

AGENDA

Transit Committee Meeting

May 12, 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

May 12, 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 – Betty Pineda

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

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.

Pg. 11

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. 14

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. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2022/2023

Pg. 16

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

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2022/2023, with a total SBCTA annual subsidy totaling \$39,149,420 for: Operating assistance in the amount of \$25,742,176, Rehabilitation assistance in the amount of \$10,900,080, and New Capital assistance in the amount of \$2,507,164.

B. Approve the funding allocations to support funding for Recommendation A, totaling \$39,149,420, to fund SBCTA's annual subsidy of the FY 2022/2023 Budget: \$17,798,962 of Coronavirus Aid, Relief and Economic Security Act funds, \$11,380,291 of Federal Transit Administration Section 5337 funds, \$7,233,705 of Valley Local Transportation Funds (LTF), \$1,742,400 of State Transit Assistance – Operator (STA-Op) funds, \$709,509 of American Rescue Plan Act funds, and \$284,553 of Senate Bill 1 State of Good Repair – Operator (SB1 SGR-Op) funds.

C. Allocate an additional \$4,237,902 of Measure I Metrolink/Rail Service Program funds for Arrow Service through October 2022 for continued testing and pre-revenue operation.

D. Allocate an additional \$2,590,645 of Valley LTF funds for the FY 2021/2022 Operations Budget to replace the surplus carry-over funds that were allocated previously, but that have been determined to be unavailable, for a zero net increase in total operating assistance allocation for FY 2021/2022.

E. Approve swapping previously allocated SB1 SGR-Op and STA-Op dollars that funded the FY 2021/2022 Budget subsidy between the Operating assistance and Rehabilitation assistance categories, resulting in no net increase to the FY 2021/2022 Budget subsidy, and maintaining the overall allocation amounts by fund source.

Presenter: Rebekah Soto

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

4. Distribution of Non-Operating property in the Station Cooperative Agreements

Pg. 45

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

Direct staff to work with Metrolink Station host cities to update the station cooperative agreements for Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and Ontario to revise provisions concerning the distribution of proceeds upon termination of the agreements to be divided equally between the San Bernardino County Transportation Authority and the host cities.

Presenter: Ryan Aschenbrenner

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

5. Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project

Pg. 48

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

A. Conduct public hearings to consider condemnation of interests in real property described more particularly in each of the Resolutions of Necessity described below (referred to below collectively as the “Subject Property Interests”), which are required for the West Valley Connector Project.

B. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-153 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by MJ United, Inc., a California corporation. (Assessor’s Parcel Number [APN] 1049-011-05). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

C. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-155 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Daru Property Management, LLC, a California limited liability company (APN 1048-522-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

D. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-156 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008, and Luis Alberto Rojas, Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008 (APNs 1049-063-03 & 04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

E. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-157 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Joao Ricardo Carvalho and Lisa Castro Carvalho, husband and wife, as joint tenants (APN 1049-063-05). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

(Item 5. cont.)

F. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-158 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by B&G Plaza, a California general partnership (APN 1049-065-11). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

G. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-159 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008 (APN 1049-091-04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

H. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-160 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by John Roubian, a married man, as his sole and separate property (APNs 1049-093-03 & 04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors.

Presenter: Ramie Dawit

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

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

Pg. 67

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

A. Approve Amendment No. 3 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 \$750,000, for a new not-to-exceed amount of \$21,188,064; and exercise the final option year, extending the contract term through September 30, 2023.

B. Approve contingency in an amount not-to-exceed \$75,000 for Contract No. 16-1001440 and authorize the Executive Director, or his designee, to release contingency as necessary for the Project.

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.

7. Redlands Passenger Rail Project Quarterly Update

Pg. 73

Receive and file the Redlands Passenger Rail Project Quarterly Update.

Presenter: Victor Lopez

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

8. Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc for Transit and Specialized Transportation Planning Services

Pg. 84

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

A. Approve Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc., increasing the contract amount by \$200,000 for a new not-to-exceed amount of \$780,000; and exercise the first of two, one-year options, extending the contract term through June 30, 2023.

B. Provide for Assignment of Contract No. 19-10001998 from Heather Menninger Visscher doing business as AMMA Transit Planning to AMMA Transit Planning, Inc.

Presenter: Nancy Strickert

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

Public Comment

Brief Comments from the General Public

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 90

Acronym List

Pg. 91

Mission Statement

Pg. 93

The next Transit Committee Meeting is scheduled for June 9, 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: May 12, 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

Transit Committee Agenda Item

May 12, 2022

Page 2

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	N/A	Southern California Regional Rail Authority	
4	N/A	City of Montclair City of Upland City of Rancho Cucamonga City of Fontana City of Rialto City of Ontario	

**Item No. 5 – Preview of the Hearing to Consider Resolutions of Necessity for Property
Interests for the West Valley Connector Project**

APN#	Principals & Agents
1049-011-05	MJ United, Inc., a California corporation
1048-522-10	Daru Property Management, LLC, a California limited liability company
1049-063-03 & 04	Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008, and Luis Alberto Rojas, Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008
1049-063-05	Joao Ricardo Carvalho and Lisa Castro Carvalho, husband and wife, as joint tenants
1049-065-11	B&G Plaza, a California general partnership
1049-091-04	Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008
1049-093-03 & 04	John Roubian, a married man, as his sole and separate property

6	16-1001440	AECOM Technical Services, Inc. <i>Chris Mockus</i>	None
8	19-1001998	AMMA Transit Planning AMMA Transit Planning, Inc. <i>Heather Menninger Visscher</i> <i>Dennis Brooks</i>	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:

Carrie Schindler, Director of Transit and Rail Programs

Transit Committee Agenda Item
May 12, 2022
Page 3

Approved
Transit Committee
Date: May 12, 2022
Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: May 12, 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 the following CCOs executed since the last report:

- 1) CCO 010: Increase of the DMU shove speed from 5mph to 30mph (\$100,957.00)

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

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

Financial Impact:

This item is consistent with the Fiscal Year 2021/2022 Budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Dep. Director of Transit & Rail - Capital Delivery

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

Entity: San Bernardino County Transportation Authority

Rail and Transit Construction Contracts

RPRP- Mainline Construction Flatiron West, Inc (17-1001705)		
Executed Change Orders		
Number	Description	Amount
	CCO TOTAL	\$16,868,057.44
	APPROVED CONTINGENCY	\$23,134,814.59
	REMAINING CONTINGENCY	\$6,266,757.15
RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)		
Executed Change Orders		
Number	Description	Amount
	CCO TOTAL	\$5,137,117.55
	APPROVED CONTINGENCY	\$8,363,400.00
	REMAINING CONTINGENCY	\$3,226,282.45
RPRP- Vehicle Procurement From Stadler US (16-1001531)		
Executed Change Orders		
Number	Description	Amount
10	Increase to the shove speed of the DMU.	\$100,957.00
	CCO TOTAL	\$774,465.83
	APPROVED CONTINGENCY	\$3,390,508.00
	REMAINING CONTINGENCY	\$2,616,042.17

Minute Action

AGENDA ITEM: 3

Date: May 12, 2022

Subject:

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

Recommendation:

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

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2022/2023, with a total SBCTA annual subsidy totaling \$39,149,420 for: Operating assistance in the amount of \$25,742,176, Rehabilitation assistance in the amount of \$10,900,080, and New Capital assistance in the amount of \$2,507,164.

B. Approve the funding allocations to support funding for Recommendation A, totaling \$39,149,420, to fund SBCTA's annual subsidy of the FY 2022/2023 Budget: \$17,798,962 of Coronavirus Aid, Relief and Economic Security Act funds, \$11,380,291 of Federal Transit Administration Section 5337 funds, \$7,233,705 of Valley Local Transportation Funds (LTF), \$1,742,400 of State Transit Assistance – Operator (STA-Op) funds, \$709,509 of American Rescue Plan Act funds, and \$284,553 of Senate Bill 1 State of Good Repair – Operator (SB1 SGR-Op) funds.

C. Allocate an additional \$4,237,902 of Measure I Metrolink/Rail Service Program funds for Arrow Service through October 2022 for continued testing and pre-revenue operation.

D. Allocate an additional \$2,590,645 of Valley LTF funds for the FY 2021/2022 Operations Budget to replace the surplus carry-over funds that were allocated previously, but that have been determined to be unavailable, for a zero net increase in total operating assistance allocation for FY 2021/2022.

E. Approve swapping previously allocated SB1 SGR-Op and STA-Op dollars that funded the FY 2021/2022 Budget subsidy between the Operating assistance and Rehabilitation assistance categories, resulting in no net increase to the FY 2021/2022 Budget subsidy, and maintaining the overall allocation amounts by fund source.

Background:

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA), requires a preliminary budget to be presented to the member agencies by May 1st of each year. Adoption of the final SCRRA budget by the SCRRA Board of Directors (Board) is contingent upon each of the five (5) member agencies approving their financial contribution for the fiscal year. The five (5) member agencies include San Bernardino County Transportation Authority (SBCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC). Formal development of the Fiscal Year (FY) 2022/2023 Budget began in January 2022, with budget development updates presented to the SCRRA Member Agency Advisory Committee (MAAC) in March and April 2022. There are two key funding sources for the operating budget: 1) fare revenue from riders; and

Entity: San Bernardino County Transportation Authority

2) corresponding subsidies from member agencies. The designation of the novel coronavirus as a pandemic by the World Health Organization and subsequent national, state and local declarations of emergency in March, has led to an ongoing decline in ridership in response to health guidelines and have continued beyond initial expectations. While many companies have lifted stay-at-home orders and federal and state mandates related to social distancing and wearing of masks have been lifted within the past few months, ridership and subsequent fare revenues have continued to perform under budget. As a result, the impact of the novel coronavirus has significantly disrupted the budget development process and impeded SCRRA's ability to transmit a completed Proposed FY 2022/2023 Budget by the deadline prescribed by the JPA.

On April 22, 2022, SCRRA staff presented an item to its Board to request for deferral of the FY 2022/2023 Preliminary Budget Request until the next Board meeting scheduled on May 27, 2022, which was approved unanimously. This allows for additional time to continue budget development, respond to comments and questions posed by member agencies and give the SCRRA Audit and Finance Committee the opportunity to review and approve the budget at its meeting on May 13, 2022 prior to its presentation to the full Board. A supplemental item will be provided once the FY 2022/2023 Budget is formally approved by the Board and subsequently transmitted to the member agencies.

The first budget update presented to member agencies at the staff level was at the scheduled MAAC meeting on March 3, 2022 and included the FY 2022/2023 Preliminary Budget Request for the Capital and Rehabilitation Program. Staff was provided with a proposed list of projects, which included the description and cost for each project, and allowed for a period of review and comment by each member agency. SCRRA presented the Operating budget in individual meetings with each member agency beginning in April 2022. SBCTA staff received the first budget update for operations on April 11, 2022. This update included estimated fare revenue and total expenses for FY 2022/2023, as well as identified COVID-19 Relief fund balances available for each member agency to utilize for budget planning purposes. SCRRA staff responded to all questions and comments received from member agencies and provided responses on April 18, 2022. An additional update was provided at a special MAAC meeting on May 3, 2022, which included a placeholder of \$500,000 for anticipated special train service in FY 2022/2023, of which \$72,000 is SBCTA's share. All member agencies were given an opportunity to review the Proposed FY 2022/2023 Preliminary Budget Request for Operating.

In response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, SCRRA developed a forecast for ridership and associated revenue recovery for FY 2021/2022 to guide budget development efforts moving forward. Through the first eight (8) months this FY, Metrolink lagged the projected recovery scenario. As a result of the resurgence of the COVID-19 cases caused by the rapid spread of the Delta variant and subsequent Omicron variant and work-from-home extensions by employers, SCRRA revised the recovery scenario in November 2021 to better reflect the most recent trends in ridership, number of COVID-19 cases and office occupancy rates across Los Angeles and other major cities throughout the United States. Year-to-Date for the eight (8) months ended February 2022, system-wide revenue recovery was budgeted at 48%, while the actual recovery is 29%. This variance creates a farebox revenue shortfall from the budget of \$9.7 million. In Table 1 below, the chart shows the percent of the total farebox revenue contributed by each of the Operating Lines through February, and the percentage by which each line is unfavorable from the budget.

Transit Committee Agenda Item

May 12, 2022

Page 3

The San Bernardino Line has continued to perform well, consistently having the lowest variance from the budget with -19%.

Table 1. Fiscal Year 2021/2022 Revenue Recovery by Line

Year to Date through February 2022

LINE	FY22 BUDGET	% of Total Budgeted Revenue	ACTUAL	% of Total Actual Revenue	\$ VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	\$ 5,299,752	21%	\$ 4,272,708	28%	\$ (1,027,044)	-19%
Ventura County	2,238,693	9%	847,262	6%	(1,391,432)	-62%
Antelope Valley	3,360,931	13%	2,356,219	15%	(1,004,712)	-30%
Riverside County	2,360,767	9%	995,456	7%	(1,365,311)	-58%
Orange County	6,577,813	26%	3,544,638	23%	(3,033,175)	-46%
Inland-Empire/OC	2,850,300	11%	1,724,648	11%	(1,125,652)	-39%
91 Line	2,211,863	9%	1,472,711	10%	(739,152)	-33%
TOTAL	\$ 24,900,120	100%	\$ 15,213,642	100%	\$ (9,686,478)	-39%

Year-to-Date system-wide ridership was forecast at a recovery of 49%, while actual ridership recovery is 30%. Table 2 below displays the percent of the total ridership carried by each line through February 2022, and the percentage by which each line is unfavorable from forecast. Similar to revenue recovery, the San Bernardino Line has maintained the highest ridership of all lines with a smallest variance from the forecast with -27%.

Table 2. Fiscal Year 2021/2022 Ridership Recovery by Line

Year to Date through February 2022

LINE	FORECAST	% of Total Budgeted Boardings	ACTUAL	% of Total Actual Boarding	VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	978,168	25%	718,011	31%	(260,157)	-27%
Ventura County	359,477	9%	146,687	6%	(212,791)	-59%
Antelope Valley	626,056	16%	383,143	16%	(242,913)	-39%
Riverside County	320,801	8%	115,581	5%	(205,221)	-64%
Orange County	909,555	23%	445,383	19%	(464,172)	-51%
Inland-Empire/OC	418,342	11%	303,457	13%	(114,885)	-27%
91 Line	289,846	7%	212,843	9%	(77,003)	-27%
TOTAL	3,902,247	100%	2,325,105	100%	(1,577,142)	-40%

The revised recovery scenario conducted in November 2021 provided the basis for the FY 2022/2023 Budget, as shown on Tables 3 and 4 on the following page.

Table 3. Fiscal Year 2021/2022 Revised Ridership Recovery Scenario by Quarter

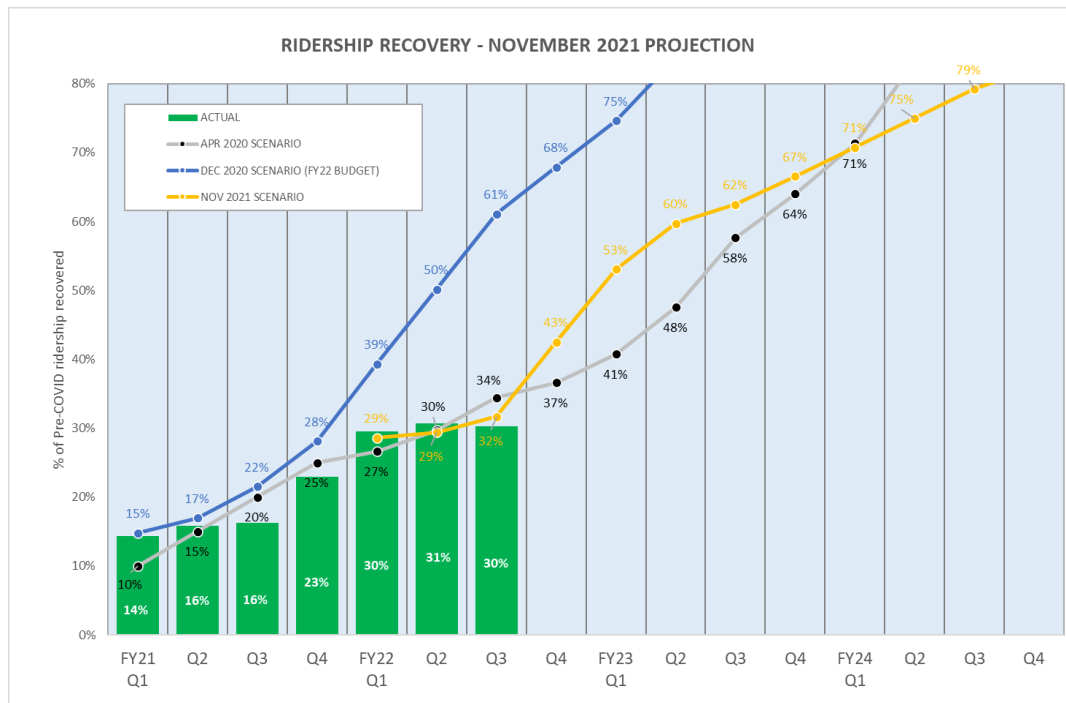
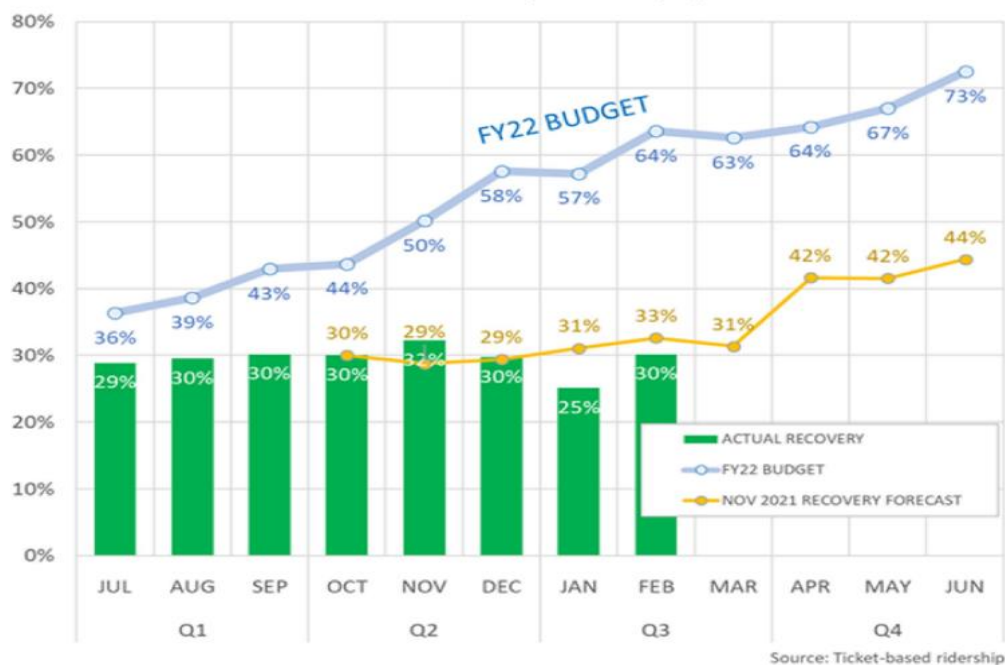


Table 4. Fiscal Year 2021/2023 Revised Revenue Recovery by Month
Actual vs Forecasted Ridership Recovery by Month



Under this revised scenario, ridership is anticipated to achieve nearly half its pre-pandemic ridership by the end of this fiscal year, with full recovery anticipated by FY 2024/2025. At the time of this report, ridership has maintained a strong positive trend, with a significant increase in

ridership in April 2022. This is due to the restoration of service to 91% pre-pandemic levels on April 4, 2022. Wednesday, April 6th reached its highest peak in ridership since March 2020, with an 18% increase in ridership from the previous Wednesday. This number represents 37.5% from pre-pandemic ridership; prior to service restoration, the average was 30%. Although ridership decreased slightly later that week to a system average of 14,500, this is still a major improvement from the system average of 12,300 boardings in March 2022. The San Bernardino Line saw the biggest increase with 656 average boardings, with the Riverside and Ventura County Lines not far behind. The FY 2022/2023 Preliminary Budget Request assumes full service restoration in October 2022 as part of its second annual service schedule change. Ridership will continue to be closely monitored. Any change to service levels will be based on load factors and ridership. Should SCRRA staff determine that a decrease in service is necessitated by decreased load factors, or unplanned decline in ridership, the financial impact would be addressed during the mid-year budget review process in December 2022 and would involve concurrence from the member agencies. Additional details are available in Attachment A.

Although SCRRA has deferred the formal approval and transmittal of the Preliminary FY 2022/2023 Budget, member agencies have been provided with the proposed Capital, Rehabilitation and Operating costs. The proposed costs and intended request is attached hereto as the presentation in Attachment B and includes new budgetary authority of approximately \$441 million. The proposed budget consists of operating budget authority of approximately \$232 million, a decrease compared to the FY 2021/2022 Adopted Budget, which was \$253 million. The Capital Program authority totals approximately \$209 million, an increase compared to the FY 2020/2021 Adopted Budget of \$99 million, and includes a Carl Moyer grant in the amount of approximately \$51.7 million and a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in the amount of \$45 million. The Rehabilitation Program has been reduced to include high priority needs; maintenance of the equipment and infrastructure in a state of good repair is the focus. SCRRA is requesting SBCTA to provide the following subsidy amounts; \$25,742,176 for Operating, \$10,900,080 for Rehabilitation Projects, and \$2,507,164 for New Capital Projects, which focuses on facilities, rolling stock, information technology, and business systems. Projections associated with rolling stock are anticipated to be funded using grant funds, which would reduce the current New Capital request by approximately \$96.7 million. The fund sources are identified in Recommendation B. To offset the increase in operating expenditures as a result of decreased fare revenue, SBCTA has elected to use \$18,508,471 of SBCTA's share of COVID-19 Relief Funds, which fully expends the remaining available COVID-19 Relief Funds made available under the Coronavirus Aid, Relief and Economic Security Act (CARES) and American Rescue Plan Act (ARPA). Attachment B provides a budget summary of the FY 2022/2023 Preliminary Budget Request.

SBCTA's share of the operations subsidy increased by \$3,224,418 from the FY 2021/2022 Adopted Budget, or 14.3%, which is largely driven by the decrease in projected farebox revenues, as well as other key factors, such as a 53% increase in the cost of diesel fuel, 11.1% in train operations, 9.2% increase in equipment maintenance, as well as other cost drivers. Table 5 below provides additional details. This includes the FY 2022/2023 funding needed to continue the Metrolink San Bernardino Line Fare Discount Pilot Program.

Table 5. Fiscal Year 2022/2023 Operating Budget Increase Drivers

Driver	\$ Variance to FY22	% Variance to FY22	Background
Materials Management	\$11.8M	57.2%	Fuel <ul style="list-style-type: none"> • Diesel fuel in U.S. increased 53% in past year. • Metrolink saving ~\$700K by moving to Renewable Diesel
Train Operator Service	\$5.1M	11.1%	Amtrak <ul style="list-style-type: none"> • Wages & Overtime & Benefits ~\$2.7M • Recruitment & Training ~\$2.2M
Equipment Maintenance	\$3.5M	9.2%	Alstom ~\$3.4M
Ops Non-Labor Expenses	\$3.3M	38.5%	<ul style="list-style-type: none"> • New Mobile Ticketing App Development ~\$1.8M • HW & SW Maintenance Agreement increases ~\$1.4M
Maintenance of Way	\$2.8M	5.6%	<ul style="list-style-type: none"> • Herzog ~\$1.0M • Consultants ~\$550K • Staffing ~\$1.2M
System Safety	\$2.2M	16.3%	Sheriffs (new contract)
Insurance & Legal	\$2.1M	12.5%	Insurance
Indirect Administrative Expenses	\$1.7M	8.3%	Overhead
Railroad Agreements	\$1.1M	25.8%	Restoration of Service
Utilities/Leases	\$0.9M	32.0%	<ul style="list-style-type: none"> • Water, Electricity, etc. • Under budgeted in FY22. • Expect higher power usage for ground power - plugging in trains (saves fuel)

The total operating assistance allocation requested in Recommendation A does not include operation expenses for Arrow Service, which is anticipated to begin in Fall 2022. SBCTA and SCRRA staff are still in the process of finalizing the total cost estimate for operations and remains under development. However, as testing and pre-revenue service commenced in early 2022, additional funding is required to continue testing of operations and pre-revenue service until the operation expenses are finalized and revenue service begins. The estimated testing and pre-revenue operating cost estimate for Arrow Service through October 2022 is \$4,237,902 as stated in Recommendation C. An amendment to the Proposed FY 2022/2023 Budget that includes the operating subsidy request for Arrow Service for the remainder of the fiscal year will be presented to the Transit Committee, followed by the SBCTA Board, at a future date.

SCRRA has provided a cash flow for the Rehabilitation Program and the New Capital Program over the next four fiscal years in the Proposed FY 2022/2023 Budget. The combined request reflects an increase of 82% in SBCTA's share as compared to the FY 2021/2022 Adopted Budget. The Rehabilitation Program allows for the railroad to be maintained in a state of good repair, including track and structure projects, systems, rolling stock, and facilities improvements. Projects are prioritized and optimized to address the most pressing system-wide rehabilitation needs. The FY 2022/2023 rehabilitation proposed amount of approximately \$94.4 million, of which \$10.9 million is SBCTA's share, does not include drawdown on the existing State of Good Repair (SGR) backlog, as identified in the Metrolink Rehabilitation Plan (MRP), which was developed in 2018 by SCRRA staff and in the process of being updated based on data identified in the subsequent SGR Financial Plan, developed in 2021 by SCRRA staff. The objective of the program is to rehabilitate and replace the most critical priorities of aging track, railroad structures, vehicles, and facilities currently in use by Metrolink's daily commuter

rail service, Amtrak service, other railroad partner service and to maintain on-time service. This plan identified a substantial backlog of rehabilitation needs. The current backlog amount is approximately \$600 million and has an on-going annual need for \$96.1 million in 2023 dollars. These numbers have not yet been broken down by member agency, however, the 2018 MRP shows SBCTA's share of the backlog at an estimated \$70 million with the annual need estimated at \$12.1 million in 2021 dollars; these figures will be increased based on the recent SGR Financial Plan. With the approval of Senate Bill 1 (SB1), SCRRA directly receives approximately \$285,000 annually from SB1 SGR-Operator Share funds, plus SBCTA receives approximately \$2.4 million of SB1 SGR-Population Share funding that is programmed for both bus and rail needs based on need and project eligibility to Valley-area projects, and could be used to help fund the backlog. This is in addition to an estimated \$15 million apportionment of FTA Section 5337 funds that SBCTA receives annually for Valley-area rail rehabilitation needs, which includes a 59% increase over the prior year apportionment due to the Federal Infrastructure Investment and Jobs Act (IIJA). To address the funding levels required to drawdown the SGR backlog, SCRRA will complete an in-depth analysis of potential funding alternatives. The cash flow for Rehabilitation requests over the next four years is shown in Table 6 below. A detailed list of rehabilitation projects is available by member agency and by line in Attachment C.

Table 6. Fiscal Year 2022/2023 Rehabilitation Cash Flow

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY23 Rehabilitation	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M
	CASH OUTLAY						
2022-23	\$2.1M	\$1.4M	\$0.4M	\$0.5M	\$0.3M	\$0.0M	\$4.7M
2023-24	\$14.9M	\$9.5M	\$2.9M	\$3.8M	\$1.9M	\$0.0M	\$33.1M
2024-25	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
2025-26	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
Totals	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M

The New Capital authorization request for FY 2022/2023 was identified as necessary for safe and efficient rail operations. The proposed projects total approximately \$114.6 million, of which approximately \$2.5 million is SBCTA's share. Grants paid directly to Metrolink are anticipated to cover \$96.7 million of this request. The total amount requested from member agencies will therefore be approximately \$17.9 million. A listing of the individual projects, their location and description are provided in Attachment D. Table 7 and Table 8 below show the cash flow of Capital projects over the next four years.

Table 7. Fiscal Year 2022/2023 New Capital Cash Flow

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
FY23 New Capital	\$5.7M	\$2.4M	\$1.3M	\$1.7M	\$0.9M	\$12.1M
	CASH OUTLAY					
2022-23	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.6M
2023-24	\$2.0M	\$0.8M	\$0.5M	\$0.6M	\$0.3M	\$4.2M
2024-25	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$3.6M
2025-26	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$3.6M
Totals	\$5.7M	\$2.4M	\$1.3M	\$1.7M	\$0.9M	\$12.1M

Table 8. Fiscal Year 2022/2023 New Capital Cash Flow – Rolling Stock

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	RAISE	CARL MOYER	TOTAL
FY23 MP36 LOCO REPLACEMENT	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$45.0M	\$51.7M	\$102.5M
	CASH OUTLAY							
2022-23	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$2.3M	\$2.6M	\$5.1M
2023-24	\$1.0M	\$0.4M	\$0.2M	\$0.3M	\$0.1M	\$15.8M	\$18.1M	\$35.9M
2024-25	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$13.5M	\$15.5M	\$30.8M
2025-26	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$13.5M	\$15.5M	\$30.8M
Totals	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$45.0M	\$51.7M	\$102.5M

Completion of the FY 2022/2023 Proposed Capital Program projects are multi-year in nature. As such, the funding for the Proposed FY 2022/2023 Budget may be viewed as each having a four-year funding commitment which would have the estimated cash flow impact over the subsequent fiscal years.

Regarding the request to swap fund sources under Recommendation E, as SCRRA's funding is contributed by five different member agencies using a mix of local, state and federal funding that ultimately varies, funding can be quite complicated. Recommendation E would not increase SBCTA's funding, or change the sources; it simply moves the funding between categories and makes the accounting easier for SCRRA, making the most efficient use of both fund sources. For SBCTA's share of the FY 2022/2023 Budget Request, SBCTA has requested Board approval of the allocation of specific fund source and dollar amounts needed in Recommendation B, however, staff presented the allocations more similar to how SBCTA makes allocations to the other transit operators in San Bernardino County, and did not tie specific dollars to specific expenditure categories to allow SCRRA the flexibility to make the most efficient uses of the annual subsidy allocations.

Regarding Recommendation D, this allocation is necessary in order to pay the 4th Quarter Operating Subsidy invoice as part of FY 2021/2022. During the development of the budget and associated planning of funds to utilize to meet SBCTA's share of the Preliminary Operating Budget, staff planned to use \$2,590,466 prior year preventative maintenance surplus carry-over San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 12, 2022

Page 9

funds available to SBCTA as advised by SCRRA, however it has since been determined that this amount of preventative maintenance was incorrectly categorized as a surplus and is actually derived from the \$4,000,000 of FTA Section 5337 credit, paid upfront by SBCTA using Valley LTF due to the time delay associated with the drawdown of funds, which was already applied to the 1st Quarter Operating Subsidy invoice. While this allocation increases the funds allocated to SCRRA by SBCTA, it does not increase the overall total of SBCTA's share of the FY 2021/2022 Operating Budget.

Due to the existing cost sharing formulas used by SCRRA, which distributes costs amongst the member agencies for system-wide and San Bernardino Line expenses, the full transmittal of SBCTA's allocation for Operating, Rehabilitation and New Capital Programs is contingent upon each of the five (5) member agencies approving their full financial contribution, as part of SCRRA's FY 2022/2023 Preliminary Budget Request, as well as adoption by the SCRRA Board on May 27, 2022.

Financial Impact:

This item has no financial impact on the Adopted Fiscal Year 2021/2022 Budget or the Proposed 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:

Rebekah Soto, Multimodal Mobility Programs Administrator

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

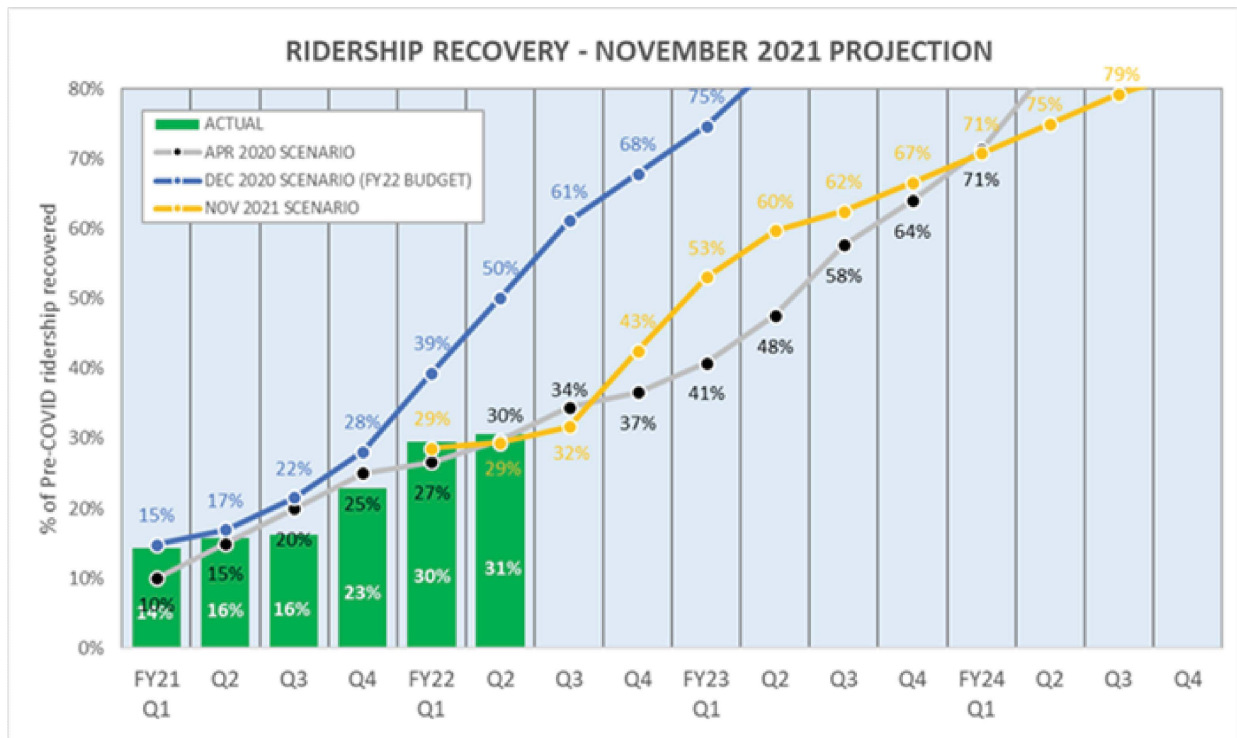
FY22 Monthly Ridership Recovery and Financial Review – February 2022

Audit and Finance Committee Meeting
April 8, 2022



METROLINK

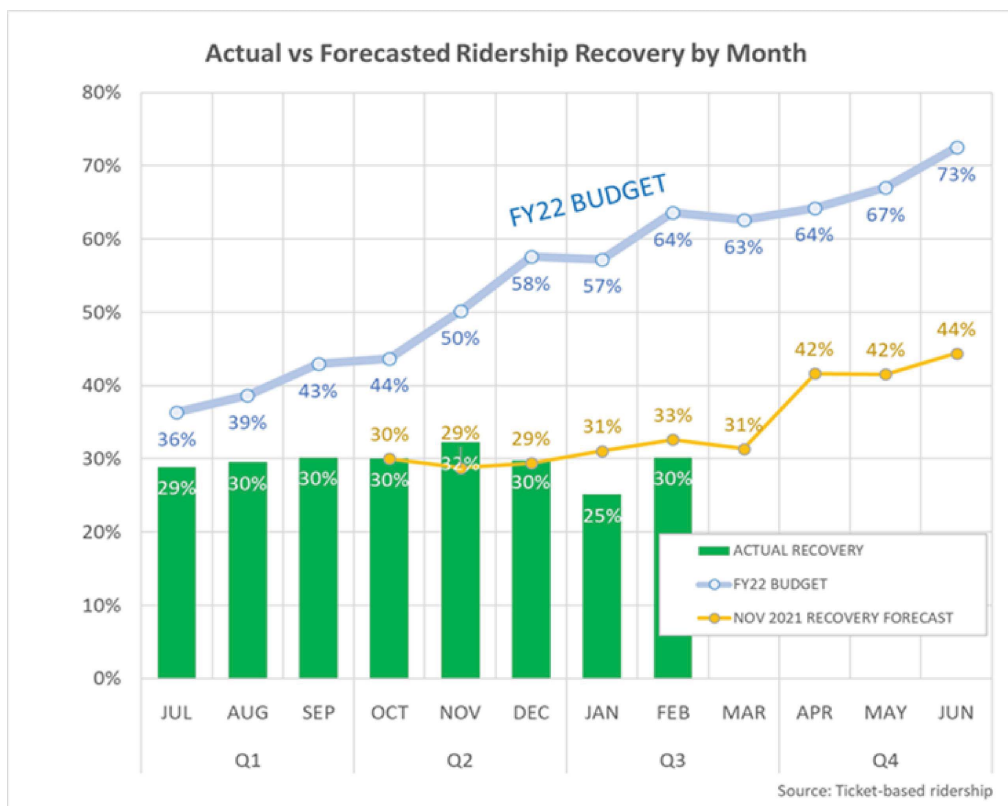
Quarterly results Comparing to FY22 Budget and November '21 Revised Projection



METROLINK

Monthly results

Comparing to FY22 Budget and November '21 Revised Projection



METROLINK 3

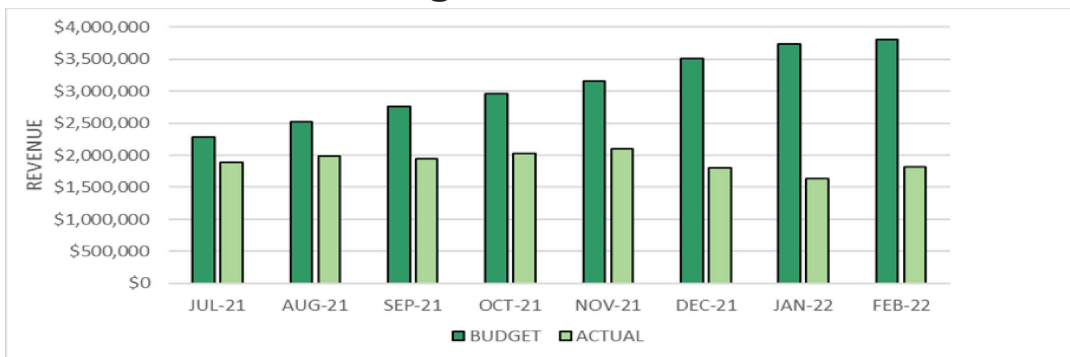
FY22 Recovery of Ridership and Revenue

February 2022



RECOVERY

FY22 Revenue Budget vs Actual



PERIOD	BUDGET		ACTUAL		
	REVENUE	RECOVERY	REVENUE	VARIANCE	RECOVERY
JULY-21	\$2,286,239	36%	\$1,892,309	(\$393,930)	30%
AUGUST-21	\$2,525,702	38%	\$1,988,606	(\$537,096)	30%
SEPTEMBER-21	\$2,767,700	40%	\$1,938,049	(\$829,651)	28%
FY22 Q1 TOTAL	\$7,579,641	38%	\$5,818,964	(1,760,677)	29%
OCTOBER-21	\$2,954,432	42%	\$2,031,250	(\$923,182)	29%
NOVEMBER-21	\$3,153,604	48%	\$2,094,938	(\$1,058,666)	32%
DECEMBER-21	\$3,515,540	58%	\$1,808,630	(\$1,706,910)	30%
FY22 YTD Q2 TOTAL	\$17,203,217	49%	\$11,753,782	(5,449,435)	30%
JANUARY-22	\$3,741,145	57%	\$1,637,803	(\$2,103,342)	24%
FEBRUARY-22	\$3,955,758	64%	\$1,822,057	(\$2,133,701)	29%
Fiscal Year to Date	\$24,900,120	48%	\$15,213,642	\$(9,686,478)	29%

METROLINK 5

RECOVERY

FY22 Revenue by Line

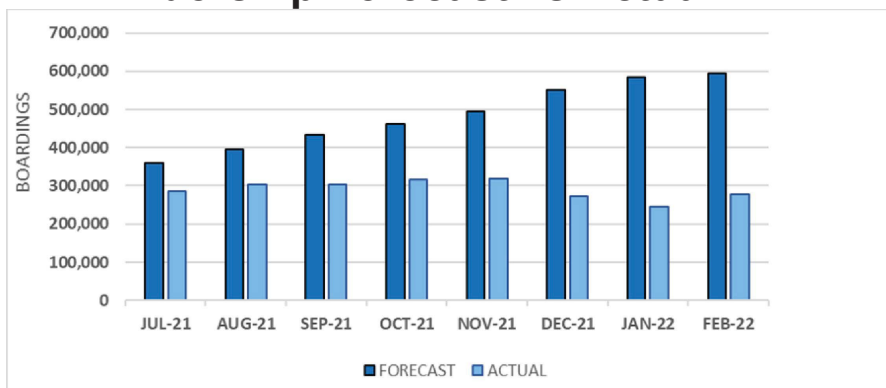
Year to Date through February 2022

LINE	FY22 BUDGET	% of Total Budgeted Revenue	ACTUAL	% of Total Actual Revenue	\$ VARIANCE FAV/(UNFAV)	% Variance from Budget
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Ventura County	2,238,693	9%	847,262	6%	(1,391,432)	-62%
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TOTAL	\$ 24,900,120	100%	\$ 15,213,642	100%	\$ (9,686,478)	-39%

METROLINK

RECOVERY

FY22 Ridership Forecast vs Actual



PERIOD	FORECAST		ACTUAL		
	BOARDINGS	RECOVERY	BOARDINGS	VARIANCE	RECOVERY
JULY-21	358,863	35%	285,002	(73,861)	28%
AUGUST-21	396,638	39%	303,021	(93,617)	30%
SEPTEMBER-21	434,413	43%	304,649	(129,764)	30%
FY22 Q1 TOTAL	1,189,913	39%	892,672	(297,241)	30%
OCTOBER-21	462,744	44%	317,593	(145,151)	30%
NOVEMBER-21	495,797	50%	318,375	(177,422)	32%
DECEMBER-21	551,544	60%	272,917	(278,627)	30%
FY22 YTD Q2 TOTAL	2,699,998	45%	1,801,557	(898,441)	30%
JANUARY-22	584,597	60%	246,229	(338,368)	25%
FEBRUARY-22	617,351	66%	277,320	(340,031)	30%
Fiscal Year to Date	3,901,946	49%	2,325,106	(1,236,809)	29%

METROLINK 7

RECOVERY

FY22 Ridership By Line

Year to Date through February 2022

LINE	FORECAST	% of Total Budgeted Boardings	ACTUAL	% of Total Actual Boarding	VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	978,168	25%	718,011	31%	(260,157)	-27%
Ventura County	359,477	9%	146,687	6%	(212,791)	-59%
Antelope Valley	626,056	16%	383,143	16%	(242,913)	-39%
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TOTAL	3,902,247	100%	2,325,105	100%	(1,577,142)	-40%

METROLINK



FY22

Operating Results

Financial Statistics

METROLINK 9

Operating Results YTD February 2022



Revenue

Proforma Farebox Revenue = \$17.2M, unfavorable from budget \$9.8M or 36.3%, as a result of the fall and winter COVID-19 surge. Improved from last year by 75%

Total Operating Revenue = \$26.3M, unfavorable from budget by \$10.2M or 27.9%, better than last year by only 36% due to reductions in MOW and Dispatch Revenues

Expense

Total Expense \$155.6M, (*Pre-San Clemente) favorable from budget by \$17.3M or 10.0%.

Net Loss (funding required) – (*Pre-San Clemente)

Total Loss \$129.3M – favorable from Budget \$7.1M or 5.2%

*San Clemente expenses excluded to prevent distortion of savings. All expense is not yet recorded. A budget amendment was brought to the Board in January which will cover San Clemente Costs. The January Operating Statement Report displays both the Amendment and any costs.

METROLINK

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE EIGHT MONTHS ENDING FEBRUARY 28, 2022**

	<u>FY22 AMENDED BUDGET</u>	<u>FY22 ADJUSTED BUDGET</u>	<u>FY22 ACTUAL</u>	<u>FY21 ACTUAL</u>	<u>VARIANCE FROM BUDGET OVER/(UNDER)</u>	<u>VARIANCE FROM PRIOR YEAR OVER/(UNDER)</u>
					AMOUNT %	AMOUNT %
Subtotal Pro Forma Farebox	27,035,049	27,035,049	17,225,187	9,836,009	(9,809,862) (36.29%)	7,389,178 75.12%
Total Operating Revenues	36,491,457	36,491,457	26,307,970	19,305,940	(10,183,487) (27.91%)	7,002,029 36.27%
Operating Expenses						
Subtotal Operations & Services	96,719,639	96,116,751	85,996,610	88,816,862	(10,120,140) (10.53%)	(2,820,252) (3.18%)
Subtotal Maintenance-of-Way	33,754,381	33,729,902	33,058,290	27,701,119	(671,612) (1.99%)	5,357,171 19.34%
Subtotal Administration & Services	31,098,076	31,568,469	27,088,848	28,018,213	(4,479,621) (14.19%)	(929,366) (3.32%)
Contingency	60,000	45,546	0	0	(45,546) (100.00%)	0 0.00%
Total Operating Expenses	161,632,097	161,460,668	146,143,748	144,536,194	(15,316,920) (9.49%)	1,607,553 1.11%
Subtotal Insurance Expense (Recoveries)	11,226,472	11,397,901	9,429,849	8,613,581	(1,968,052) (17.27%)	816,268 9.48%
Total Expenses	172,858,569	172,858,569	155,573,597	153,149,775	(17,284,972) (10.00%)	2,423,821 1.58%
Non-Recurring Settlement Expense	0	0	0	3,233,862	0 N/A	(3,233,862) N/A
Non-Recurring Settlement Expense:	0	0	0	0	0 N/A	0 N/A
San Clemente Track Work	5,000,000	5,000,000	2,339,878	0	(2,660,122) -53.2%	2,339,878 N/A
Net Loss	(141,367,112)	(141,367,112)	(131,605,505)	(137,077,697)	9,761,607 (6.91%)	6,005,305 (4.97%)

METROLINK 11



**THANK
YOU**

Attachment B

Proposed FY23 Budget SBCTA Transit Committee Meeting

May 12, 2022



METROLINK

Metrolink System



6
Counties Served

7
Routes/Lines

538
Route miles

63
Stations

METROLINK

2



Our Goal

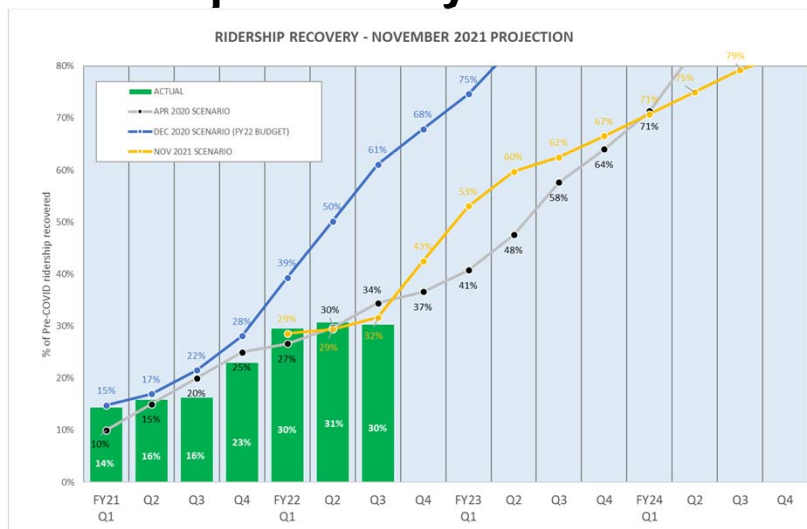
- Regain and grow ridership and related revenue by:
 - Expanding use of Metrolink by current riders
 - Re-engaging lapsed riders
 - Finding and attracting new riders

We must expand our business model from commuter rail to regional rail

METROLINK

3

Ridership Recovery Forecast

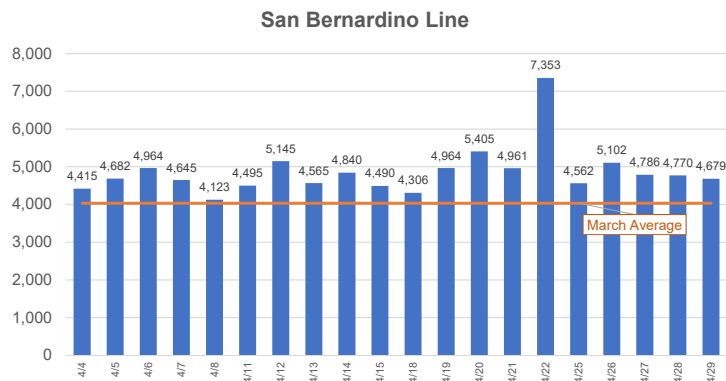


METROLINK

4

Metrolink Ridership Growing

Increase in weekday boardings since April 4 schedule change over average weekday boardings in March (conductor counts)



METROLINK

5



6

Proposed FY23 Operating Budget

□□□□□

METROLINK

FY23 Budget Assumptions

Service:

- 100% Service Restoration in October 2022
- Ventura County Weekend Service in April 2023
 - 2 round trips on Saturday & Sunday
- Includes Special Trains
- Arrow service is a separate line item

Revenue:

- Ridership Recovery Forecast Scenario – November 2021

Expenses:

- 2.5% Merit
- 2.5% COLA
- Contractor increases only as mandated by agreements
- No new FTE headcount

Reporting:

- Monthly
- Formal Mid-Year Budget Review

METROLINK 7

FY23 Operating Budget Increase Drivers

Driver	\$ Variance to FY22	% Variance to FY22	Background
Materials Management	\$11.8M	57.2%	Fuel <ul style="list-style-type: none"> • Diesel fuel in U.S. increased 53% in past year. • Metrolink saving ~\$700K by moving to Renewable Diesel
Train Operator Service	\$5.1M	11.1%	<ul style="list-style-type: none"> • Wages & Overtime & Benefits ~\$2.7M • Recruitment & Training ~\$2.2M
Equipment Maintenance	\$3.5M	9.2%	
Ops Non-Labor Expenses	\$3.3M	38.5%	<ul style="list-style-type: none"> • New Mobile Ticketing App Development ~\$1.8M • HW & SW Maintenance Agreement increases ~\$1.4M
Maintenance of Way	\$2.8M	5.6%	<ul style="list-style-type: none"> • Vendor ~\$1.0M • Consultants ~\$550K • Staffing ~\$1.2M
System Safety	\$2.2M	16.3%	
Insurance & Legal	\$2.1M	12.5%	Insurance
Indirect Administrative Expenses	\$1.7M	8.3%	Overhead
Railroad Agreements	\$1.1M	25.8%	Restoration of Service
Utilities/Leases	\$0.9M	32.0%	<ul style="list-style-type: none"> • Water, Electricity, etc. • Under budgeted in FY22. • Expect higher power usage for ground power - plugging in trains (saves fuel)

METROLINK 8

FY23 Operating Budget – Summary of Support by Member Agency

FY23 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues - FY23	31,159,593	15,973,297	5,740,955	8,603,436	2,546,201	64,023,481
Total Expenses - FY23	151,376,934	62,041,401	32,381,092	34,345,612	16,000,184	296,073,224
FY23 Member Agency Support	(120,217,341)	(46,068,104)	(26,640,137)	(25,742,176)	(13,453,984)	(232,049,743)

FY22 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues - FY22	\$29,923,946	\$15,632,728	\$5,141,420	\$7,380,415	\$2,337,906	60,416,416
Total Expenses - FY22	\$131,375,840	\$54,717,368	\$27,064,513	\$30,561,623	\$14,905,816	258,625,160
FY22 Member Agency Support	(101,451,894)	(39,084,641)	(21,923,093)	(23,181,207)	(12,567,910)	(198,208,745)

YEAR OVER YEAR VARIANCE

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	1,235,647	340,569	599,535	1,223,021	208,295	3,607,065
variance	4.1%	2.2%	11.7%	16.6%	8.9%	6.0%
Expenses	20,001,094	7,324,033	5,316,579	3,711,990	1,094,368	37,448,064
variance	15.2%	13.4%	19.6%	12.1%	7.3%	14.5%
Member Agency Support (increase) / decrease	(18,765,447)	(6,983,463)	(4,717,045)	(2,560,969)	(886,074)	(33,840,998)
variance	18.5%	17.9%	21.5%	11.04%	7.1%	17.1%

METROLINK

9



Proposed FY23 Capital Budget

□□□□□

METROLINK

9

FY23 Capital Program

Total Proposed FY23 Capital Budget = \$209,066,952

- SBCTA Share (6.4%) of Proposed FY23 Capital Budget = \$13,407,244
 - Rehabilitation = \$10,900,080
 - New Capital = \$2,507,164

Current Backlog estimated at ~\$600M

METROLINK 11

FY23 Capital Program – Rehabilitation – Cash Flow

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY23 Rehabilitation	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M
	CASH OUTLAY						
2022-23	\$2.1M	\$1.4M	\$0.4M	\$0.5M	\$0.3M	\$0.0M	\$4.7M
2023-24	\$14.9M	\$9.5M	\$2.9M	\$3.8M	\$1.9M	\$0.0M	\$33.1M
2024-25	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
2025-26	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
Totals	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M

METROLINK 12

FY23 Capital Program – New Capital – Cash Flow

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
FY23 New Capital	\$5.7M	\$2.4M	\$1.3M	\$1.7M	\$0.9M	\$12.1M
	CASH OUTLAY					
2022-23	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.6M
2023-24	\$2.0M	\$0.8M	\$0.5M	\$0.6M	\$0.3M	\$4.2M
2024-25	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$3.6M
2025-26	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$3.6M
Totals	\$5.7M	\$2.4M	\$1.3M	\$1.7M	\$0.9M	\$12.1M

METROLINK 13

FY23 Capital Program – New Capital – Cash Flow – Rolling Stock

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	RAISE	CARL MOYER	TOTAL
FY23 MP36 LOCO REPLACEMENT	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$45.0M	\$51.7M	\$102.5M
	CASH OUTLAY							
2022-23	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$2.3M	\$2.6M	\$5.1M
2023-24	\$1.0M	\$0.4M	\$0.2M	\$0.3M	\$0.1M	\$15.8M	\$18.1M	\$35.9M
2024-25	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$13.5M	\$15.5M	\$30.8M
2025-26	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$13.5M	\$15.5M	\$30.8M
Totals	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$45.0M	\$51.7M	\$102.5M

METROLINK 14

FY23 Operating & Capital Proposed Support by Member Agency

	METRO	OCTA	RCTC	SBCTA	VCTC	Other	TOTAL
Total Operating Request - FY23	\$120,217,341	\$46,068,104	\$26,640,137	\$25,742,176	\$13,453,984		\$232,049,743
Total Capital Request - FY23	50,969,908	30,786,930	10,391,915	13,407,244	6,740,702	96,696,093	\$209,066,952
FY23 Total Request	171,187,249	76,855,034	37,032,052	39,149,420	20,194,686	96,696,093	441,116,695

METROLINK 15



Questions?

metrolinktrains.com



NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

Attachment C

REVISED: 03/22

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	PURSURING RAISE GRANT	OTHER-SECUCARL MOYGRANT
1	CHAKLADARA	2456	Capital	ALL	All	NA	NA	NA	Information Technology	AGENCYWIDE CYBERSECURITY IMPLEMENTATION	Cyber threats have proliferated and have become more sophisticated over the years. Most organizations have a dedicated cybersecurity team led by a CISO (Chief Information Security Officer). A Cybersecurity Manager was approved in the FY22 budget, however the position once hired, will not have a dedicated team of cybersecurity experts. Instead, the Cybersecurity Manager will have to rely on several part-time resources from the Infrastructure, Networking and HelpDesk teams in the IDTS team. This project aims to build a cybersecurity framework, monitor evolving security threats, build a mitigation strategies for incidence management, and proactively harden the security posture of the agency from cyberthreats. The project envisions deploying contract services and software and hardware products.	439,000	208,525	86,922	48,729	63,216	31,608			
2	STEWARTM	2476	Capital	ALL	All	NA	NA	NA	Facilities	CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION PHASE I DESIGN & ENVIRONMENTAL	<p>Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Additionally, Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to design the CMF projects identified in the CMF Modernization Study effort.</p> <p>Modernizing the 30-year-old CMF will increase the operational efficiency of the facility because the improvements identified through the CMF Modernization Study effort will bring the facility up to date with safety, technological improvements, addition work platforms, cranes, tables use of Wi-Fi and improve layouts for warehousing parts. Many of the projects that would increase operational efficiency of maintenance activities also contribute to addressing the community concerns by reducing the number of idling locomotives in the yard and the duration of their idling reducing the noise and emissions from locomotives. Due to the limitations of the property situated between San Fernando Road and the LA River which is built out with the current buildings and tracks and the need to maintain service while any project is constructed there are some limitations to the improvements that can be made and any construction to the existing site and buildings needs carefully planned staging plans.</p>	3,721,000	1,767,475	736,758	413,031	535,824	267,912			
3	STEWARTM	2477	Capital	ALL	All	NA	NA	NA	Facilities	CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION EARLY ACTION TO ADDRESS COMMUNITY CONCERNS	Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to advance an additional sound barrier at CMF. Following a successful demonstration of steel sound barriers at the service and inspection track (pilot barriers face the Elysian Valley community), additional sound barriers will be installed on the other side of the servicing area to dampen the noise generated by idling locomotives. This investment has been repeatedly requested by the Cypress Park community.	515,000						515,000		

Attachment: Attachment C - FY23 Proposed New Capital Project List (8516 : Southern California Regional Rail Authority Preliminary Budget

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	PURSURING RAISE GRANT	OTHER GRANT	3.c
4	VEGAR	2576	Capital	ALL	All	NA	Worn	High	Business Systems	ENTERPRISE ASSET MANAGEMENT (EAM) IMPROVEMENT PROJECT - PHASE II	<p>Metrolink is building out the use of Trapeze Enterprise Asset Management System (EAM) as part of an effort to consolidate a series of standalone asset management systems into a single repository in a phased approach. The Metrolink Board approved a single source procurement back in May 2021 with Trapeze Software Group to add 2 new modules, optimization, implementation services, and Organizational Change Management as part of Phase I for \$1.5M. While Phase I (Project No. 519093) has been launched in FY2022, staff anticipates the project timeline will extend beyond the current fiscal year and into FY2023. As staff works to deliver Phase I of this EAM Improvement Project, there is a possibility of potential change orders that will be needed. Approximately \$200K of this budget request would be a placeholder in the capital budget for any unexpected consulting services, interfaces, customization, and configuration needs. Furthermore, Phase II would include the purchase of additional licenses and modules, implementation services, additional Organizational Change Management support, and other expenses as needed. The modules included in Phase II include: Application Interface Programming (API), Telematics, Mobile Focus Enterprise, Network Restrictions, Linear Visualization, and Illustrated Parts Catalog. This new phase will also require the support of a project management consultant, agency staff time, and project reserve at a similar percentage as budgeted for Trapeze EAM Phase I.</p> <p>In addition to building out the use of its prominent EAM System; Metrolink staff is also exploring software solutions that can be integrated in its EAM system to support prescriptive rail maintenance and allow the agency to measure the life extension and cost savings from rail grinding, milling and friction management allowing Metrolink to make well-informed investment decisions. The agency is seeking a software solution that will provide track engineering data, economics, and physics-based models that can be easily integrated into capital planning, budgeting and work execution processes. A prescriptive rail maintenance solution will enhance the agency's ability to develop the business case and identify the optimal rail maintenance strategy. This will allow Metrolink to more easily plan, approve, and fund rail maintenance, ultimately reducing maintenance costs and extending rail life and support the agency's State of Good Repair objectives. This effort combined with the investment in new modules and interfaces as part of Phase II of the EAM Improvement Project is anticipated to cost approximately \$1.7M.</p>	1,700,000	807,500	336,600	188,700	244,800	122,400				
5	HOLMANS	2636	Capital	ALL	All	NA	Marginal	High	Business Systems	PMIS PURCHASE AND CONFIGURATION	<p>Implementation of a robust project management information, (PMIS), providing program controls support for ongoing and future work associated with capital improvement and rehabilitation projects initiated by SCRRA. The scope of the PMIS includes: Project Controls, Schedule Management, Cost Management, Estimating, Risk Management, Reporting Management, Contract Management and Document Management.</p> <p>The implementation phase tasks include:</p> <ul style="list-style-type: none">o Configuring the PMIS system to provide the following functionalities: Contract Mgmt., Cost Mgmt., Scheduling Mgmt., Risk Mgmt., Reporting, Document Control, etc.o Pilot projecto Data Migrationo Training & Roll out <p>The planning phase tasks include those already funded in prior FY21 project:</p> <ul style="list-style-type: none">o Requirements gathering and documentationo Gap analysiso Updating Business processeso Support in documenting and development of technical requirements that will be included in the forthcoming RFP for PMIS software and integrationo Develop a comprehensive implementation plan	5,725,000	2,719,375	1,133,550	635,475	824,400	412,200				
FY2023 PROPOSED NEW CAPITAL REQUEST												12,100,000	5,502,875	2,293,830	1,285,935	1,668,240	834,120	515,000	-		
6	STEWARTM	2479	Capital	ALL	All	NA	Marginal	High	Rolling Stock	*MP36 LOCOMOTIVE REPLACEMENT - 10 OUT OF 15 LOCOMOTIVES - SUBJECT TO GRANT PURSUIT	<p>The Tier 2 MP36 fleet of 15 locomotives was deployed in 2008-2009 and is now approaching its mid-life and the RAMs metrics are trending down as expected for locomotives at this age and use. This project request is for replacement of the MP36 fleet with new Tier 4 locomotives. (Agency is pursuing the goal to fund with grants up-to 94.3% with Member Agency contribution of 5.7%. This project proposal #2479 covers the first 10 out of a total of 15 locomotives with a 5.7% Member Agency contribution of \$5.82M out of this total \$102.52M funding request. The Agency has already secured \$51.6M in Carl Moyer grant funding for this project. Currently pursuing RAISE grant of \$45.0M.)</p>	102,521,951	2,767,283	1,153,520	646,670	838,924	419,462	-	45,000,000	51,696,	
FY2023 PROPOSED NEW CAPITAL TOTAL REQUEST												114,621,951	8,270,158	3,447,350	1,932,605	2,507,164	1,253,582	515,000	45,000,000	51,696,	

Attachment C - FY23 Proposed New Capital Project List (8516 : Southern California Regional Rail Authority Preliminary Budget

NOTE:
*Staff will continue to secure additional grant funding for this project.



REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

Attachment D

REVISED: 02/11/:

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
1	HOLMANS	2417	Rehab	ALL	All	NA	Worn	High	Rolling Stock	BOMBARDIER RAILCAR REBUILD	Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work includes: Bombardier Railcar Rebuild - Option order for 38 Generation 1 cars	30,000,000	14,250,000	5,940,000	3,330,000	4,320,000	2,160,00
2	HOLMANS	2556	Rehab	ALL	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Phase 2: MOW health and welfare facilities installation, rehab and utility connections. Designs and replace rented crew trailer including furniture, equipment and repositioning to meet CPUC mandated clearances as well as connect to utilities. - Automate and install predictive failure notifications to some of the facilities equipment to detect and repair failures before they become impact to rail operation. Include some title 24 upgrades. - Add and update ground power at yards and Laguna Niguel siding. - Rehab ground air in the yards. - Fall protection/roof platform rehab CMF. - Phase 1: Replacement of 30 year old south electrical switchgear at CMF. - Install permanent power at Lang Yard. - Systemwide facilities and yard paving, striping, fencing, access carts, signage, paint rehab.	5,200,000	2,470,000	1,029,600	577,200	748,800	374,40
3	HOLMANS	2557	Rehab	ALL	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and potentially medium duty vehicles (subject to manufacture production schedules). Heavy - 2 Medium - 4 Light Duty - 25 Equipment - 4	3,510,000	1,667,250	694,980	389,610	505,440	252,72
4	HOLMANS	2558	Rehab	ALL	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,00
5	HOLMANS	2559	Rehab	ALL	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,00
6	HOLMANS	2597	Rehab	ALL	All	NA	Worn	High	Rolling Stock	ROLLING STOCK DAMAGE REPAIR	Rolling Stock Damage Repair – Oxnard accident cars – see attached STV report. The cost estimate includes the following considerations and assumptions: 1) The estimated costs to repair are based solely on visible damages during the inspection and engineering estimations made accounted for anticipated hidden damages. 2) The estimated costs to repair is to restore the cars to an “as-new condition” for revenue service. 3) The estimated costs to repair do not consider internal structural, air piping, cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 4) The estimate costs to repair do not consider underfloor air piping and cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 5) The estimated costs to repair does not include “non-recurring engineering cost” and production setup cost. 6) Engineering costs are a rough order of magnitude and do not account for influences such as market forces. 7) Market Adjustments: STV report says \$5M but it is almost 5 years old. Considering 7% of market price increase for 7 years, it is \$5.35M. 8) Additional Adjustments: STV report does not include structural inspection and repair. Due to the heavy accident, it will require engineering analysis on the structural integrity to ensure its road-worthy – estimation is \$2M, including engineering consultant and actual repair. 10% for internal costs.	8,000,000	3,800,000	1,584,000	888,000	1,152,000	576,00

Attachment: Attachment D - FY23 Proposed Rehab Project List (8516 : Southern California Regional Rail Authority Preliminary Budget Request

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	3.d
7	HOLMANS	2598	Rehab	ALL	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of locomotives, railcars and cab cars. Specific work includes: 1) Rotem HVAC Overhaul/Rebuild - \$2M a. Continuous cashflow for 4 rebuilt HVAC units every 30 days b. Risk - termination of equipment for faulty HVAC units - this is already an issue c. This is an ongoing program with funding to be requested in future budget years 2) Fleetwide Condition-based Maintenance Program (CBM) - \$3M a. Program targeting a proactive approach to identify, plan and perform repair/replacement of parts prior to failure and a tailored schedule to each component. 1. Document the CBM program for user manuals, process, flow-chart, training and support algorithm. 2. Develop the reliability and availability algorithm along with RBA process. 3. Deliver on-hand tools and add-on sensors to the maintenance end-users and rolling stocks. 4. Re-structure the maintenance process and facility support for CBM. 5. Analysis and develop the daily maintenance onsite process to accommodate the best efficiency in CBM program. 6. Code the algorithm and process for an application to Metrolink configurational management tool. 7. Code the system for an automatic notification, RBA alert and predictive failure warning. 8. Send notification of resolution to reporting source of any issues or failures. 9. Run development for the supply quality assurance. 3) Communication System Overhaul - \$640K a. Upgrade the communication control system for wireless control, onboard Ethernet network. b. Upgrade the destination panel. c. Overhaul the minor components such as speakers, microphone, etc. d. This is an ongoing program with funding to be requested next year to complete 4) HVAC Air Quality Solution - COVID-19 - \$2.3M a. Mitigation for COVID-19. b. F125 & MP36 locomotive and Rotem passenger car. c. This is already underway for Bombardier cars. d. This is an ongoing program with funding to be requested in future budget years. 5) MP36 Loco lifecycle management - \$3.6M a. MP36s are approaching their midlife in 2023. b. Highest priority systems to be addressed in order to keep these locomotives serviceable. c. This is an ongoing program with funding to be requested in future budget years.	11,600,000	5,510,000	2,296,800	1,287,600	1,670,400	835,200
8	WONGS	2631	Rehab	ALL	All	NA	Worn	Low	Information Technology	GENERAL INFORMATION TECHNOLOGY EQUIPMENT AND SYSTEM REHABILITATION	The Metrolink IT environment is in need of rehabilitation. The scope involves the replacement of end-user equipment and systems (e.g. laptops, desktops, tablets, monitors, cellphones, software systems), office equipment (e.g. multifunction printers, plotters, audio/video conferencing systems), and infrastructure equipment.	485,000	230,375	96,030	53,835	69,840	34,920
											ALL SHARE PROJECT PROPOSAL REQUEST	68,795,000	32,677,625	13,621,410	7,636,245	9,906,480	4,953,240
9	HOLMANS	2386	Rehab	ALL	River Sub - West Bank	0 - 485.20	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION - WEST BANK	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge.	6,900,000	3,277,500	1,366,200	765,900	993,600	496,800
											RIVER SUBDIVISION-WEST BANK PROJECT PROPOSAL REQUEST	6,900,000	3,277,500	1,366,200	765,900	993,600	496,800

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	3.d
10	HOLMANS	2617	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Tunnel 25 Rehabilitation: Option 1: Partial funding necessary for the complete track rehabilitation of Track in the Tunnel. (Additional \$8M would need to be secured elsewhere). Option 2: Take advantage of economies of scale and perform major maintenance in the Tunnel by combining scope, equipment and labor forces with the work coming on Tunnel 26 which is funded through separate outside FRA Grant. Work would remove & replace approximately 20% of ties and ballast.	4,000,000	4,000,000	-	-	-	
11	HOLMANS	2627	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED: 1) CP Courrier MP 6.4 - Replace CP House, internal control equipment, and power switch machine \$550,000 2) EC Repeater & Switch Leaving Signal MP 7.51 - Replace house, internal control equipment and battery back-up - \$250,000 3) Int Signal 71-73 MP 7.9 Replace Signal House, internal control equipment - \$350,000 4) Int Signal 141-142 MP 14.2 Replace Signal House, internal control equipment - \$350,000 5) DED MP 15.10 - Replace detector and control equipment - \$250,000 6) Int Signal 191-192 MP 19.22 Replace Signal House, internal control equipment - \$350,000 7) Int Signal 201-202 MP 20.8 Replace Signal House, internal control equipment - \$350,000 8) EC4 Repeater MP 21.8 Replace Signal House, internal control equipment - \$350,000 9) EC4 Repeater MP 22.6 Replace Signal House, internal control equipment - \$350,000	2,500,000	2,500,000	-	-	-	
METRO PROJECT PROPOSAL REQUEST												6,500,000	6,500,000	-	-	-	
12	HOLMANS	2620	Rehab	Orange County Line	Orange	NA	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Metrolink Share of NCTD Turnout at Basilone Spur Rail replacement, and upgrade from 115 lb rail to 136 lb rail from Beach Rd to CP Serra (Scope removed from 2021 due to SCORE coordination issues). Riprap and track protection along the coast.	6,700,000	-	6,700,000	-	-	
13	HOLMANS	2626	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work includes construction funding for Culverts designed and environmentally cleared in FY20, but do not have sufficient construction funding. Culverts MP 205.8 and 207.2 Orange Sub, and Olive Sub MP 5.4.	2,220,000	-	2,220,000	-	-	

ent: Attachment D - FY23 Proposed Rehab Project List (8516 : Southern California Regional Rail Authority Preliminary Budget Request

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	PTC/VHF
14	HOLMANS	2630	Rehab	Orange County Line	Orange	NA	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED: 1) CP La Palma MP 167.3 - Replace CP House, internal control equipment, and power switch machine \$600,000 2) CP College MP 169.8 - Replace CP House, internal control equipment, and power switch machine \$550,000 3) CP Maple MP 172.4 - Replace CP House, internal control equipment, and power switch machine \$600,000 4) CP Lincoln MP 174.7 - Replace CP House, internal control equipment, and power switch machine \$600,000 5) CP Aliso MP 178.9 - Replace CP House, internal control equipment, and power switch machine \$550,000 6) CP Tinkham MP 184.5 - Replace CP House, internal control equipment, and power switch machine \$600,000	3,330,000	-	3,330,000	-	-	
OCTA PROJECT PROPOSAL REQUEST												12,250,000	-	12,250,000	-	-	
FY2023 PROPOSED REHABILITATION REQUEST												94,445,000	42,455,125	27,237,610	8,402,145	10,900,080	5,450,04

3.d

Minute Action

AGENDA ITEM: 4

Date: May 12, 2022

Subject:

Distribution of Non-Operating property in the Station Cooperative Agreements

Recommendation:

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

Direct staff to work with Metrolink Station host cities to update the station cooperative agreements for Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and Ontario to revise provisions concerning the distribution of proceeds upon termination of the agreements to be divided equally between the San Bernardino County Transportation Authority and the host cities.

Background:

In response to a request from staff to take a holistic approach to providing property insurance for the core infrastructure improvements at rail stations, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) provided direction on June 2, 2021, to proceed with adding the core assets to SBCTA property insurance for Fiscal Year (FY) 2021/2022 and further instructed staff to work with the host cities to update the station cooperative agreements to include a provision that the respective host city will reimburse SBCTA for 50% of the associated cost going forward. As part of staff's effort to coordinate amendments to the station cooperative agreements, staff is working to make the terms of the station agreements more uniform across the system.

One provision which has been largely uniform amongst the station cooperative agreements concerns the distribution of proceeds upon termination of the cooperative agreement. Generally, upon termination, all affairs undertaken or conducted under the agreement are to be wound up, assets liquidated, debts paid, and the proceeds distributed to the parties in direct proportion to each party's monetary participation. Monetary participation was not defined in the original station cooperative agreements and may include capital expenses for the acquisition and construction of the station site, operational costs to maintain and provide security at the station site, administrative costs for planning or zoning actions taken by the city to establish the station site or to restrict parking at the station site or for operating paid parking programs. Distribution of proceeds is anticipated to be nominal except where a significant amount of real property is identified to be liquidated. Six of the station sites have non-operating real property associated with the site which would be liquidated upon termination of the station cooperative agreement. Of the six station sites that would liquidate real property upon termination, four of them have exhibits summarizing costs of the host city and SBCTA. Of the four agreements which have exhibits, only the Fontana agreement is explicit in what amounts are to be considered or excluded when establishing the monetary participation of the parties, expressly referencing the amounts contained within the exhibits which are only missing a dollar value of an appraisal of the land value which SBCTA contributed to the station. Table 1 below summarizes SBCTA's existing station cooperative agreements and how they address shared assets and the distribution of proceeds. Table 2 below further details how much property is identified as a shared asset for the station agreements which identify that the shared assets are to be liquidated and provides the ratio inferred from exhibits to those agreements where exhibits exist.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 12, 2022

Page 2

Given the nearly thirty-year tenure of some of these agreements, which are anticipated to continue now and into the foreseeable future, it is clear that establishing the monetary participation of the parties under the agreement would be an open conversation as to what costs constitute monetary participation under the station cooperative agreement with five of the six host cities. This conversation is expected to require recovery of historical accounting records which may not be available at such time as the station agreements are wound up. For these reasons, staff is seeking direction from the Board regarding amending the distribution of proceeds term, for the six station cooperative agreements which involve the liquidation of real property assets, to distribute proceeds in equal shares to SBCTA and the respective host city. This change will dispel any uncertainty as to how the parties are to proceed in the event that a station cooperative agreement is terminated and remove reliance upon documentation which may be many decades old if it exists at all at the time that the agreements are terminated.

On March 10, 2022, this item was presented to the SBCTA Transit Committee (Committee). The Committee deferred the item and since then, SBCTA staff has followed up with each of the cities to update city staff with respect to the Committee's response to this item and will continue dialog based on concurrence from the Committee and Board. Final approval of any changes to the station agreements will be brought back to the Transit Committee and Board for final approval once SBCTA staff receives concurrence from each respective city.

Table 1 – Station Cooperative Agreements Summary

Station	Shared Assets	Distribution	Contracts	Exhibits
Montclair	Liquidate 1.6 AC	Participation	91-065	
Upland	Liquidate 3.7 AC	Participation	93-051	C/D
Rancho Cucamonga	Liquidate 10 AC	Participation	94-001	
Fontana	Liquidated 3.6 AC	Participation, As set forth in Exhibits Excluding maintenance and security	93-078	F/H
Rialto	Liquidated 4.5 AC	Participation	93-049	D/E
SB Depot	Transferred to SBCTA	Reimburse City if Termination due to SBCTA default Termination by SBCTA for convenience Excludes maintenance and security	04-040 93-066	G D/E
SB TC	Transferred to SBCTA	Participation	17-1001666	
Redlands	None	None	97-026	
University	None	Participation	20-1002255	
East Ontario	Liquidate 9.1 AC	Participation	93-062	C/D

Table 2 –Summary of Stations with Liquidation terms

Station	Contract	Acres	City%	SBCTA%	Exhibits
Montclair	C91-065	1.6	NA	NA	NA
Upland	C93-051	3.7	12.55%	87.45%	C/D
Rancho Cucamonga	C94-001	10	NA	NA	NA
Fontana	C93-078	3.6	11.57%*	88.43%*	F/H
Rialto	C93-049	4.5	28.03%	71.97%	D/E
Ontario	C93-062	9.1	49.92%	50.08%	C/D

* The ratio reported between the City's share and SBCTA's share omits an appraisal value for the property in favor of SBCTA, which is to be included in the final proportion of monetary participation and would further weight this ratio in favor of SBCTA.

Financial Impact:

This item is consistent with the Fiscal Year 2021/2022 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:

Ryan Aschenbrenner, Right of Way Manager

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: May 12, 2022

Subject:

Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project

Recommendation:

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

A. Conduct public hearings to consider condemnation of interests in real property described more particularly in each of the Resolutions of Necessity described below (referred to below collectively as the “Subject Property Interests”), which are required for the West Valley Connector Project.

B. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-153 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by MJ United, Inc., a California corporation. (Assessor’s Parcel Number [APN] 1049-011-05). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

C. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-155 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Daru Property Management, LLC, a California limited liability company (APN 1048-522-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

D. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-156 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008, and Luis Alberto Rojas, Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008 (APNs 1049-063-03 & 04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

E. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-157 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Joao Ricardo Carvalho and Lisa Castro Carvalho, husband and wife, as joint tenants (APN 1049-063-05). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

F. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-158 authorizing and directing General Counsel, or her designees, to prepare,

Entity: San Bernardino County Transportation Authority

commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by B&G Plaza, a California general partnership (APN 1049-065-11). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

G. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-159 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008 (APN 1049-091-04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

H. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-160 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring certain real property interests on the real property owned by John Roubian, a married man, as his sole and separate property (APNs 1049-093-03 & 04). The Resolution must be approved by at least a two-thirds vote of the Board of Directors.

Background:

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans, and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes to construct the West Valley Connector Project (“WVC Project”). The WVC Project is a 100% zero-emission Bus Rapid Transit (“BRT”) system. It is the first stage of the San Bernardino County Zero Emission Bus Initiative and second BRT route in San Bernardino County. The WVC Project is a proposed 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana. The WVC Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operations and maintenance facility for light maintenance activities would be constructed. The WVC Project would be constructed in two phases including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga, and Phase II/Haven Alignment, from Ontario International Airport (ONT) to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2025. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding.

Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to ONT and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside), and multiple major activity centers along the route, including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community.

The WVC involves use of local, state, and federal funding, including funds administered by the Federal Transit Administration (FTA). Based on the multiple funding sources, the environmental documentation was prepared jointly in compliance with both the California San Bernardino County Transportation Authority

Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA was the lead agency under CEQA and FTA was the lead agency under NEPA.

In May 2020, the 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) in compliance with CEQA for the WVC Project. Subsequently, on May 12, 2020, FTA approved the Findings of No Significant Impact (FONSI) in accordance with NEPA, which concluded the Environmental Clearance of the WVC Project. In adopting Resolution No. 20-046, the Board found that Alternative B, which was designated as the preferred alternative, would better meet the purpose of the WVC Project and need than Alternative A. The Board emphasized that the City of Ontario commissioned a Holt Boulevard Mobility and Streetscape Strategic Plan that is consistent with the proposed improvements included with Alternative B. Accordingly, the Board rejected Alternative A.

The Board further found that the benefits of the WVC Project outweigh the unavoidable environmental impacts. The Board emphasized that the WVC Project (under the approved Alternative B alternative) has significant benefits, including improved travel time and the speed and reliability of bus transit based on the proposed exclusive bus-only lanes with five center-running stations in Ontario. The WVC Project is consistent with several regional and local land-use plans, including helping to achieve the goals of Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy, SBCTA's Long-Range Transit Plan for San Bernardino Valley, goals related to improving transit opportunities in the General Plans of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and the counties of Los Angeles and San Bernardino, and the Specific Plans, Community Plans, and Master Plans along the project corridor. Resolution No. 20-046 highlighted that the City of Ontario's Holt Boulevard Mobility and Streetscape Strategic Plan specifically reflects the WVC Project with exclusive bus-only lanes on Holt Boulevard. In addition, the WVC Project would facilitate future transit-oriented developments and mixed-use developments along the project corridor to revitalize the WVC Project area. The WVC Project is supported by Caltrans, Districts 7 and 8, and the cities along the WVC Project corridor, including Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. Further, the Board found that the WVC Project would have economic benefits for the area, revitalize adjacent land uses along the corridor, and improve sidewalks and parkways associated with land acquisition for the widened right-of-way.

In January 2021, the Board authorized SBCTA staff and its consultants to proceed with the acquisition activities, including appraisals, appraisal reviews, negotiations, relocation assistance, property management, environmental site assessments, and building demolition in support of the right-of-way acquisition needs for the WVC Project.

The Board further authorized staff to proceed with the acquisition of the required property or property rights necessary for the WVC Project from identified property owners, including relocation assistance, demolition of existing structures, property management, disposal of excess property, and environmental testing and remediation. The Board also authorized the Director of Transit and Rail Programs to add or remove parcels from the list of properties as the Director determines from time to time are necessary for the WVC Project, provided said parcels are environmentally cleared.

San Bernardino County Transportation Authority

The WVC Project requires that SBCTA acquire the necessary property interests expeditiously to ensure that construction can be completed within the proposed timeline to ensure that there are no costly delays or impacts to funding. Throughout the environmental and preliminary engineering process, SBCTA has made extensive efforts to plan the WVC Project in a way that minimizes the impacts of the WVC Project on properties in the WVC Project area. These efforts include minimizing impacts to parcels from which SBCTA requires certain property interests and maintaining ingress and egress from the adjacent street to the impacted properties during construction of the WVC Project. Although most of the proposed improvements are anticipated to be constructed within the existing right-of-way, SBCTA will require certain property interests to accommodate the WVC Project.

SBCTA's acquisition agents continue to negotiate in good faith, on behalf of SBCTA, with the owners of properties impacted by the WVC Project. Based on the timing of the WVC Project, however, it is necessary for SBCTA to consider the adoption of resolutions of necessity at this time to acquire the property interests necessary for the WVC Project and obtain possession of said property interests in time to ensure that the WVC Project is operational by early 2025.

Before this item comes before the Board, SBCTA will comply with applicable law and requirements for the acquisition of property for public use by eminent domain. In accordance with Code of Civil Procedure Section 1245.235, SBCTA will mail to the owners of the Subject Property Interests a Notice of Hearing regarding the intent of SBCTA to adopt a Resolution of Necessity for acquisition by eminent domain of the respective Subject Property Interests. The Code of Civil Procedure Section 1245.235 notice of hearing will be mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the property of which the respective Subject Property Owners are a part. Further, in accordance with Code of Civil Procedure Section 1245.235, SBCTA will also mail a Notice of Hearing regarding the intent of SBCTA to adopt a Resolution of Necessity for acquisition by eminent domain of the respective Subject Property Interests to the Cities of Montclair, Ontario, Pomona, and Rancho Cucamonga as required by Public Utilities Code Section 130220.5(c).

The purpose of this Agenda item is for the Board to consider the information and evidence to support the findings required for the adoption of the Resolutions of Necessity to authorize the acquisition by eminent domain of the Subject Property Interests described in this report. Although the adoption of the Resolutions of Necessity is recommended for the Subject Property Interests in order to maintain the WVC Project schedule and avoid delays, SBCTA's acquisition agents will continue to negotiate with the property owners in an effort to acquire the Subject Property Interests needed through a voluntary purchase and avoid litigation in the eminent domain process.

The owners of the subject properties are:

- MJ United, Inc., a California corporation
- Daru Property Management, LLC, a California limited liability company
- Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008, and Luis Alberto Rojas, Trustee of the Luis Alberto Rojas,

Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008

- Joao Ricardo Carvalho and Lisa Castro Carvalho, husband and wife, as joint tenants
- B&G Plaza, a California general partnership
- Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008
- John Roubian, a married man, as his sole and separate property

Support for Adoption of Resolutions of Necessity

SBCTA is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code Sections 130220.5 and 130809(b)(4). SBCTA is also authorized to acquire property for public use by eminent domain pursuant to Section 19 of Article 1 of the California Constitution, California Code of Civil Procedure Section 1230.010 et seq. (Eminent Domain Law), including but not limited to Sections 1240.010, 1240.020, 1240.110, 1240.120, 1240.320, 1240.330, 1240.510, 1240.610, 1240.650 and by other provisions of law. Acquisition of the property interests by eminent domain will allow SBCTA to obtain legal rights to the properties needed for the WVC Project in cases where a negotiated sale cannot be reached. Adoption of a Resolution of Necessity authorizes SBCTA to file an eminent domain proceeding for the acquisition by eminent domain of the property interests described in each Resolution of Necessity. It is necessary to obtain authorization to commence eminent domain proceedings at this time because it can take several months to obtain possession of the Subject Property Interests needed for the WVC Project. SBCTA needs to obtain prejudgment possession in time to ensure that the WVC Project is operational by early 2025.

To adopt the subject Resolutions of Necessity, SBCTA must make the four findings discussed below for each of the property interests needed for the WVC Project in accordance with Code of Civil Procedure Sections 1240.030 and 1245.230. The issue of the amount of just compensation for each of the property interests is not addressed by these Resolutions of Necessity and is not an issue before the Board at the hearing. The four necessary findings are:

1. ***The public interest and necessity require the WVC Project;***
2. ***The WVC Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;***
3. ***The Subject Property Interests sought to be acquired are necessary for the WVC Project; and***
4. ***The offer required by Government Code Section 7267.2 has been made to the owner or owners of record.***

The four required findings are supported by the evidence set forth below.

1. The public interest and necessity require the WVC Project.

The WVC Project, as planned and designed, will be a 100% zero-emission BRT system, the first stage of the San Bernardino County Zero Emission Bus Initiative and second BRT route in San Bernardino County. The WVC Project is a proposed 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana. The WVC Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The WVC Project will also construct a new operations and maintenance facility for light maintenance activities. The WVC Project will be constructed in two phases, including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from ONT to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2025. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding

Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to ONT and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community. The WVC Project traverses an urban corridor, and BRT stations have been located to create a comfortable, efficient transit place that fits into the community fabric. The WVC Project is in the public interest and necessity because it will create an efficient alternative to the use of personal vehicles thereby reducing the overall emissions into the environment.

The WVC is also in the public interest and necessity because it will improve travel time and the speed and reliability of bus transit based on the proposed exclusive bus-only lanes with five center-running stations in Ontario. The WVC Project is consistent with several regional and local land-use plans, including helping to achieve the goals of Southern California Association of Governments’ (SCAG) Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy, SBCTA’s Long-Range Transit Plan for San Bernardino Valley, goals related to improving transit opportunities in the General Plans of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and the counties of Los Angeles and San Bernardino, and the Specific Plans, Community Plans, and Master Plans along the project corridor. Resolution No. 20-046 highlighted that the City of Ontario’s Holt Boulevard Mobility and Streetscape Strategic Plan specifically reflects the WVC Project with exclusive bus-only lanes on Holt Boulevard. In addition, the WVC Project will facilitate future transit-oriented developments and mixed-use developments along the project corridor to revitalize the WVC Project area. The WVC Project is also in the public interest and necessity because it will result in economic benefits for the area, revitalize adjacent land uses along the corridor, and improve sidewalks and parkways associated with land acquisition for the widened right-of-way.

2. The WVC Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

The purpose of the WVC Project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the city of Pomona, in Los Angeles County, to the city of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., a system that includes off-board fare vending, all-door boarding, Transit Signal Priority (TSP) optimized operating plans, and stations that consist of branded shelter/canopy, security cameras, benches, lighting, and variable message signs). The WVC Project seeks to address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 as set forth in SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy growth forecast. Improved rapid transit along the project corridor would help Omnitrans and SBCTA achieve the long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

The WVC Project, is planned and designed to improve transit service by better accommodating existing high bus ridership. It is also planned and designed to improve ridership by providing a viable and competitive transit alternative to the automobile and improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider. Further, the WVC Project supports local and regional planning goals to organize development along transit corridors and around transit stations. Current and future population and employment conditions establish a need for higher-quality transit service. The WVC Project corridor is primarily an inter-city route that serves densely populated neighborhoods with a high percentage of transit patrons that are minority, low-income, and/or transit dependent. The WVC Project corridor includes a current high level of employment and several key activity centers. Regionally, the Inland Empire leads the six-county southern California region in growth. Current and future transportation conditions establish a need for an improved transit system. The current standard bus service has several deficiencies that do not make transit an attractive alternative to the automobile, particularly in terms of corridor travel time. Current and future travel demand is expected to accompany the projected growth in population and employment, further increasing the need for an improved transit system. Finally, transit-related opportunities exist in the WVC Project area. Current transit access to employment and intermodal centers is considered inadequate to meet current and future needs. High-quality, reliable rapid transit service is needed to deliver riders to these multiple destinations; the WVC Project would provide such a service. The WVC Project alignment passes through potential redevelopment and transit-oriented development areas and would help foster their potential for development.

The WVC Project will affect approximately 241 parcels, and will require several business and residential relocations. SBCTA held several meetings and considered alternatives to the current Alternative B design that the Board selected as the preferred alternative based on the benefits to the WVC Project corridor. The WVC Project was planned and designed in a manner to accomplish the greatest public good and cause the least private injury. SBCTA and its acquisition agents have had numerous communications with the owners of the properties impacted by the WVC Project and will work with all owners of impacted parcels to minimize the impact of the WVC Project on the subject properties and to assist those persons and businesses displaced by the WVC Project to receive applicable relocation assistance and benefits.

3. Each of the Subject Property Interests SBCTA seeks to acquire is necessary for the WVC Project.

SBCTA seeks to construct the WVC Project, as planned and designed, to improve bus efficiency and reduce carbon emissions over a 19-mile segment. The WVC Project requires the acquisition of additional right-of-way for the proposed bus way. Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to ONT and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community. The WVC Project traverses an urban corridor, and BRT stations have been identified to create a comfortable, efficient transit place that fits into the community fabric. The WVC Project will create an efficient alternative to the use of personal vehicles thereby reducing the overall emissions into the environment.

Although SBCTA is constructing portions of the WVC Project within existing ROW, the WVC Project requires acquisition of the Subject Property Interests listed below and cannot be constructed without the acquisition of said Subject Property Interests:

- MJ United, Inc., a California corporation: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Daru Property Management, LLC, a California limited liability company: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008; Luis Alberto Rojas, Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Joao Ricardo Carvalho & Lisa Castro Carvalho, husband and wife, as joint tenants: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- B&G Plaza, a California general partnership: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.

- John Roubian, a married man, as his sole and separate property: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.

A number of parcels have constructed improvements that encroach within the public right-of-way. SBCTA is compensating the property owners for any improvements affected by the WVC Project, even in those cases where said improvements encroach in the public right-of-way.

As stated above, the public use for which SBCTA seeks to acquire the Subject Property Interests, namely street widening for bus related purposes to improve corridor mobility and transit efficiency with an enhanced, state-of-the-art BRT system, and all uses necessary or convenient thereto, will not unreasonably interfere with or impair the continuance of the public use to which any easement holders may have appropriated the area (Code of Civil Procedure Section 1240.510). Further, the WVC Project may require the relocation of several utilities to the proposed new right-of-way area. The public use for which SBCTA seeks to acquire the Subject Property Interests, namely street widening for bus related purposes to improve corridor mobility and transit efficiency with an enhanced, state-of-the-art BRT system, and all uses necessary or convenient thereto is a more necessary public use within the meaning of Code of Civil Procedure Section 1240.650 than the uses to which public utility easement holders have appropriated any utility easements located in the Subject Property Interests that are affected by the WVC Project. Accordingly, SBCTA is authorized to acquire the Subject Property Interests pursuant to Code of Civil Procedure Sections 1240.510, 1240.610, and 1240.650.

Pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610, to the extent that any of the Subject Property Interests are already devoted to a public use, the use proposed by this WVC Project is a more necessary public use than the use to which the Subject Property Interests, or any portion thereof, are already devoted, or, in the alternative, are a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Subject Property Interests, or any portion thereof, are already devoted.

In addition, to the extent the Subject Property Interests, or portions thereof, are currently devoted to or held for some public use, SBCTA intends to acquire substitute property pursuant to Code of Civil Procedure Sections 1240.320 and 1240.330. The requirements of said Sections have been satisfied and the acquisition of said substitute property is necessary for the WVC Project. The substitute property may be conveyed by SBCTA to the owner(s) of the property interests needed for the WVC Project.

4. Offers required by Section 7267.2 of the Government Code have been made to the owner or owners of record.

SBCTA, pursuant to Government Code Section 7260 *et seq.*, obtained a fair market value appraisal of the Subject Property Interests, set just compensation in accordance with the fair market value and extended a written offer to the owners of record of the Subject Property Interests. As detailed above, the SBCTA extended to the owner of record of the Subject Property Interest, a written offer pursuant to Government Code Section 7267.2 to acquire the Subject Property Interests for a public use, namely public road widening and related purposes, and all uses necessary or convenient thereto. Specifically, SBCTA extended a written offer to the

following record owners of the Subject Property interests:

- SBCTA extended a written offer to MJ United, Inc., a California corporation to purchase an approximate 533 square foot permanent easement and impacted site improvements, as well as an approximate 93 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 739 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-011-05.
- SBCTA extended a written offer to Daru Property Management, LLC, a California limited liability company to purchase an approximate 637 square foot permanent easement and impacted site improvements, as well as an approximate 6,173 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 517 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-522-10.
- SBCTA extended a written offer to Alicia Rojas, Trustee of The Alicia Rojas Family Trust established December 15, 2008, and Luis Alberto Rojas, Trustee of the Luis Alberto Rojas Family Trust established December 15, 2008, to purchase an approximate 507 square foot permanent easement and impacted site improvements, as well as an approximate 4,021 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 220 - 222 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1049-063-03 & 04.
- SBCTA extended a written offer to Joao Ricardo Carvalho & Lisa Castro Carvalho, to purchase an approximate 584 square foot permanent easement and impacted site improvements, as well as an approximate 3,944 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 226-230 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-063-05.
- SBCTA extended a written offer to B&G Plaza, a California general partnership to purchase an approximate 826 square foot permanent easement and impacted site improvements, as well as an approximate 2,832 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses

necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 326 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-065-11.

- SBCTA extended a written offer to Judy Almaraz, Trustee of the Judy Almaraz Family Trust, dated June 3, 2008, to purchase an approximate 1,800 square foot permanent easement and impacted site improvements, as well as an approximate 4,066 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 526 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-091-04.
- SBCTA extended a written offer to John Roubian, a married man, as his sole and separate property, to purchase an approximate 1,171 square foot permanent easement and impacted site improvements, as well as an approximate 3,965 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 630 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1049-093-03 & 04.

Incorporation of Above-Referenced Documents:

The following documents on file with the SBCTA's Clerk's Office, which are referenced in this report, are incorporated herein by this reference:

- Resolutions of Necessity
- SBCTA Resolution No. 20-046
- Offer letter to the record owners of the Subject Property Interests
- Notice pursuant to Code of Civil Procedure Section 1245.235 to the record owners of the Subject Property Interests
- Notice pursuant to Code of Civil Procedure Section 1245.235 to the Cities of Montclair, Ontario, Pomona, and Rancho Cucamonga as required by Public Utilities Code Section 130220.5(c)
- Project plans
- Environmental Documents relating to the WVC Project

Financial Impact:

This item is consistent with the Proposed 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 and the draft resolutions.

Transit Committee Agenda Item

May 12, 2022

Page 12

Responsible Staff:

Ramie Dawit, Transit and Rail Consultant - WSP

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

San Bernardino County Transportation Authority

WEST VALLEY CONNECTOR PROJECT

RESOLUTIONS OF NECESSITY FOR PROJECT RIGHT-OF-WAY

Presenter: Ramie Dawit
SBCTA Right-of-Way Manager

Transit Committee
May 12, 2022



cta

San Bernardino County
Transportation Authority

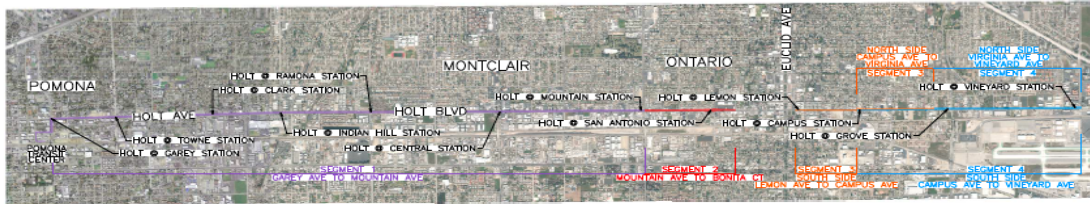
SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



SBCTA Request

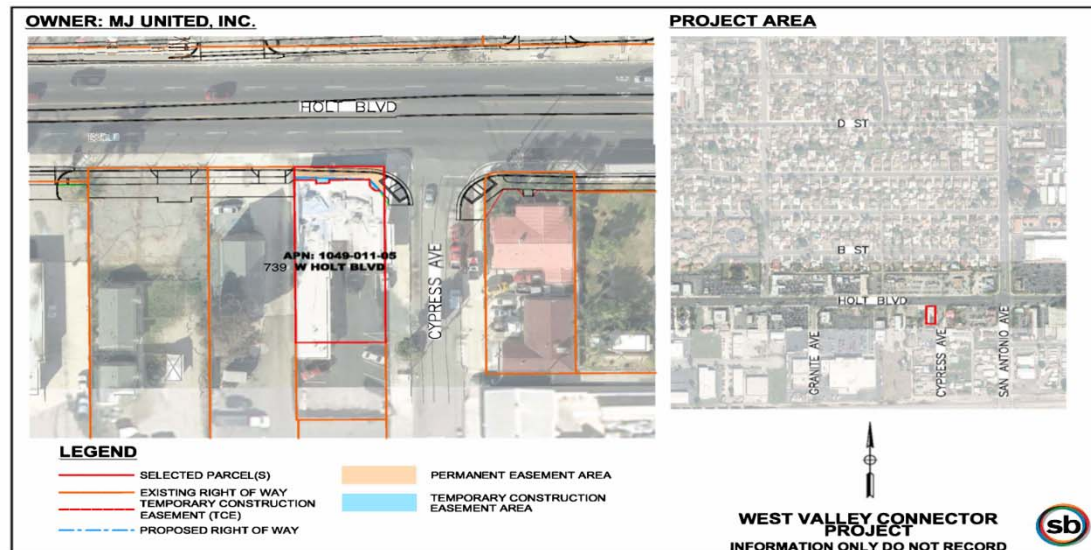
- Connect the Pomona, Montclair, Ontario, and Rancho Cucamonga communities with improved bus service with 10-minute headways during peak hour and 15-minute headways off peak hour and with stops at the Pomona Transit Center, Ontario International Airport, Ontario Mills, Rancho Cucamonga Metrolink Station, and Victoria Gardens
- Construct 21 bus stations serving the 19-mile-long route between the Pomona Transit Center in Pomona and Victoria Gardens in Rancho Cucamonga
- Widen approximately 3.5 miles of Holt Boulevard in Ontario to accommodate dedicated bus lanes and five center-running bus stations
- Introduce transit signal priority at intersections to improve bus service
- Provide enhanced amenities for passengers at stations including bike racks and improved wayfinding signage
- Install pantograph charging to allow for use of sustainable electric bus fleet
- Construct continuous sidewalk along both sides of Holt Boulevard through the City of Ontario to improve pedestrian accessibility



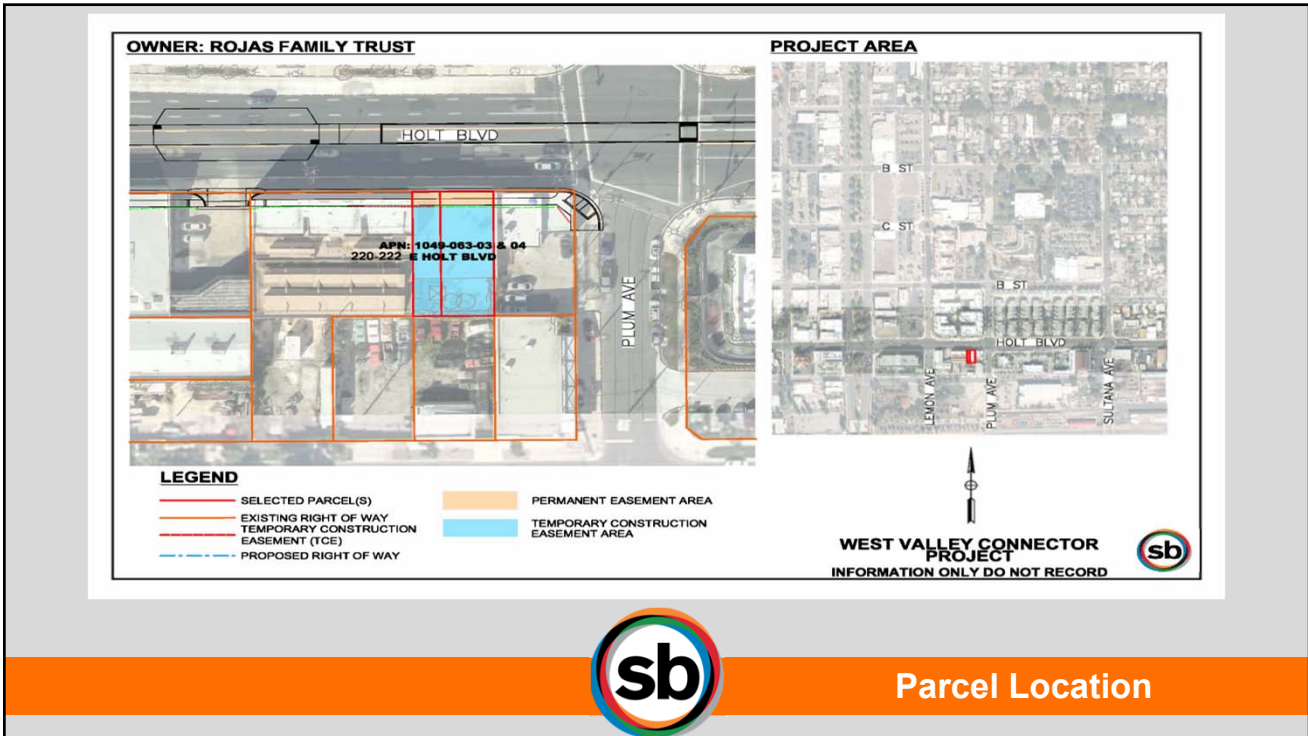
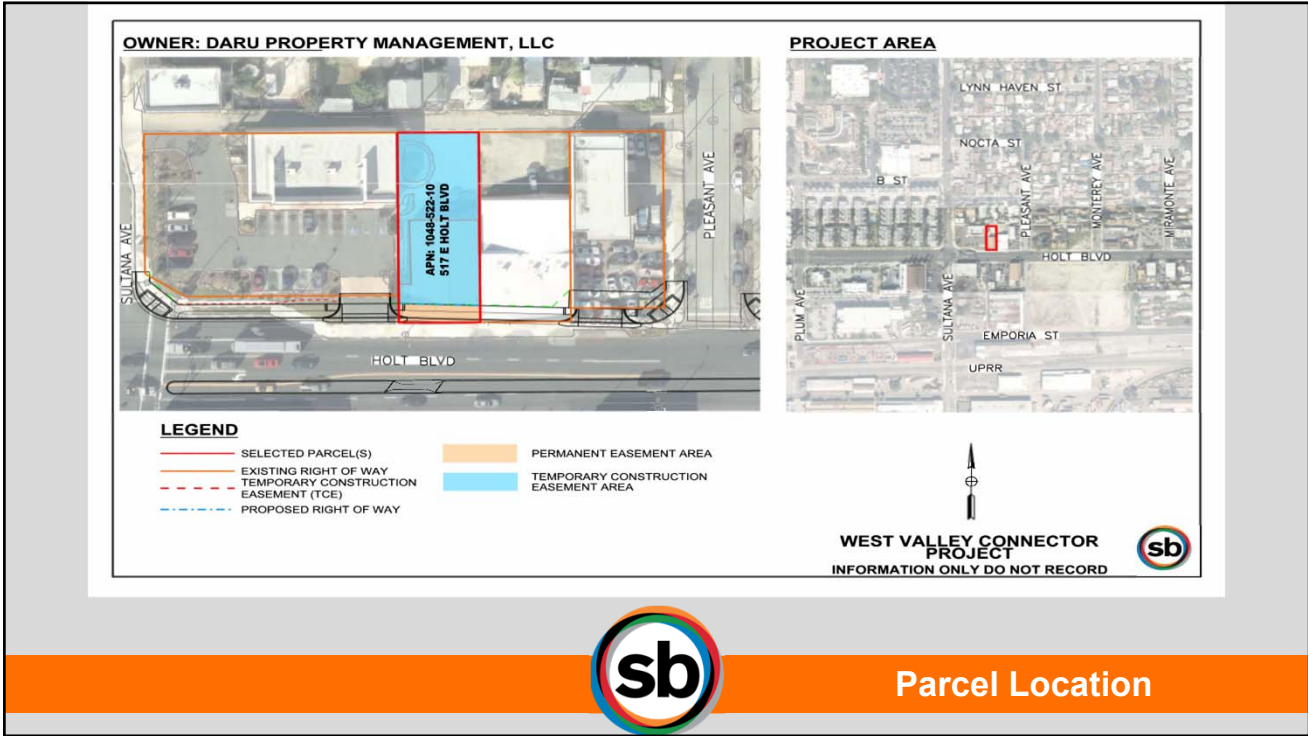
WEST VALLEY CONNECTOR
PROJECT
INFORMATION ONLY DO NOT RECORD



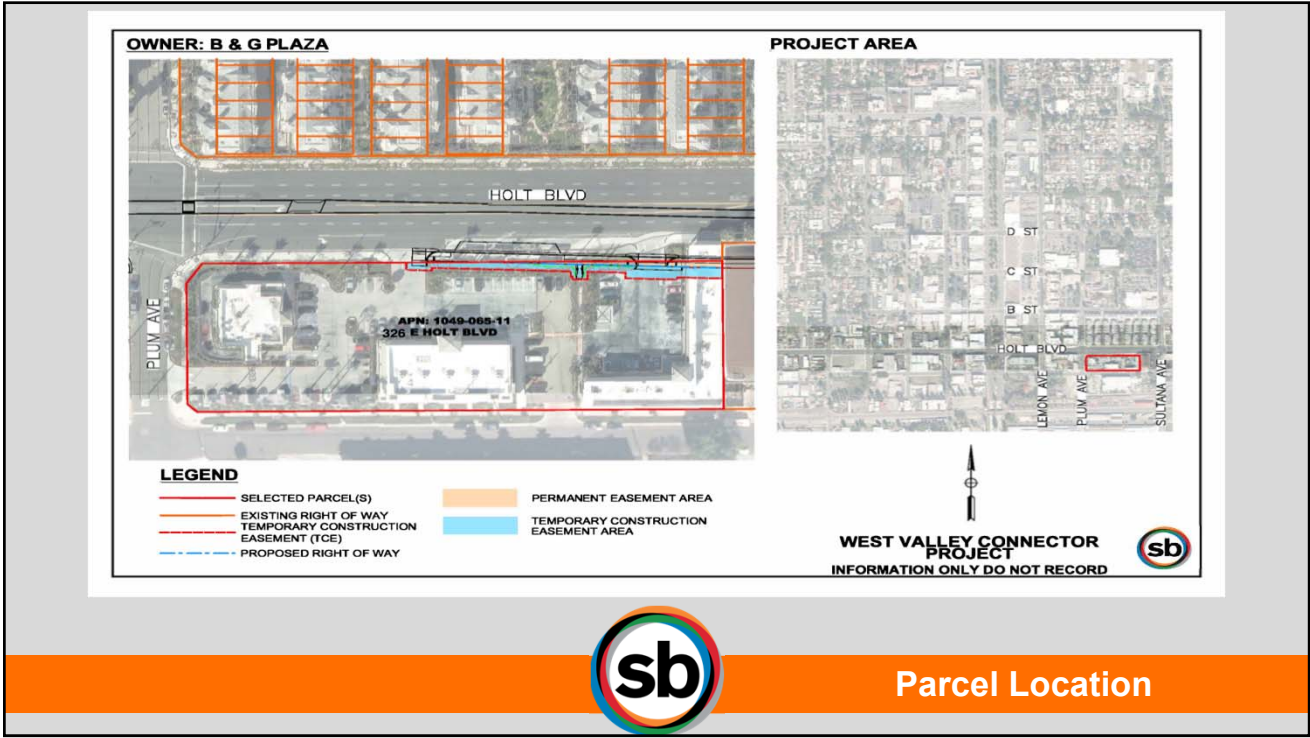
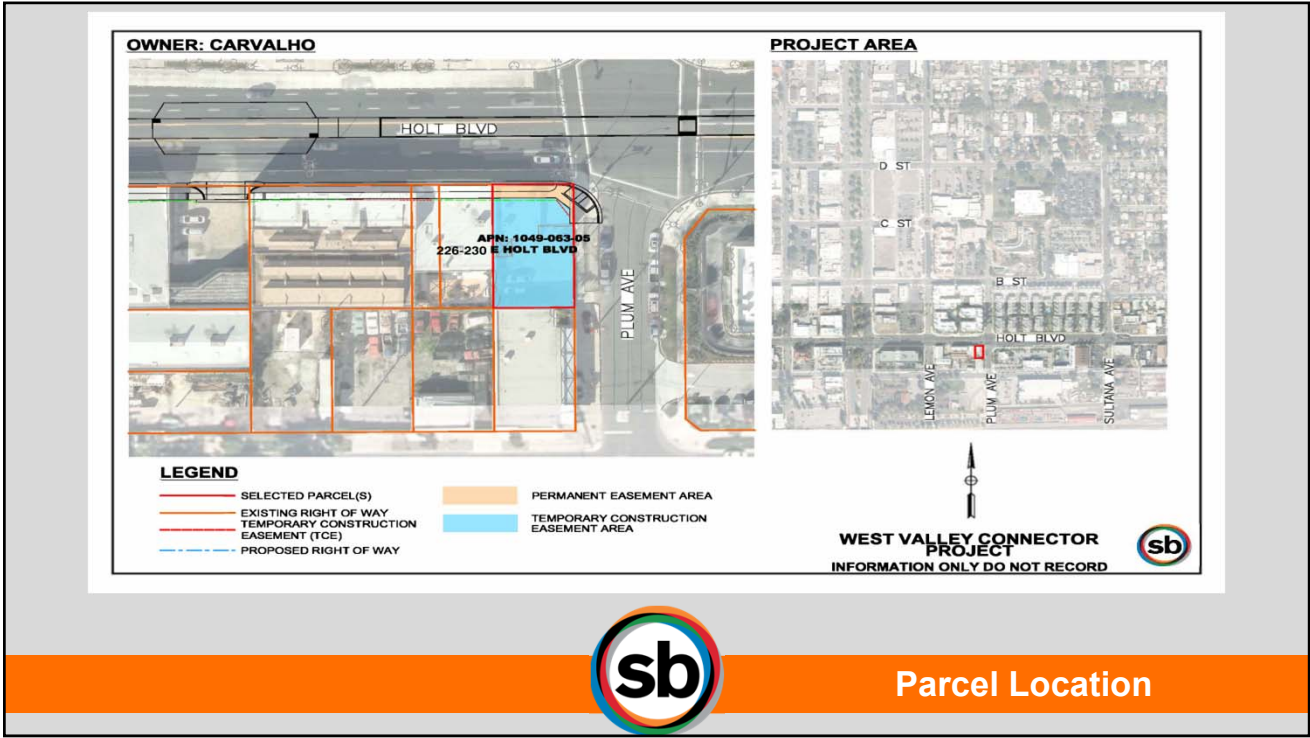
West Valley Connector Project



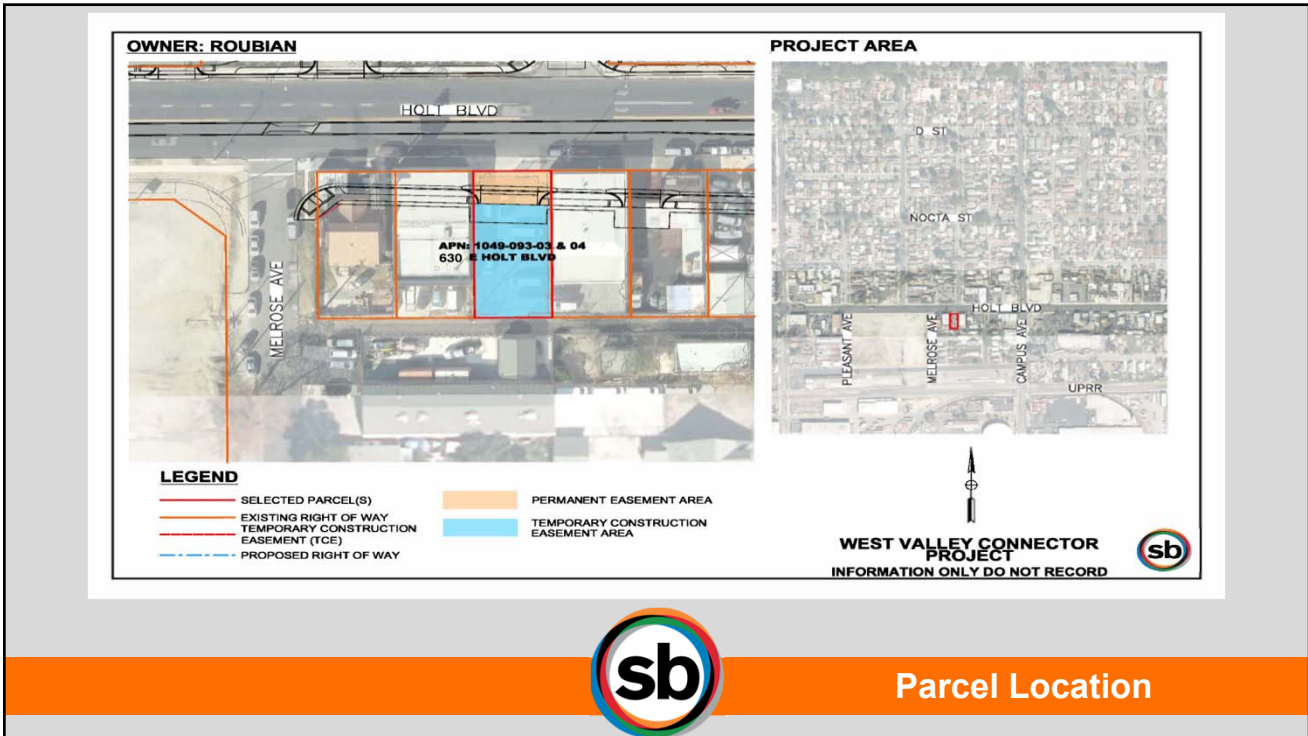
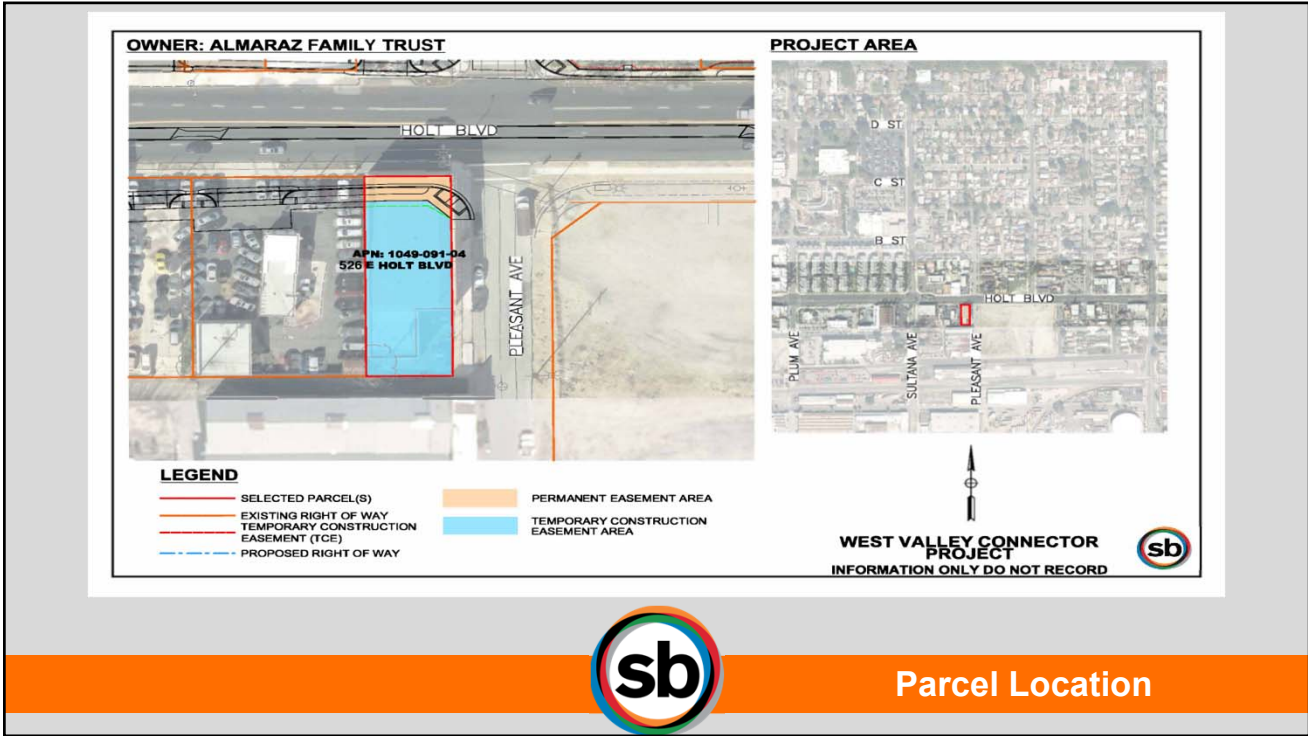
Parcel Location



Attachment: WVC RONS PPT PDF (8594 : Preview of the Hearing to Consider RON for Property Interests for the WVC Project)



Attachment: WVC RONS PPT PDF (8594 : Preview of the Hearing to Consider RON for Property Interests for the WVC Project)



Attachment: WVC RONS PPT PDF (8594 : Preview of the Hearing to Consider RON for Property Interests for the WVC Project)

No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
B.	MJ United Inc	1/21/22	1	1	3	0	0	5	10
C.	Daru Property Management, LLC	5/6/21	3	1	8	4	20	0	36
D.	Rojas Family Trust	5/21/21	0	1	5	3	1	3	13
E.	Carvalho	4/26/21	1	0	8	4	0	0	13
F.	B&G Plaza	2/9/22	0	2	3	3	0	2	10
G.	Almaraz Family Trust	10/4/21	1	1	5	7	0	0	14
H.	Roubian	10/29/21	1	0	4	10	0	0	15
*Property visit, phone call and/or email with no response									



Communication Summary

Item	Ownership	Offer Date
B.	MJ Untied Inc	2/18/22
C.	Daru Property Management, LLC	2/10/22
D.	Rojas Family Trust	2/10/22
E.	Carvalho	2/14/22
F.	B&G Plaza	2/10/22
G.	Almaraz Family Trust	2/2/22
H.	Roubian	2/2/22



Offer of Just Compensation

**SBCTA ADOPT A RESOLUTION OF NECESSITY
BASED ON THE FOLLOWING FINDINGS:**

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



Staff Recommendation

THANK YOU



Minute Action

AGENDA ITEM: 6

Date: May 12, 2022

Subject:

Amendment No. 3 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. 3 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 \$750,000, for a new not-to-exceed amount of \$21,188,064; and exercise the final option year, extending the contract term through September 30, 2023.

B. Approve contingency in an amount not-to-exceed \$75,000 for Contract No. 16-1001440 and authorize the Executive Director, or his designee, to release contingency as necessary for the Project.

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.

The overall construction of the mainline is almost complete, and testing of the new infrastructure using legacy Southern California Regional Rail Authority (SCRRA) equipment and Diesel Multiple Unit (DMU) equipment was successfully completed on April 12, 2022. With the completion of the grade crossing testing, the construction contract is entering the close-out phase and final acceptance of the contract is projected to be in June 2022. However, the current funding under the construction management contract assumed a contract completion in March 2022 and the final close-out in May 2022. Therefore, in order to successfully close out the construction contract, additional funding is needed to continue the support services from the Construction Management (CM) firm. The remaining work under the CM contract includes oversight to complete open punch list items, installation of equipment that is pending delivery due to shipping delays, resolution of open change order items, additional inspection/testing support needed to monitor and establish a brushing program on track, and other contract close-out activities.

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. 3 is needed to increase the total contract authority for the time and materials to Contract No. 16-1001440 as AECOM is providing services for longer than expected and at a higher level of effort. The increase will be funded with Measure I Metrolink/Rail Service Program funds previously allocated to RPRP.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 12, 2022

Page 2

Furthermore, staff is also recommending to utilize the final option term and is requesting approval to extend the contract to September 30, 2023 to provide sufficient time to perform final contract closed out activities.

Financial Impact:

This item is consistent with the Adopted Fiscal Year 2021/2022 Budget and the Proposed 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, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

Responsible Staff:

Victor Lopez, Dep. Director of Transit & Rail - Capital Delivery

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

Contract Summary Sheet

6.a

General Contract Information

Contract No: 16-1001440 Amendment No.: 3Contract 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		\$	1,200,000.00	Prior Amendments		\$	120,000.00
Prior Contingency Released		\$	1,858,006.00	Prior Contingency Released (-)		\$	(1,858,006.00)
Current Amendment		\$	750,000.00	Current Amendment		\$	75,000.00
Total/Revised Contract Value		\$	21,188,064.00	Total Contingency Value		\$	75,000.00
	Total Dollar Authority (Contract Value and Contingency)					\$	21,263,064.00

Contract Authorization

Board of Directors Date: 6/1/2022 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts

Sole Source? No

No Budget Adjustment

Federal/State/Local

Construction Management

N/A

Accounts Payable

Estimated Start Date: 10/4/2016 Expiration Date: 9/30/2022 Revised Expiration Date: 9/30/2023NHS: N/AOMP/QAP: N/APrevailing Wage: Yes

							Total Contract Funding:		Total Contingency:	
							\$	21,188,064.00	\$	75,000.00
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		750,000.00		75,000.00
GL:								-		-
GL:								-		-
GL:								-		-
GL:								-		-

Victor Lopez

Project Manager (Print Name)

Carrie Schindler

Task Manager (Print Name)

Additional Notes: To be funded using reduction in contingency funds previously allocated to other RPRP program contract (Contract 19-1002070) with Granite Construction. Work under the contract is completed and funds can be reallocated to program contingency funds.

Attachment: 16-1001440-03_1_CSS [Revision 2] (8514 : RPRP - Amendment No. 3 to Contract No. 16-1001440 CM Services)

AMENDMENT NO. 3 TO CONTRACT NO. 16-1001440

FOR

REDLANDS PASSENGER RAIL PROJECT (RPRP)

CONSTRUCTION MANAGEMENT SERVICES

This AMENDMENT No. 3 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. SBCTA and CONSULTANT desire to further amend the Contract to increase the contract by \$750,000 and to extend the contract term.

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

- 1. Article 2, CONTRACT TERM, is deleted and replaced in its entirety to read as follows:

"The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA's Procurement Analyst, and shall continue in full force and effect through September 30, 2023, until otherwise terminated, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP."

- 2. 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 One Hundred Eighty-Eight Thousand Sixty-Four Dollars (\$21,188,064.00). 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.”

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

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 3 below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

AECOM

By: _____
Curt Hagman
President, Board of Directors

By: _____
Chris Mockus
Vice President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE:

By: _____
Shaneka M. Morris
Procurement Manager

Minute Action

AGENDA ITEM: 7

Date: May 12, 2022

Subject:

Redlands Passenger Rail Project Quarterly Update

Recommendation:

Receive and file the Redlands Passenger Rail Project Quarterly Update.

Background:

The San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) has identified the Redlands Passenger Rail Project (RPRP) as one of its priority projects. The RPRP environmental clearance was completed in March 2015. The RPRP continues to move forward with mainline, maintenance facility, and vehicle manufacturing activities. The current schedule critical path item is the diesel multiple unit (DMU) commissioning and testing.

The mainline construction project continues to proceed towards substantial/final completion and overall contract is approximately 98% complete. All track work and bridge construction are substantially complete, and signal and communications systems have been successfully tested. The contractor has completed grade crossing activation testing with both the legacy Southern California Regional Rail Authority (SCRRA) locomotive (March 2022) and the DMU (April 2022). The contractor is currently working on punch list items and commissioning activities. Substantial completion is anticipated for May 2022 and final acceptance is anticipated in June 2022.

The maintenance facility contract is 97% complete and substantial completion was achieved in April 2022 with final acceptance anticipated in May 2022. Certificate to occupy the building and use it for intended purposes was also received April 2022. Additional contract work remaining on the building includes the installation of equipment that was previously procured but delayed due to shipping delays. The pending equipment includes the installation of 2 gangways, wash pad equipment and some hose reels with oil storage containers. Completion of punch list work and commissioning activities is currently underway.

Stadler US, Inc. (Stadler), delivered the third DMU in March 2022. DMU 1 was delivered in December 2021 and DMU 2 was delivered in January 2022. Commissioning and testing activities started in February 2022. Other remaining work includes the completion of change order work, including the installation of a crew boarding step and other software modifications.

The attached presentation provides an update of the multiple on-going activities.

Project Milestones and Status:

ACTIVITY	STATUS
Environmental Clearance	March 2015 – Completed
Award Vehicle Procurement Contract	July 2017 – Completed
Award Vehicle Maintenance Facility Construction Contract	April 2019 – Completed
Award Mainline Construction Contract	April 2019 – Completed

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 12, 2022

Page 2

Approval of 2-party Operations and Maintenance Agreement	June 2020 – Completed
Delivery of All DMU Vehicles	March 2022 - Completed
Maintenance Facility –Substantial Completion	April 2022-Completed
Maintenance Facility – Final Acceptance	May 2022
Mainline Contract – Substantial Completion	May 2022
Mainline Contract – Final Acceptance	June 2022
Conditional Acceptance of All DMU Vehicles	October 2022
Planned Revenue Service Start Date	October 2022

Project Description:

The RPRP entails the construction of nine (9) miles of new track plus a two (2) mile double-track section that will allow for the extension of Metrolink San Bernardino Line service and the introduction of multiple unit passenger rail service to the cities of San Bernardino and Redlands. It includes modifications to the San Bernardino Transit Center and construction of four new stations at: Tippecanoe Avenue in the City of San Bernardino, Esri station adjacent to their campus on New York Street (privately funded), Downtown Redlands station in the Packing House District, and University station at the University of Redlands in the City of Redlands. The project also includes reconstruction or rehabilitation of five (5) existing bridge structures, modifications to twenty-six (26) at-grade crossings including pedestrian treatments, positive train control, and quiet-zone ready infrastructure. Implementation of the new service requires the construction of a vehicle maintenance and storage facility, and acquisition of three (3) DMU passenger rail vehicles. The Arrow service will be the first use of Federal Railroad Administration (FRA) compliant modern DMUs in California.

Financial Impact:

This item is consistent with the proposed 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, Dep. Director of Transit & Rail - Capital Delivery

Approved
Transit Committee
Date: May 12, 2022

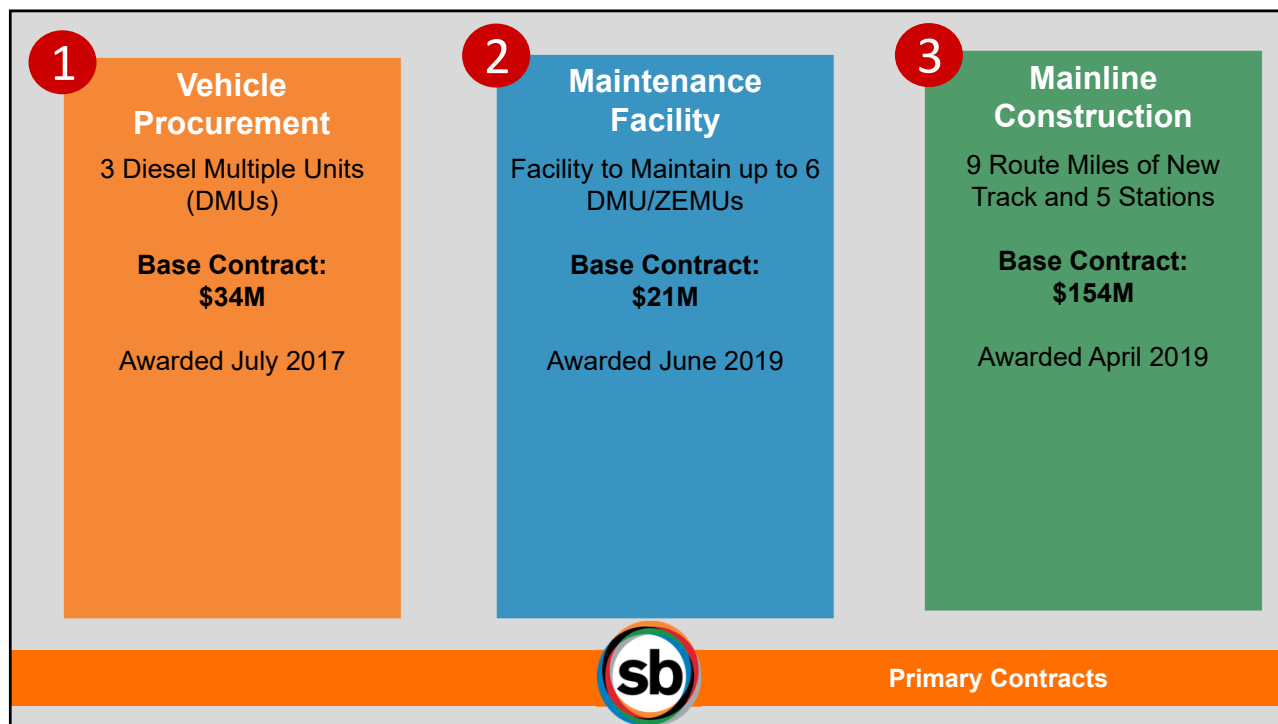
Witnessed By:

Redlands Passenger Rail Project Quarterly Project Update

Transit Committee
May 12, 2022



Attachment: RPRP Quarterly Project Update - TC 220512 (8353 : Redlands Passenger Rail Project Quarterly Update)



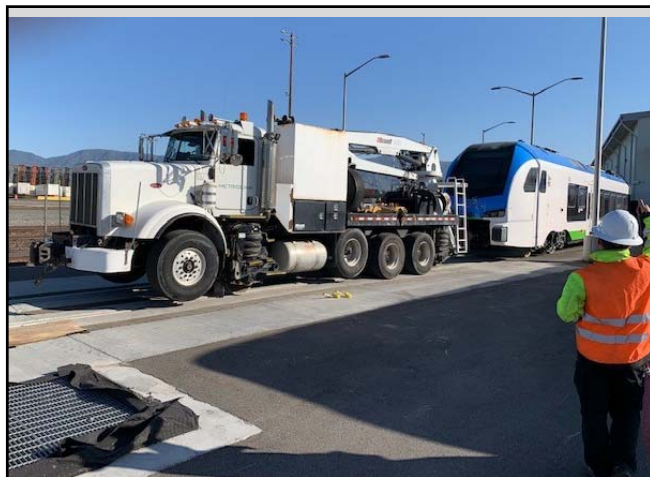
- **Percent Complete:** 95%
- **Prime Contractor:** Stadler US
- **Contract Management:** RailPros
- **Schedule:**
 - Contract Award: July 2017
 - First DMU Delivered: January 2021
 - Delivery of all DMU Vehicles: March 2022
 - Conditional Acceptance of all DMU Vehicles: October 2022

▪ **Budget and Expenditures:**

	Baseline Capital Amount	Executed Change Orders	Revised Amount	Expenditures	Amount Remaining
Contract – Capital	\$26,849,948.00	\$673,508.83	\$27,523,456.83	\$19,359,289.00	\$8,164,167.83
Contingency – Capital	\$2,684,995.00	-	\$691,486.17	-	-
Contract – O&M	\$4,555,129.00	-	\$4,555,129.00	\$1,801,948.10	\$2,753,180.90
Contingency – O&M	\$455,513.00	-	\$455,513.00	-	-
Total	\$34,795,585.00	\$673,508.83	\$33,225,585	\$21,161,237.10	\$10,917,348.73



1. Vehicle Procurement



SCRR Brandt truck towing DMU to demonstrate ability to recover the car in case of malfunction



SCAX #3401 during in yard safety performance testing at AMF



1. Vehicle Procurement



2

Maintenance Facility

Facility to Maintain up to 6 DMU/ZEMUs

**Base Contract:
\$21M**

Awarded June 2019

✓ Arrow Maintenance Facility

- o Located at 981 W 3rd St in San Bernardino just east of Santa Fe Depot



2. Maintenance Facility

- **Percent Complete:** 97%
- **Prime Contractor:** Granite Construction Company
- **Construction Management:** Lockwood, Andrews & Newnam, Inc. (LAN)
- **Schedule:**
 - Substantial Completion: April 2022
 - Anticipated Final Acceptance: May 2022
- **Budget and Expenditures:**

	Baseline Amount	Executed Change Orders	Revised Amount	Expenditures	Amount Remaining
Contract	\$ 20,855,000.00	\$5,245,458.31	\$26,100,458.31	\$24,718,957.66	\$1,381,500.65
Contingency	\$ 1,363,400.00	-	\$3,117,941.69	-	-
Total	\$ 22,218,400.00	-	\$29,218,400.00	-	-



2. Maintenance Facility



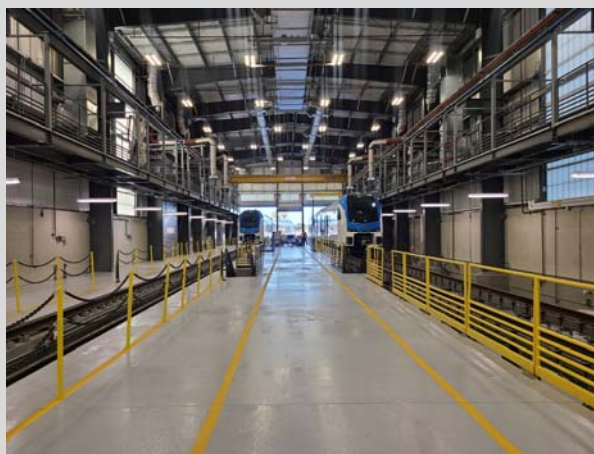
Maintenance Facility Building and Yard



2. Maintenance Facility



DMU in Maintenance Building



Maintenance Building-Interior



2. Maintenance Facility

3

Mainline Construction

9 Route Miles of New Track and 5 Stations

Base Contract:
\$154M

Awarded April 2019

✓ Construction

- Various Locations at the Same Time
- Coordinated Closures for Crossings
- Weekly Updates via Email
- Construction/Modification to 5 Stations
- Modifications to 26 Grade Crossings



3. Mainline Construction

- **Percent Complete:** 98%
- **Prime Contractor:** Flatiron West, Inc.
- **Construction Management:** AECOM
- **Schedule:**
 - Contract Award: April 2019
 - Substantial Completion Estimate: May 2022
 - Final Acceptance: June 2022

▪ **Budget and Expenditures:**

	Baseline Amount	Executed Change Orders	Revised Amount	Expenditures	Amount Remaining
Contract	\$154,232,073.81	\$16,810,798.57	\$171,042,872.38	\$168,899,639.16	\$2,954,690.40
Contingency	\$15,423,207.19		\$6,324,016.02	-	-
Total	\$169,655,281.00		\$177,366,888.40	-	-



3. Mainline Construction

Stations:



San Bernardino - Downtown – April 2022



Redlands - Esri Station – April 2022



3. Mainline Construction

Stations:



DMU at Redlands – Downtown (SCRRA) Station Platform – April 2022



DMU at Redlands - Downtown (DMU) Station Platform – April 2022



3. Mainline Construction

Stations:



DMU at Redlands - University Station – April 2022



3. Mainline Construction



@goSBCTA



cta

San Bernardino County
Transportation Authority

Minute Action

AGENDA ITEM: 8

Date: May 12, 2022

Subject:

Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc for Transit and Specialized Transportation Planning Services

Recommendation:

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

A. Approve Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc., increasing the contract amount by \$200,000 for a new not-to-exceed amount of \$780,000; and exercise the first of two, one-year options, extending the contract term through June 30, 2023.

B. Provide for Assignment of Contract No. 19-10001998 from Heather Menninger Visscher doing business as AMMA Transit Planning to AMMA Transit Planning, Inc.

Background:

On May 1, 2019, the San Bernardino County Transportation Authority (SBCTA) Board of Directors awarded Contract No. 19-1001998 to AMMA Transit Planning for specialized transit services which included two, one-year options. This contract is set to expire on June 30, 2022. At this time, staff would like to exercise one of the two one-year options, extending the contract through June 30, 2023, and increasing the contract amount by \$200,000 for a new not-to-exceed amount of \$780,000. Approval of Amendment No. 2 will allow for the continuation of ongoing programs as well as allow for new endeavors during the remainder of Fiscal Year (FY) 2021/2022 and FY 2022/2023.

AMMA has provided public and specialized transit planning services to SBCTA for several years following the selection of the firm during a competitive procurement process.

A summary of the firm's activities include:

1. Support for the Public and Specialized Transportation Advisory and Coordination Council (PASTACC).
2. Conducting the annual Transportation Development Act Unmet Needs Transit Public Hearings as well as the unmet needs analysis.
3. Providing technical assistance, documentation and training for SBCTA, the San Bernardino County rural bus operators, and local non-profits in the following areas:
 - a. Title VI of the Civil Rights Act of 1964;
 - b. Americans with Disabilities Act, including monitoring legal actions throughout the nation and assisting in responding to proposed federal rule making involving the provision of transit services; and
 - c. Federal Transit Administration Section 5310 Senior and Disabled programs which include assistance with grant application submittals and application reviews.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 12, 2022

Page 2

4. Providing input on national trends for the Multimodal Interconnectivity Working Group which consists of the San Bernardino County transit operators and Metrolink, as well as SBCTA's rideshare and vanpool programs.
5. Providing general technical assistance to public and specialized transportations systems as requested.
6. Monitoring and reporting on trends through preparation of the San Bernardino County Multimodal Quarterly Update.

Since the execution of the original contract, AMMA Transit Planning changed their business organization and name, which is now AMMA Transit Planning, Inc. Amendment No. 2 provides for an assignment of the contract from Heather Menninger Visscher doing business as AMMA Transit Planning to AMMA Transit Planning, Inc.

This contract was previously amended by Executive Director approval in March of 2021. Amendment No. 1 increased the contract value by \$100,000, for a total not-to-exceed amount of \$580,000.00.

Financial Impact:

This item is consistent with the Adopted Fiscal Year (FY) 2021/2022 Budget and the Proposed FY 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Transit Committee
Date: May 12, 2022

Witnessed By:

General Contract Information

Contract No: 19-1001998 Amendment No.: 2Contract Class: Payable Department: TransitVendor No.: 00130 Vendor Name: AMMA Transit Planning, IncDescription: Transit and Specialized Transit Planning

List Any Related Contract Nos.:

Dollar Amount			
Original Contract	\$	480,000.00	Original Contingency \$ -
Prior Amendments	\$	100,000.00	Prior Amendments \$ -
Current Amendment	\$	200,000.00	Current Amendment \$ -
Total/Revised Contract Value	\$	780,000.00	Total Contingency Value \$ -
Total Dollar Authority (Contract Value and Contingency)			\$ 780,000.00

Contract Authorization

Board of Directors Date: 6/1/2022 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No No Budget AdjustmentFederal/Local Professional Services (Non-A&E)

Accounts Payable

Estimated Start Date: 6/27/2019 Expiration Date: 6/30/2022 Revised Expiration Date: 6/30/2023NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding: Total Contingency:

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	780,000.00	\$	-
GL	1030	30	0309	0309	52001	41200000	Sales Tax-LTF Admin	216,000.00	-	-	-
GL	1035	30	0309	0309	52001	41200000	Sales Tax-LTF Planning	264,000.00	-	-	-
GL	4180	30	0314	0320	52001	41100000	Sales Tax-MSI Valley TMS	56,000.00	-	-	-
GL	4280	30	0314	0320	52001	41100000	Sales-Tax MSI Victor Valley TMS	14,000.00	-	-	-
GL	2122	30	0383	0000	52001	42107020	FTA.S5307.CA-2018040-00	15,000.00	-	-	-
GL	2122	30	0383	0131	52001	42107020	FTA.S5307.CA-2018040-00	15,000.00	-	-	-
GL	1030	30	0309	0309	52001	41200000	Sales Tax-LTF Admin	75,000.00	-	-	-
GL	1035	30	0309	0309	52001	41200000	Sales Tax-LTF Planning	75,000.00	-	-	-
GL	4280	30	0314	0340	52001	41100000	MSI TMS Valley	12,500.00	-	-	-
GL	4180	30	0314	0340	52001	41100000	MSI TMS Victor Valley	37,500.00	-	-	-

Nancy Strickert

Carrie Schindler

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS 19-1001998 [Revision 1] (7828 : Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc)

ASSIGNMENT AND AMENDMENT NO. 2 TO CONTRACT NO. 19-1001998

FOR TRANSIT AND SPECIALIZED TRANSPORTATION PLANNING SERVICES

This ASSIGNMENT and AMENDMENT No. 2 to Contract No. 19-1001998 (“Assignment and Amendment No. 2”) is made by and between San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, Heather Menninger Visscher DBA AMMA Transit Planning (“CONSULTANT” or “ASSIGNOR”), and AMMA Transit Planning, Inc. (“ASSIGNEE”), whose address is 19069 Van Buren Blvd., Suite 114-378, Riverside, California 92508. ASSIGNOR, ASSIGNEE, and SBCTA are each a “Party” and collectively “Parties”. ASSIGNOR and ASSIGNEE are each referred to as “CONSULTANT.”

RECITALS:

- A. SBCTA and CONSULTANT entered into Contract No. 19-1001998 dated June 27, 2019, whereby SBCTA engaged the services of CONSULTANT to provide Transit and Specialized Transportation Planning Services (“Contract”) through June 30, 2022; and
- B. On March 19, 2021, SBCTA and CONSULTANT amended the contract to increase the Not-To-Exceed amount and to correct the name of CONSULTANT; and
- C. ASSIGNOR now desires to assign the Contract to ASSIGNEE, pursuant to Article 40 of the Contract, and SBCTA desires to affirm its consent to such assignment; and
- D. The Parties desire to amend the Contract to exercise the first option to extend its term through June 30, 2023, and to increase the contract price by \$200,000.

NOW THEREFORE, in consideration of the terms and conditions set forth herein, the Parties agree as follows:

- 1. Heather Menninger Visscher DBA AMMA Transit Planning (ASSIGNOR) hereby assigns all her rights and obligations under the Contract to AMMA Transit Planning Inc. (ASSIGNEE).
- 2. AMMA Transit Planning, Inc. hereby agrees to assume all rights, duties and obligations under the Contract. and agrees to perform in the place of Heather Menninger Visscher DBA AMMA Transit Planning.
- 3. SBCTA consents to the assignment of the Contract from Heather Menninger Visscher DBA AMMA Transit Planning to AMMA Transit Planning, Inc.
- 4. All references in the Contract to AMMA Transit Planning or to Heather Menninger Visscher DBA AMMA Transit Planning shall mean AMMA Transit Planning, Inc.
- 5. Notwithstanding SBCTA’s consent to the assignment, ASSIGNOR is and shall remain jointly liable with ASSIGNEE for performance of the duties and obligations under the Contract.

6. Article 2. Contract Term shall be deleted and replaced in its entirety with the following:

ARTICLE 2. CONTRACT TERM

The Contract term shall commence upon issuance of a written Notice to Proceed (NTP) issued by SBCTA, and shall continue in full force and effect through June 30, 2023, until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

SBCTA at its sole discretion may extend the original term of the Contract for two, one (1) option term. The maximum term of this Contract, including the Option Term, if exercised, will not exceed June 30, 2024.”

7. Section 3.2 of Article 3. Compensation shall be deleted and replaced in its entirety with the following:

“3.2 The total Contract Not-To-Exceed Amount is Seven Hundred Eighty Thousand Dollars (\$780,000). All Work provided under this Contract is to be performed as set forth in Exhibit A “Scope of Work”, and shall be reimbursed pursuant to Exhibit B Price Form”. The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract and include CONSULTANT’s direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the 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.”

8. Exhibit B is amended to include Exhibit B.1 “Price Form,” attached hereto
9. The Recitals set forth above are incorporated herein by this reference.
10. Except as amended by this Assignment and Amendment No. 2, all other provisions of the Contract, as previously amended, shall remain in full force and effect and are incorporated herein by this reference.
11. This Assignment and Amendment No. 2 is effective on the date executed by SBCTA.

IN WITNESS WHEREOF, the Parties have duly executed this Assignment and Amendment No. 2 below.

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

ASSIGNOR:
HEATHER MENNINGER VISSCHER
DBA AMMA TRANSIT PLANNING

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

By: _____
 Heather Menninger Visscher

By: _____
 Curt Hagman
 President, Board of Directors

Date: _____

Date: _____

ASSIGNEE:
AMMA TRANSIT PLANNING, INC

APPROVED AS TO FORM:

By: _____
 Heather Menninger Visscher
 Chief Executive Officer

By: _____
 Julianna K. Tillquist
 General Counsel

Date: _____

CONCURRENCE:

By: _____
 Dennis Brooks
 Chief Financial Officer

By: _____
 Beatriz Valdez
 Acting Procurement Manager

Date: _____

Attachment: AMMA Contract 19_1001998_2 (7828 : Amendment No. 2 to Contract No. 19-1001998 with AMMA Transit Planning, Inc)

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								
Frank Navarro City of Colton	X	X	X	X								
Aquanetta Warren City of Fontana	X	X	X									
Larry McCallon City of Highland	X	X	X	X								
John Dutrey City of Montclair	X	X	X	X								
Alan Wapner City of Ontario	X	X	X	X								
L. Dennis Michael City of Rancho Cucamonga		X		X								
Deborah Robertson City of Rialto	X	X										
John Valdivia City of San Bernardino	X		X									
David Avila City of Yucaipa	X	X	X	X								
Rick Denison Town of Yucca Valley	X	X	X	X								
Dawn Rowe Board of Supervisors	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
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
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