to the West Valley Connector Project Final Environmental Impact Report dated March 2020.

B. Find that the Addendum to the West Valley Connector Project Final Environmental Impact Report is appropriate and consistent with the Public Resources Code Section 21166 and California Environmental Quality Act Guidelines 15162 and 15164.

Background:

In May 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) adopted Resolution No. 20-046, making findings necessary to approve the Mitigation Monitoring and Reporting Program, adopting a Statement of Overriding Considerations, and approving and certifying the Final Environmental Impact Report (EIR) for the West Valley Connector (WVC) Project in compliance with the California Environmental Quality Act (CEQA). Subsequently, on May 12, 2020, the Federal Transit Administration (FTA) rendered its approval of the Findings of No Significant Impact (FONSI), which concluded the Environmental Clearance of the WVC Project.

In September 2020, the Board approved modifications to the project scope that included deferring the construction of a new operations and maintenance facility and implementing 40-foot battery electric buses for the new Bus Rapid Transit (BRT) route. The existing West Valley maintenance facility located in Montclair has the capacity to maintain the 18 buses needed to operate the new BRT route. The additional capacity at the existing facility is a result of Omnitrans' implementation of the Connect Forward service reduction plan, which reduces the number of fixed route buses in service and thus frees up capacity at the existing maintenance facility. The introduction of battery electric buses (BEB) was based on the successful Transit and Intercity Rail Capital Program (TIRCP) grant award of \$15 million towards the cost of BEBs for the project. The use of 40-foot BEBs instead of the 60-foot compressed natural gas (CNG) buses, as originally proposed in the environmental document, requires incorporating en-route chargers as well as retrofitting the existing maintenance facility with charging infrastructure. Based on the proposed scope changes, staff coordinated with FTA environmental staff and concluded that a CEQA EIR addendum and a National Environmental Policy Act (NEPA) Environmental FONSI reevaluation were required.

The addendum to the WVC EIR has been prepared to address the potential environmental impacts associated with the scope modifications discussed above. Based on the analyses of the potential environmental effects associated with the changes to the WVC Project and in consideration of changes to the environmental setting and circumstances, implementation of the modified project would not result in substantial changes requiring major revisions to the Final Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

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EIR. Changes to the project would not result in any new or more severe environmental impacts that have not already been addressed in the Final EIR, and no new mitigation measures are required. Because none of the conditions described in CEQA Guidelines Section 15162(a)(1) have occurred, SBCTA found that the preparation of an Addendum to the Final EIR is appropriate and consistent with CEQA Guidelines Section 15162.

The final EIR and Addendum can be downloaded from the SBCTA website at:

<https://www.gosbcta.com/project/west-valley-connector-brt/>

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: September 15, 2022

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: September 15, 2022

Subject:

Release Invitation for Bids and Update Funding Plan for West Valley Connector

Recommendation:

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

A. Authorize the Executive Director, or his designee, to release an Invitation for Bids for construction of the West Valley Connector Bus Rapid Transit Mainline Project, upon General Counsel's final approval as to form, and completion of the right-of-way certification.

B. Approve increasing the West Valley Connector Project budget by \$30.1 million, bringing the total project budget to \$317.6 million, and update the funding plan approved by the 2021 Update to the 10-Year Delivery Plan as shown under Table 1, contingent upon final risk assessment by the Federal Transit Administration (FTA).

C. Allocate \$12,908,659 of Federal Congestion Mitigation and Air Quality funds and an additional \$5,675,224 of Measure I Express Bus/Bus Rapid Transit Service Program (MSI BRT) funds to fund the estimated project cost increase, bringing the total MSI BRT allocation to \$59,351,284, contingent upon final risk assessment by the FTA.

D. Approve an amendment to the Fiscal Year 2022/2023 Budget for Task No. 0315 – Transit Capital to substitute \$50,582,155 Local (Omnitrans) funds with FTA 5309 funds in the amount of \$50,582,155, for a zero net increase to the fiscal year budget.

Background:

The West Valley Connector (WVC) Project will be a 100% zero-emission Bus Rapid Transit (BRT) system. The project is 19 miles and will upgrade a portion of existing Route 61, which runs along Holt Boulevard, adding approximately 3.5 miles of center-running dedicated bus-only lanes. There will be 21 stations that will provide a much improved transit connection to Ontario International Airport (ONT) and help build transit connectivity by linking ONT, two (2) Metrolink lines (San Bernardino and Riverside), and multiple major activity centers along the route, including Ontario Mills and Victoria Gardens.

As the implementation of the WVC Project continues, several milestones have been achieved. This includes completion of the design for the Mainline BRT construction package, the release of the Request for Proposals (RFP) for procurement of 18 battery electric buses, and advancement of on-route charging infrastructure design to 65% level. Property acquisitions have moved forward through appraisals and negotiations with the property owners. Resolutions of Necessity (RON) presentations have been made for most of the properties requiring eminent domain actions, and court possession hearings are being held. Critical third-party agreements have been executed, and the Capital Investment Grants (CIG) Program Small Starts grant agreement with Federal Transit Administration (FTA) is on track to be executed by January 2023.

Entity: San Bernardino County Transportation Authority

Recommendation A:

The Final Plans, Specifications, and Estimates (PS&E) approvals by the Cities of Pomona, Montclair, Ontario, and Rancho Cucamonga are anticipated by September 30, 2022, and Right-of-Way (ROW) Certification No. 3W is also anticipated to be completed within the next month. An Invitation for Bids (IFB) has been prepared based on the PS&E package, and staff is recommending that the Board of Directors (Board) authorize the release of the IFB, subject to final approval as to form by General Counsel and approval of the ROW Certification No. 3W. The Project can then be advertised for construction with an anticipated award of a construction contract to be brought directly to the Board for approval in January 2023.

Recommendations B and C:

In December 2021, the San Bernardino County Transportation Authority (SBCTA) Board approved the 2021 Update to the 10-Year Delivery Plan and the budget included for the WVC Project was estimated at \$287.5 million. The estimated cost for the project has now increased to \$317.6 million based on the final Engineer's construction cost estimate, which was updated to reflect current cost trends in the construction industry, including material costs escalation, exceptionally long lead times, the sharp increase in fuel costs, and labor shortages - all contributing towards a significant increase in estimated bid prices. Staff is recommending increasing the overall WVC Project budget by \$30.1 million to reflect the latest Engineer's Estimate, bringing the total project budget to \$317.6 million.

The increase to the total program budget requires allocating \$12.9 million of Federal Congestion Mitigation and Air Quality (CMAQ) funds and \$5.7 million of Measure I Valley Express Bus/Bus Rapid Transit Service Program (MSI BRT) funds, as noted under Recommendation C. The table noted below includes other updates to the overall funding plan for the project, which includes recognition of \$8.2 million of Affordable Housing and Sustainable Communities (AHSC) grant funds awarded to the project in February 2022.

Table 1: West Valley Connector Funding Plan

Fund Source	Amount (\$)
Federal	
Capital Investment (CIG) Small Starts Program	\$86,750,000
FTA Section 5307 Funds with Agency from Mid-Valley land sale (80% Federal)	\$20,078,726
FTA Section 5307	\$659,652
American Rescue Plan Act of 2021	\$26,088,771
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$12,908,659
Subtotal – Federal	\$146,485,808
State	
Transit & Intercity Rail Capital Program (TIRCP)	\$15,000,000
State Transit Assistance (STA)	\$285,447
Solutions for Congested Corridors (SCCP)	\$65,000,000
Affordable Housing & Sustainable Communities (AHSC)	\$8,165,471
Subtotal – State	\$88,450,918

San Bernardino County Transportation Authority

Fund Source	Amount (\$)
Local	
Measure I Local Sales Tax (Express Bus/Bus Rapid Transit)	\$59,351,284
Local Transportation Funds (LTF)	\$1,077,829
Local funds from Mid-Valley land sale (20% local)	\$5,019,681
City of Ontario roadway improvements – construction in-kind	\$12,615,319
Omnitrans Other (miscellaneous, plus spent prior to FTA approval to enter Project Development)	\$4,578,857
Subtotal – Local	\$82,624,970
Grand Total*	\$317,579,696

*Total project budget includes \$9,821,866.86 of FTA non-participating project costs.

For projects funded through FTA's CIG Program, FTA and its Program Management Oversight Contractor (PMOC) use a risk-informed process to review a Sponsor's scope, schedule, and cost, and to analyze the Sponsor's project development and management. Formal risk and contingency reviews are performed to facilitate FTA's decision if the project sponsor, in this case SBCTA, has adequate cost and time contingency to successfully complete the project. The risk and contingency review report was issued in September 2021 and then updated in July 2022. However, due to the increase in the Engineer's Estimate, the FTA PMOC is performing an additional risk and contingency review update and is scheduled to issue the updated report in mid-September. As a result, there is a risk that the FTA PMOC recommends increasing the project contingency levels beyond the levels recommended in July 2022 and currently reflected in the project budget. In May 2017, the Board authorized a total allocation of \$95 million MSI BRT funds to the project but subsequently reduced it due to successfully securing additional grant funding. Should the FTA PMOC recommend a further increase to the program contingency, the increase will need to be reflected in Table 1 prior to Board approval. The increase is anticipated to be reflected by increasing the MSI BRT funding. SBCTA has analyzed the cash flow in the MSI BRT Program, and if the total Project cost increases above \$317.6 million, there may be a need to use cash flow borrowing from another MSI program. Staff anticipates that sufficient capacity exists to allow this, but it will be subject to Board approval.

Recommendation D:

On November 3, 2021, the Board approved an amendment to Cooperative Agreement No. 17-1001638 between SBCTA and Omnitrans that memorialized the roles and responsibilities of each agency for the implementation of the WVC Project as well as identified several funding sources Omnitrans would obligate. The Cooperative Agreement further designates Omnitrans as a direct recipient of FTA funds facilitating pass-through of funds to SBCTA as a Subrecipient. During the preparation of the Fiscal Year 2022/2023 Budget, the projected pass-through funding from Omnitrans for the WVC Project was classified under Local Funds as in prior years. However, since SBCTA will be listed as a Subrecipient of FTA funds, SBCTA should classify these funds as the Federal source that Omnitrans is passing through. Therefore, the budget amendment identified in Recommendation D is necessary to support the recorded eligible expenditures under FTA Section 5309.

Financial Impact:

This item is not consistent with the Fiscal Year 2022/2023 Budget. Recommendation D identifies a fund swap from Local Funds (6010) with Federal Transit Administration 5309 funds (2130).

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: September 15, 2022

Witnessed By:

Additional Information

TRANSIT COMMITTEE ATTENDANCE RECORD – 2022

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Ray Marquez City of Chino Hills	X	X	X	X		X		X				
Frank Navarro City of Colton	X	X	X	X	X	X		X				
Aquanetta Warren City of Fontana	X	X	X			X		X				
Larry McCallon City of Highland	X	X	X	X	X	X		X				
John Dutrey City of Montclair	X	X	X	X	X	X		X				
Alan Wapner City of Ontario	X	X	X	X	X			X				
L. Dennis Michael City of Rancho Cucamonga		X		X		X		X				
Deborah Robertson City of Rialto	X	X										
John Valdivia City of San Bernardino	X		X		X	X		X				
David Avila City of Yucaipa	X	X	X	X	X	X		X				
Rick Denison Town of Yucca Valley	X	X	X	X	X	X		X				
Dawn Rowe Board of Supervisors	X	X	X	X	X	X		X				

Communication: Attendance (Additional Information)

X = Member attended meeting Empty box = Member did not attend meeting
 Crossed out box = Not a member at the time Shaded box=The Transit Committee did not meet

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

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IIEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019